Carlos Rivera's death on April 4, 2008 at the Port of Long Beach confirms that west coast longshore workers have some of the most dangerous jobs in America. More than a dozen longshore workers have been killed on the docks in less than six years since the current contract became effective on July 1, 2002.

By comparing records of ILWU job fatalities with U.S. government records of “fatal occupational injuries” it is possible to compare death rates of west coast longshore workers with other occupations. The analysis reveals that west coast longshore work is extremely hazardous, with a higher fatality rate than firefighters or police officers. During the past six years, longshore workers have suffered a fatality rate of 17.3 deaths per 100,000 employees, compared to 16.6 deaths for firefighters and 14.9 deaths for police officers.

Families suffer most

ILWU Local 10 member Robert Padgett’s family was devastated by his death on the docks. Padgett died in 2005 when the catwalk he was using collapsed at the Port of Richmond, California. He left behind his wife, Donna Little, their six-year-old daughter Becka, and their grandson, Kaj. Padgett spent much of his free time building things with his daughter. On the day of his tragic accident, he was looking forward to Becka’s first after-school carpentry class that afternoon.

“When someone leaves in the morning to work on the waterfront, they should be able to return to their family in the evening,” Little said. “We were a very close family. Telling our six-year-old daughter that she will never see her daddy again was the hardest thing I ever had to do.”

Other fallen longshore workers who have been killed during the past six years include:

- Kimberley Kuchman-Miles of Local 23 in Tacoma was the first longshore woman to be killed on the docks. Kimberley was crushed by a container at the Evergreen terminal in Tacoma on August 13, 2005. She was survived by her 10-year-old son Joshua, her 14-year-old daughter Brittany, and her partner of eight years David Zahradnik.
- Richie Mraz of Local 13 in San Pedro died on May 1, 2004, after he was hit by a truck. Richie left behind his wife Adrianna, his 14-month-old daughter Addison, and two step sons; 14-year-old Joe and 13-year-old Roy.
- Joseph Aliseo of Local 19 in Seattle was run over by a top-loader at the port’s APL terminal on April 19, 2007. Joseph was survived by his partner Kym, their six-year-old son Aydin, and stepsons Byron and Hawken.

“The deadly side of longshore work

“Workplace deaths are devastating for families and leave co-workers shaken-up for a long time,”

— ILWU Longshore Safety Committee Chair Tim Podue
members of the ILWU Longshore Negotiating and Safety Committees travelled to Australia in early April to meet with 300 union delegates from around the world. Dockers from around the world convened in Sydney to mark the 10-year victory by the Maritime Union of Australia (MUA) over a vicious union-busting effort by Patrick Steve-r, President Bob McEllrath.

MUA President Paddy Crumlin delivered a stirring account of that struggle, accompanied by videos of the pitched battles that took place between strikers, scabs, and police. MUA workers eventually won their jobs back at Patrick, and Australia now has a more labor-friendly government, but Crumlin said the MUA is taking nothing for granted and sees difficult struggles ahead.

The MUA devoted the better part of a day to present a detailed account of their political action effort that helped elect a more labor-friendly government in late 2007. The key, according to Crumlin, was involving record numbers of MUA members in a grassroots campaign effort.

Other dockworker union representatives at the conference described the conflicts underway at their home ports as global shipping interests and anti-union governments keep pushing forward an agenda of deregulation, privatization, and union-busting.

Several speakers noted that it was the government of Britain's Margaret Thatcher, followed by her successor, John Major, that marked a new era of attacks against unions – with dockworkers being a prime target. The Liverpool dockers felt the lash in 1995 – marking a series of attacks against dockers around the world.

ILWU International President Bob McEllrath reviewed the history of struggles that have happened in the ten years since the battles at Patrick, noting that the West Coast lockout in 2002 also involved collusion between longshore industry officials and their friends in the Bush White House that coordinated their attack on the ILWU. Similar struggles are now taking place throughout the European Community, Japan, and most major ports around the world.

In all of these struggles, cooperation and international solidarity between unions is becoming an increasingly important factor.

“The ILWU has always recognized that international relations between unions are an important source of support. We’re committed to strengthening those ties and continuing to make international solidarity a part of our strategy,” said ILWU International President Bob McEllrath.

ILWU members were also able to attend another meeting in Australia: the 3rd International Pacific Rim Mining and Maritime Unions Seminar. This network started in 2002 at the time of the ILWU lockout, is co-sponsored by the ILWU, MUA, Australia’s Construction, Forestry, Mining and Energy Union, along with Teamsters, Steelworkers, and other unions that seek stronger ties between workers and unions that mine raw materials and produce goods from them – with the unions that transport and distribute those goods and materials.

“It’s important to understand these supply chains so we can develop new allies and exploit the weak links that can help us win organizing campaigns and better contracts,” said ILWU Coast Committee Chairman Ray Ortiz, Jr.
Busloads of ILWU members came to kick-off the “Hollywood to the Docks” march on April 15th.

Marching for good jobs from Hollywood to the Docks

Thousands of Southern California union members – including hundreds from ILWU locals – attended a large rally at the Port of Los Angeles on the evening of April 17th to celebrate the successful conclusion of “Hollywood to the Docks,” a three-day, 28-mile march for good jobs.

“When we began this incredible march,” said Maria Elena Durazo, head of the LA County Labor Federation that organized the event, “not only did we go from Hollywood to the Docks, but the docks went to Hollywood with the ILWU Drill Team and busloads of longshore workers!”

Hundreds of ILWU members traveled by bus to kick-off the march on the streets of Hollywood on April 15th. The ILWU Local 10 Drill Team flew down from the San Francisco Bay Area to dazzle the crowd with their fancy moves and cool routines.

When it came time to begin marching, hundreds of longshore workers, dressed in white caps and white shirts, led marchers on the initial leg down Wilshire Boulevard, where they met up with hundreds of janitors from SEIU Local 1877 who were gathered in front of Hollywood’s historic Wiltern Theatre.

The aim of the march was to mobilize union members, build solidarity, and focus media attention on the ports of LA and Long Beach.

Some 200 union members volunteered to march the entire 28 miles from Hollywood to San Pedro, with the ILWU’s walkers forming the largest union contingent. Hundreds of other ILWU supporters from Locals 13, 63, 94, 63-OCU, 26, 29, plus Pensioners and Auxiliary members supported the effort at different points during the event.

Among the ILWU walkers was Richard Flores of Local 13, who marched with his 16-year-old son Rich and 14-year-old daughter Amanda. Also marching were Tim Patrick and Andrea Miller, who once worked at the Rite Aid Warehouse in Lancaster where 600 workers recently voted to join the ILWU. Rite Aid worker Gabriel Ramirez took the day off from his job at the warehouse to participate in the final leg of the march.

Some veteran ILWU members marched including Local 13 Chairman of Stewards Mike Freese and David Aram who carried his granddaughter on top of his shoulders during much of the march. Local 94 member Louis Hill proudly marched throughout the entire distance and carried his local’s banner the entire 28 miles.

ILWU supporters from Locals 13, 63-OCU, 26, 29, plus Pensioners and Auxiliary members supported the effort at different points during the event.

Local 13 member Sal Pardo, one of the union’s 20 core walkers, explained how the experience transformed the way he thinks about the union and his co-workers.

“When I first heard about the idea, I wasn’t very positive because I didn’t think marches and hunger strikes could really accomplish much,” he said. “But I gotta tell you, something almost spiritual happened to us during those three days because we came together for a cause, bonded with each other, and felt a kind of power that working people need to feel if we’re gonna turn this country around so that working people have more say and a real voice.”

Marchers continued their long walk, heading south toward the ports of LA and Long Beach. They reached the city of Torrance on the second day, where they went to a rally at the retail giant, Wal-Mart, and found ILWU members on-hand to lend support.

“The second day was a long haul down Vermont Avenue, but having everyone come out for the Wal-Mart rally really lifted all of us up,” said ILWU Local 13 member Sal Pando, one of the union’s 20 core walkers.

By noon on the third day, marchers were getting close to Wilmington and San Pedro. They stopped for lunch at a nearby park where they were welcomed to the Harbor Area by newly-elected Assemblyman Warren Furutani.

Environmental and community groups were also on hand to rally support for cleaner air and help port truckers who want to join the union.

As marchers walked the final stretch down Galpy Street, then across Channel to Pacific Avenue, they were welcomed with the blare of car horns from supportive residents. Marchers responded with their final chant, “Pedro Town is a Union Town!”

ILWU volunteers prepared a BBQ dinner for all marchers hosted by Local 13 and its Memorial Hall Association. Afterward, marchers gathered at the ILWU Worker Memorial to lay a wreath commemorating the death of longshoreman Carlos Rivera who had been killed at work on the docks in 1934.

“Almost 60 members have been killed here on these docks, and now, they are also on hand to rally support for cleaner air and help port truckers who want to join the union.”

DISPATCHER • May 2008
Sacramento, CA—The Sacramento City Council has acted again to support the right of Blue Diamond workers to organize and join ILWU warehouse local 17. The Council voted by 7-1 in early April to create an ad hoc committee that will try to meet with the company, workers, and union to develop an election process that would be agreeable to all.

This marks the second time the Council has taken action for the Blue Diamond workers. At a packed and dramatic meeting on Dec. 5, 2006, the Council passed a resolution urging the company to sign a neutrality agreement with the ILWU. Blue Diamond management ignored the previous request from the City Council, along with pleas from concerned church and community leaders in Sacramento where the company has been headquartered for nearly 100 years. City officials voted to give Blue Diamond $21 million in public aid back in 1995 when the company announced plans to leave Sacramento.

“We’re very happy with the Council’s latest decision,” Blue Diamond Organizing Committee member Carlos Saravia said. “I hope now Blue Diamond will show some respect for the community leaders and the elected council members. I don’t think you can agree at first, but at least they need to talk.”

Last fall, a group of Sacramento activists formed “Communities Organizing for Blue Diamond Workers” (COBW). COBW held a public forum in November 2007 with a panel of eight political, religious and community leaders. After workers detailed the way Blue Diamond had violated their rights, the panel recommended fair ground rules for a vote on union representation. Panelists suggested that the election should be held at a neutral place such as a school or church, supervised by a neutral election monitor, and that both sides should have equal access to the vote and promise not to intimi- date them.

The panel members sent a letter to Blue Diamond CEO Doug Youngdahl explaining the rules. They then waited. And waited. Two months later, Youngdahl wrote back to one of the panelists, State Sen. Darrell Steinberg, saying a meeting with COBW “would not be an appropriate forum to discuss this matter.”

A COBW delegation went to the plant March 13 to request a meeting in person. Youngdahl “was not in the office” that day, so Human Resources official George Johnson came out and kept the door open—many of the workers were senior citizens—standing in the cold as he smirked and promised to “convey their concerns” to the company CEO.

Days later, some 500 members of M.E.C.A.(the nation’s largest Chicanio student activist group) rallied in front of the Blue Diamond Growers’ plant during the group’s national conference. They took up chalk and paint to cover the pavement with drawings and messages of support for the Blue Diamond workers, and promised to take word of the almond workers’ union fight back to their home communities.

A few months following the student action, participants from Sacramento’s César Chávez march stopped for a brief rally at Blue Diamond on March 29. The hundreds of particip- ants yelled and chanted and sat down briefly in front of the gift shop that sells almond products.

Blue Diamond management has tried to prevent workers from learn- ing about the growing community support for the union cause. They shut the plant on Good Friday for the first time in recent history to prevent workers from seeing the M.E.C.A. student activists. They scrubbed away messages of support that had been “chalked” on the street by students before the Saturday shift began. And when the Sacramento Bee ran a report on the upcoming City Council vote, Blue Diamond official- ists removed all copies of the paper that are usually in the lunchroom.

Management didn’t bother to send anyone to the April 1 City Coun- cil meeting, where Blue Diamond workers and community support- ers laid out the case for fair ground rules.

“We are grateful to the City Council for their support,” organizing committee member Ben Montgomery said. “We want a free and fair elec- tion with a level playing field, mak- ing sure that both sides play by the same rules.”

California State University pro- fessor emeritus Emmanuel Gale noted that Blue Diamond may be telling the City Council to mind its own business, but the company was happy to talk with the City Council and got its $21 million from tax- payers.

“We’re appalled by the arro- gance of Blue Diamond,” said Chris Jones of ACORN, which organizes and advocates for low-income fami- lies around the country. “I was part of the panel that wrote the letter of concern to Blue Diamond and they wouldn’t even answer us. ACORN is here to support the Blue Diamond workers because we’re all part of our community that deserves more respect.”

Sacramento Central Labor Coun- cil Executive Secretary-Treasurer Bill Camp underlined the importance of holding the election in a neutral place. When he worked for the Cali- fornia state agency that ran union elections for farm workers in the 1970s and 80s, he insisted that ballot boxes be set up in the fields.

“Where you put the ballot box is key,” Camp said. “Freedom of asso- ciation has no meaning when work- ers feel they’re under the power of the boss. This is about who we are as workers and as part of a community where everyone participates.”

When Sacramento City Coun- cil members held their own vote on the new Blue Diamond resolution in early April, the behavior by Blue Dia- mond management was apparently a factor. One Council member who had voted against the first resolution in 2006 decided to support the new effort.

“Having the kind of dialogue my colleague is suggesting can only be helpful,” Council member Robert Kilroy said. “We have a responsi- bility to the employer and the employees at Blue Diamond to try to help resolve this situation.”

Marcy Rein

Marching for good jobs from Hollywood to the docks

continued from page 3

Unfortunately, we have to add another name because brother Carlos Rivera was just killed on April 4th while working at Long Beach. When people get killed it changes the course of their life. The machines are big. These cranes are huge. For the companies, it’s all about productivity. But for the families – including the ILWU family – it’s a down in the workplace tragedy like it happens too often.

After paying their respects, march- ers headed triumphantly toward the large crowd that was waiting for them at the docks to celebrate the end of the march with a solidarity rally.

ILWU volunteers, led by Mike Piazza, Kevin Schroeder, and Patricia Aguilar, provided security for the March. A hospitality tent and cool drinks, bal- loons and temporary tattoos for kids, and the “Legacy of 1934” historical exhibit that were all big hits with the crowd.

The Los Angeles Federation of Labor won’t let any worker down when the call is made for help, said Durazo. “When the line is down, we will be there for them.”

The large crowd heard from many speakers, including ILWU International President Bob McElrath who appeared on a giant, black and white screen to deliver his solidarity message from Sydney, Australia, where he and other longshore negotiating team members had just been meeting with dock workers from around the world to shore-up support from international unions.

International Vice President Joe Radisch took the stage and thanked all the walkers for their hard work and asked rally participants to salute the successful organizing campaign by 600 workers at the Rate Aid warehouse in Lancaster. Tim Patrick and Andrea Miller, both former Rite Aid warehouse workers, stepped forward to receive a warm round of applause from the crowd on behalf of their co-workers.

Local 13 President Jose Cortez wel- comed everyone “to the home of Local 13,” thanked ILWU members for com- ing, and urged workers from shipping, trucking, railroads, and airlines to come together and “share our power as working people.”

ILWU International Secretary- Treasurer William Adams told the crowd: “The fight for good jobs is criti- cal for our communities, but it’s not just a local issue – it’s a global issue and unions from all over the world are part of the same struggle.”

“I am invested in the success of ILWU members,” said Unified Fire Chief Ray Familathe who, with Adams and others, had just arrived after flying 14 hours from Australia, presented a special tie shirt to Maria Elena Durazo of the LA Labor Federation, signed by over a hundred union activists from all over the world who attended the global labor conference in Sydney.

“We’re presenting this symbol of support from workers in China, Japan, and Great Britain; from longshore workers, truck drivers, steelwork- ers, and miners,” said Familathe as he unfurled the signature-emblazoned shirt. “Workers from around the world have lent their support to our fight, so workers in LA will never walk alone.”

To see a large collection of full- color images from ‘Hollywood to the Docks,’ go to: www.contract2008.org

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Marcy Rein
Better rules for safer docks

"Workplace deaths are devastat-
ing for families and leave co-workers
shaken-up for a long time," says ILWU
Longshore Safety Committee Chair
Tim Podnar. "Many safety experts refuse
to use the term 'accident' to describe
workplace fatalities because most can be
prevented with better rules and enforce-
ment – but that requires management
to agree that safety must be a higher
priority."

Podure says the ILWU Safety Com-
nittee is pressing employers right now
to adopt better safety rules as part of the
longshore contract negotiations. "We're
pushing as hard as we can at the nego-
tiating table, but it always comes down to
a struggle about time, money, and
profits – versus our need for better rules
that will save lives."

Pensioner perspective on safety

Every year, the ILWU Southern
California Pensioners Group joins with
Locals 13, 63 and 94 to honor more
than 60 fallen longshore workers who
have died on their docks since 1934 by
hosting a memorial on May 15 in San
Pedro's John S. Gibson Memorial Park.
So Cal Pensioner President Al Per-
isho, who spoke at last year's cere-
monies and plans to attend this year, feels
that the ports are as dangerous now as
in the old days when break-bulk was
the norm before containers were used.
Perisho says the pace of work and mas-
sive equipment can make the docks
even deadlier.

"The nature of the job has changed.
The cargo isn't human-scaled anymore.
With today's heavy equipment and
speeding trans-tainers, if you get hit on
the job, you're dead."

-- John Showalter

MeMBers sPeAK oUt

Kim Kuchman-Miles, Local 23, the
first female longshore worker to die
on the docks, was crushed by a
container on Aug. 13, 2005 at the
Port of Tacoma.

Richie Mraz, Local 13, died at the
Port of Los Angeles on May 1, 2004 af-
ter being hit by a truck.

Joseph Aliseo, Local 23, died on April
19, 2007 at the Port of Seattle after
being run over by a top-loader.

Oregon ILWU Endorsement for
May 20th Primary

The Oregon Area District Council has announced endorsements for their
May 20th primary. A complete list of Oregon AFL-CIO endorsed candidates
can be found at www.ILWU40.org under the District Council tab.

United States President Senator Barack Obama
United States Senate State Representative Jeff Merkley
Oregon Attorney General John Kroger
Secretary of State State Senator Vicki Walker
Oregon State Treasurer State Senator Ben Westlund

How can we make safety a
higher priority at work?

"The first thing is to be comfortable
speaking out about safety problems.
After that, we have the responsibil-
ity to take action by looking out for
each other and making sure we're working
safely. I work with electricity and know
that many workers were killed in the
past. Supervisors and executives in the
office don't get their hands in harms way.
For them, safety problems are a liability.
For us, it's what we do everyday and
sometimes a matter of life and death."

-- Mark Blankenship
Electrician & Union Safety Rep
Local 30, Boron, CA

"All of us need to pay attention. We
should have the senior workers educate
the new workers who are just coming
in. Education is the most important
word. Safety means that you need to
look around, and be aware of what's
happening. Just because you think that
you might be safe, it doesn't mean that
eye everyone else is. We should always be
looking out for each other and making
sure that everyone is safe."

-- Bina Moctezuma
Local 29, San Diego, CA

"Anybody who's spent a lot of time on the
waterfront knows that a lot of dangerous
things happen. When I first started, I never
understood why the old timers told me,
'you can't do this; you should do that,' but
I listened. It all makes sense now, of
course; they knew what they were doing.
But today there's been such a surge of
registration in our industry, there are more
young people who don't have time under
their belt, who don't know the dangers we
know. We should do more mentoring to
make sure they are aware of what can
happen when you don't follow procedures."

-- Kurt Harriage
Local 19, Seattle, WA

"Safety is the most important issue
down on the docks. I've seen a lot of
people injured. I think people want to
produce faster for the company. One of
my girlfriends, her container tipped over
with her UTR and she a lot of broken
bones. She was hospitalized and off
work for two years. I don't believe in the
ten-hour work shift people are talking
about. I think that'd be too much time
on the job. It would cause more fatigue
and injuries."

-- Leslie Clark
Local 63, San Pedro

"My job is forklift training. We have a
lot of pedestrian traffic around us and
truck drivers who don't obey dock rules.
I believe the employer needs to better
enforce and require more comprehensive
training for forklift operators. Forklift
drivers need to learn how to drive defen-
sively. We've had near-misses and fork-
lifts falling off the dock onto the cement."

-- Ron Sparling
Local 6, Certified Forklift trainer,
Guittard Chocolates
Fairfield, CA

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The crew of the containership IGA knew they were being underpaid and some were ready for collective action. At Long Beach, the crew spoke with Local 13 longshore workers, who turned to Stefan Mueller-Dombois for help. He’s the Southern California Inspector for the International Transport Workers’ Federation (ITF), a global network of transportation unions that help workers, including crewmembers on ships that are often mistreated by investors who operate under a “flag of convenience” from countries with lax labor standards.

Stefan became the crew’s main contact and advocated for him to contact the ILA in Long Beach last August. “I showed the crew how much they could make under an ITF contract, and said that we’d try them as a contract. This struggle also involved newly trained members from the IBU and Local 142 in Hawaii who served as ITF volunteers. The volunteer program is overseen by Jeff Engels, ITF Coordinator for the U.S. West Coast, who arranged for the ILWU members how to visit seafarers, pass out literature, and see if crew conditions are up to standard. Volunteer trainings have been conducted in Southern California, Columbia River area and Hawaii; trainings for Alaska and the Puget Sound region are being planned.

The crew got in contact with Stefan for months, always asking the same question: “Do we have a contract yet?” Their ship - flying the flag continued on page 7
Local 13’s Carlos Rivera dies in dockside tragedy

Longshore workers raised their cranes into the “boomed up” position April 14 in a silent tribute to deceased longshoreman Carlos Caballero Rivera, who was working in Wilmington with Nippon Yusen Kaisha, or NYK, Line. He was killed by forklift carrying rolls of sheet metal at California United Terminal in Long Beach.

“I remember my brother Carlos and I came to the union together,” Local 13 President Joe “Jo” Cortez said at the service. “When Carlos and I came into this union, no one wanted to be a longshoreman. This is tough work. Carlos showed himself to be a person of great character. He was a devoted husband, father, and a family man.”

Rivera was born in Caguas, Puerto Rico, on November 12, 1953, and married his wife Juana Zambrana. He worked in the lumber business for a while and started working for the ILWU in 1965, registering as an “A” man a few years later. All his friends say he loved working on the waterfront.

Off the job, friends and family knew him as a compassionate man who devoted much time to family and friends.

“My son Daniel is here today and he is a casual longshoreman,” Los Angeles City Councilwoman Janice Hahn said at the service. “Danny told me that he recently spent a day working with Carlos. They were swingmen together at TraPac and he told me that the first thing he noticed were Carlos’ hands. He just knew that those were hands that spent a lifetime working. Carlos said that the reason he worked for his whole life was he wanted to take care of his family.

“Carlos always advised his fellow workers to “save, save, save” their money, to be prepared for hard times. For that advice they sometimes called him “tycoon.”

He is survived by his wife Mrs. Juana M. Rivera, children Daniel, Carlos Jr., Roy, Virginia, and grandkids and great-grandkids.

Carlos Rivera, who had more than 40 years experience on the docks, becomes the second longshoreman killed in Long Beach-Los Angeles since January 2005.

-- Tom Price

Solidarity action involves rank and file

Continued from page 6

Pacific and chartered by the Japa-

nese company Nippon Yusen Kaisha,
or NYK Line - continued its Western Pacific run. But, on April 4, the day the IGA arrived at Long Beach, the crew was finally so fed up that they refused to sail without better pay and an ITF contract.

“I got power of attorney from the crew and called the owner, and he told him his vessel might be delayed if they didn’t agree to terms and conditions of an ITF contract,” Stevan said.

Stevan called the 24-hour Coast Guard hot line at noon to explain that there weren’t enough crew to safely sail the ship, which was due to cast-off at 4 p.m. Coast Guard investiga-
tors arrived under the command of a chief warrant officer and interviewed each sailor individually. It usually takes a minimum of 14 crew mem-
bers to operate the ship safely, but there weren’t that many willing hands.

After the ship was detained, the owner’s agent was willing to bargain with Stevan. With help from the ITF Coordinator in Japan, the ship own-
ers finally agreed to sign an ITF con-
tract with the Japanese Seamen’s Union and pay union wages for the crew and going back to Aug. 1, 2007. By four a.m. on April 5 the agree-
ment was finalized. The crew would work under an ITF Contract, the pay would be corrected from August 2007, and they would all receive “Letters of Indemnity.” The Letter of Indemnity is important because it protects sail-
ors from being dragged into an unfair legal fight when they returned home.

However, the crew didn’t want to sail without first receiving their back-

pay in cash because they were worried the company might stall them. When the company agreed to make the pay-

ments at the next US port (Honolu-

lu) and fly Stefan there to oversee the $38,423 payout, the contract was settled and the ship left Long Beach.

When the IGA arrived at Pier 28 in Honolulu on April 11, Stefan was there with the ILWU and IBU volunteers to greet the crew. “They were elated to see us and had their fists pumping in the air,” he said.

The captain, three ITF Volunteers and Stefan sat in the officers’ mess where eachcrewmember received their cash. Some sailors who had been misclassified as “deck boys” and “cabin boys” got several thousand dol-

lars in back pay; one even received $5,698. Many crew members whose contracts were almost up then went shopping to buy gifts for their families.

Stefan thanked Warren Ditch Jr., IBU Regional Director in Hawaii, for playing with the IGA, providing updates, and sending out e-mails to other volunteers.

“We’d like to use this experience to help crew members on other ships get better pay and condi-
tions,” Jeff Engels said.

“Local 142 members Sean Dacuy-

cuay and Brad Scott, along with Warren Ditch Jr. are looking forward to their next opportunity to build international solidarity one ship at a time.”

-- Tom Price

For more information about the IFT, see their website at www.itfglobal.org

South African dockers score human rights victory

South African dockworkers scored an impressive human-rights victory last month for a group of crewmen who were purchased by the government of Zimbabwe that were likely to be used against civilians. The South African Transport and Allied Workers’ Union refused to unload the China-flagged An Yue Jiang, owned by the China Ocean Shipping Company (COSCO). The move was backed by the Congress of South African Trade Unions. Chinese officials said they would recall the ship when it became clear that workers and governments in nearby Namibia and Zambia would also block the arms ship-

ment. The ILWU has worked closely with unions in South Africa, including dockworkers that recently met with the ILWU and other unions in Australia.

Labor leader jailed in Iran for May Day action is now free

Last month, the Dispatcher reported that Iranian labor leader Mahmoud Salehi had been sentenced to four years in jail for try-
ing to organize a May Day rally in 2003. He was due to be released when officials suddenly extended his detention. Protests by bus drivers and other unions in Iran – along with help from Amnesty International and the International Transport Workers Federation – helped win his release on April 6th.

Polish Dockers win strike

A strike by Polish dockworkers was settled in early April with management at the Baltic Container Terminal in Gdynia. Five hundred strikers took part in the dispute that centered around better pay. The union chair thanked the International Transport Workers Federation and other unions for their support and help in reaching an agreement.

Solidarity helps Indian crew

The Lady Belinda was 37-years-old and so dangerous that authorities in Singapore detained the North Korean-registered ship for being unseaworthy. The crew was in worse shape - they hadn’t been paid since December 2007 and were owed $192,000 in back wages. The Singapore Maritime Officers Union pledged to help the 22 crew members from India who were stranded. The Officers Union and ITF helped the crew finally get their pay in early April.

Japanese port workers threaten strike

Port workers in Japan organized a job action on April 6th and are considering a major strike if employers continue demanding salary cuts. Japan’s docks were de-regulated in 2006, giving companies more leverage over workers. The National Council of Dockworkers Unions of Japan and the Japanese Confederation of Port and Transport Workers represent a combined workforce of 25,000. Both groups are concerned about health and safety issues, including dozens of asbestososis cases that have emerged among their membership, with many more cases expected in the future. Companies and the government have so far refused to provide a fund to help these workers.

Indonesian Port Workers may strike

The island nation of Indonesia has 112 ports run by the national government that employs 10,000 port workers. Big business wants private companies to take over the ports – and weaken the union that represents port workers. The stage is set for a strike, depending on what happens with legislation in Parliament. Workers say they’ll strike if legislation to privatize the ports moves forward.

French dockers are striking

Dockworkers are organizing a series of rolling strikes to protest efforts by the conservative government to privatize French ports. Two boat crews are now supporting the effort with a 72-hour soli-
darity strike. Efforts by workers to refuse overtime is adding pres-
sure, along with refusal to work some nights and “working to rule.”

The government has set an April 31 deadline for the ports to present plans to transfer their cargo terminals to private firms.

Democrats say “now not” to free trade

House Speaker Nancy Pelosi took action in April that will delay a vote on the Colombia Free Trade Agreement until after the Novem-
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The ILWU has worked closely with unions in South Africa, including dockworkers that recently met with the ILWU and other unions in Australia.

Labor leader jailed in Iran for May Day action is now free

Last month, the Dispatcher reported that Iranian labor leader Mahmoud Salehi had been sentenced to four years in jail for try-
ing to organize a May Day rally in 2003. He was due to be released when officials suddenly extended his detention. Protests by bus drivers and other unions in Iran – along with help from Amnesty International and the International Transport Workers Federation – helped win his release on April 6th.

Polish Dockers win strike

A strike by Polish dockworkers was settled in early April with management at the Baltic Container Terminal in Gdynia. Five hundred strikers took part in the dispute that centered around better pay. The union chair thanked the International Transport Workers Federation and other unions for their support and help in reaching an agreement.

Solidarity helps Indian crew

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ber elections. Her announcement falls far short of killing the agree-
ment; instead she’s opting for a delay. Unions and human rights groups don’t trust Colombia’s conservative government rewarded with ties with right-wing paramilitary organizations–some paid by U.S.-based multinational corporations—that have been murdering union activists for at least a decade. Some 2,584 unionists have been assassinated in Colombia during the last 15 years.
A security officer on March 11 complicated the
talks. Local 6 members responded with a
vote of no confidence in the current owners. 

Local 90 will host its annual dinner honoring
retired and retiring foremen on Thursday, May 8 at the Doubletree Hotel at Sea-Tac Airport.
All active and retired ILWU mem-
bers and spouses or guests are invited to attend. Please call Local 90 at (303) 824-7945.

Local 26’s Angie Dahlgren, a security officer out of Portland, has had a heart condition for
17 years. She went into the hospital last July for surgery related to her pregnancy, and doctors
delivered her baby prematurely in December. Baby Keeley needed neonatal intensive care,
delivered her baby prematurely in December.
The baby was also in need of heart surgery. Angie has been off work and in the hospital for much of the last year. She’s run now she and her husband have to shoulder all
the health care costs. Local 28 is raising funds
for her family. Call the Portland Local 8
Union office at (503) 223-9306 to help.

Local 17 sweeps in 30 new members. The
local organized the clerical workers last
year during a “bargaining to organize”
drive at the CBS Sacramento Logistic
Center. The drive occurred while Local
17 and the Teamsters were jointly
negotiating with CBS. Several ILWU signers
union representation cards; the employ-
er agreed to card-check recognition at
the last minute.

Local 26 workers at Alameda Labor
Council direct dropped mail from right: Regina Rea-
cler, clerical worker; Donal Makon, BA (in back); Darrell van Pelt, President; Washington Chiu, Trustee and landfill worker; Aide In-
tante clerical worker; Fred Pecke; Secretary/Treasurer (in back).

Local 6 headquarters in San Francisco. Local 6 clerks34.googlepages.com. Keeping up on po-
litical developments is the responsibility of the Local 6 Education Committee. Meets K-3 classroom standards for History and Social
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Local 6 Hundred of Waste Management
workers stay up for locked-out Teamsters
delvers last July, so the Alameda Labor Council
honored their solidarity at a dinner on April 3. Local 6 members responded to the chal-
enge of the assembly by standing up and
march-ing to the podium with the same picket signs
they had carried during the Teamsters lockout. Nearly 300 ILWU members gave up their pay-
checks for a month. The Teamsters reached a
settlement, but Local 6 is still being sued by Waste Management for showing solidar-
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Local 6 Workers on the Waterfront:
Workers on the Waterfront: Seamen, Longshoremen, and Seamen in the 1930s By Bruce Nolan; the
most complete history of the origins, meaning, and impact of the 1934 strike.  

Read the book "The Making of Radical and Conven-
tional Leadership" By Howard Kimeldorf: A provocative comparative analysis of the politics and ideology of the ILWU and the
United States.  

VIDEOS:

Eye of the Storm: Our Fight for Justice and a Better Contract.” A 58-minute DVD feature
chronicles the Storm’s fight against the Teamster del-
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After Perisho’s surgery he had to
get medical help fast. He’s now
recovered at home after surgeons inserted a stent to open a blocked artery. “I took the
time to go home and think about my life and probably save my life.”

The Los Angeles Harbor Commission
approved the expansion of the Trafalgar terminal.
Environmental concerns had delayed the project for more than five years, and the deal
approved April 3 will allocate millions of dollars to reduce port pollution. “We’re talking about
the possibility of $50 million over the next five years,” said Janice Hahn, the city’s port
conference chair. “Even though we think things are happening only locally on the docks, they’re
taking place not just here but back into the community to com-
penise for the impact of port operations,” LA Councilwoman Janice Hahn said. The project
could double the Port of LA’s capacity to 2.1 million TEUs per year and will add on-dock rail service.

Local 30 announced the retirement of Ray
Panther, John Vermillion, Jacob Harper, Frank
Ellwood, Paul Clark, Mildred Savage, David Kou-
ba and David Ku who provided many years of ser-
vice to their union while maintaining the nation’s largest borax mine in Boron, Calif.

ILWU BOOK & VIDEO

Books and videos about the ILWU are available from the union’s library at discounted prices!

BOOks
Along the Shore: A History Of ILWU. By David Selvin. Perhaps
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噢，我理解了。继续阅读下一页。