



The DISPATCHER

Published by the International Longshore and Warehouse Union

Vol. 65, No. 7



www.ilwu.org

July-August 2007



Local 6 members meet to discuss supporting locked out Teamsters.

John Showalter

The Power and Pain of Solidarity

POSTMASTER: Send address changes to The Dispatcher, 1188 Franklin St., San Francisco, CA 94109.

The word “solidarity” is often heard in the labor movement. But putting solidarity into practice is so much harder than giving a speech or singing a song. Just ask the 311 members of ILWU Local 6 who work at Waste Management in Alameda County. A majority of the workers are women, and many are single moms who earn \$11 an hour. Beginning in early July, they endured over three weeks on the picket line and mounted an impressive solidarity action to support 500 of their co-workers from the Teamsters Union who were locked out on July 2.

“It’s been really tough,” says Lola Hall. “We didn’t choose this fight but it’s a fight that we have to win.” Paul has been with the union effort at Waste Management from the beginning. She believes that all three unions representing workers at the Alameda county waste hauler share a common fate when it comes to dealing with their powerful employer. Teamster members drive the trucks carrying garbage, yard-waste and recycling. ILWU members operate the recycling program, sanitary landfill, and provide customer service, billing and other clerical duties. A group of

95 mechanics who maintain the equipment are represented by the Machinists union. Together, they make up a workforce of nearly 900. Their employer is Waste Management, a powerful global company that earned more than a billion dollars in profit last year; profits are up 19% this quarter.

WASTE MANAGEMENT IS TOUGH

Waste Management has a reputation for playing hardball with unions and environmentalists—and they have a long record of criminal, civil and administrative fines, penalties, and convictions to prove it.

Just two days after the Teamster contract expired on June 30th, Waste Management officials stunned workers by locking out 500 Teamster drivers. The lockout posed some serious challenges for the ILWU workers. They had no warning, no time to prepare, no chance to save a little money or look around for other work. For the union, it meant there was no time to develop a strategy and battle plan. But going without a paycheck was the biggest fear for most workers.

“Some of us make a little more money,

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Staff and volunteers from unions joined members of the Rite Aid Organizing Committee June 23-24. Here, Ellen Arce de Rosa (IBT 572), Alan Kaliff (IAM 727P), Helbert Perez (IBT) and Chico Rubio from Rite Aid listen to the orientation Saturday morning.

Rite Aid deal fuels drive

By Marcy Rein

LANCASTER, Calif.—Nacho Meza walked in to his job at the Rite Aid distribution center in Lancaster June 8 to cheers and hugs from his co-workers. He had been out of work since Rite Aid fired him Jan. 30 for helping organize his co-workers to join ILWU warehouse Local 26. The National Labor Relations Board (NLRB) ordered the company to re-hire him and another union supporter, Debbie Fontaine.

The Board had been ready to take

Rite Aid to trial on 49 labor law violations. The company chose to settle rather than face an NLRB judge. It re-hired Meza and Fontaine as part of the settlement—and their return gave the organizing a new surge of energy.

On his first days off after being re-hired, Meza flew to Washington D.C. with ILWU Organizer Carlos Cordon to speak at a June 19 rally for the Employee Free Choice Act. Their presence broadcast Rite Aid’s lawbreaking far and wide.

“Tired of the company’s injus-

tices, my co-workers and I decided to form a union,” Meza said at the rally. “Instead of respecting our decision, the company did everything in its power to obstruct our efforts.”

Just four days later, staff and volunteers from several unions traveled to Lancaster to help the Rite Aid Organizing Committee spread the good news to all their co-workers. Organizers and activists from the Teamsters joined members of the Machinists, IBEW, UFCW and ILWU Locals 30 and 26 for the June 23-24 mobilization. Most of the ILWU International organizing staff came down, as did ILWU International Vice President Joe Radisich.

“It was very positive to see all the different unions working together, and we really appreciated their efforts,” Radisich said.

The Los Angeles County Federation of Labor and Los Angeles/Orange County Organizing Committee (LAOCOC) also helped build the event. (The LAOCOC brings together members of several unions to support organizing in Southern California.)

“Our objective is to build the whole labor movement,” LAOCOC co-chair and IBT Western States Organizing Coordinator Manuel Valenzuela told the group as they got ready to go out Saturday morning. “Your winning here will open doors in many ways.”

Teams fanned out all over the Antelope Valley to try to chat with Rite Aid workers at home, away from the hurry, worry and anti-union elements in the warehouse.

They popped in and out of cars in 100^o heat and wind that made you feel

you were stepping into a hairdryer. They got lost and dodged big dogs.

“Only one person slammed the door in our faces,” said Radisich, who teamed with committee member Christine Martinez. “One guy answered on behalf of his wife and said she wasn’t interested. One person talked with us, and I think she moved a bit. That was encouraging. And we have a good committed core of people there.”

In many of their conversations, volunteers heard the issues that moved people to start organizing more than a year before.

They heard about the heat. The high-desert warehouse lacks air conditioning in the areas where most people work. People sweat, faint, vomit and suffer weakness, dizziness and cramps from the heat.

They heard about safety. One young woman got caught between two forklifts just the week before. The accident happened on her 22nd birthday. It cost her a leg.

They heard about mandatory overtime piled on 10-hour shifts, and the constant stress of working “at-will.”

“You never know if it’s your last day or not,” committee member Angel Warner said. “Every time I hear a manager call me on the intercom, I get this sick pit in my stomach, and I wonder if this is it for me.”

The house-calling teams also heard the effects of Rite Aid’s anti-union campaign.

“People are still afraid,” committee member Debbie Kaliff said. Rite Aid sowed and fed that fear for months.

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Spanish Unions Shine in Blue Diamond Action

Many Spanish union activists and allies joined visitors from the ILWU to welcome Blue Diamond Growers CEO Doug Youngdahl to Madrid on May 12.

The activists, pictured to the right, included (back row, left to right) Rosa Sanz, Port of Barcelona; Emilio Manzano Lorenzo, Josep Puig, Jordi Perea and Rafa Egea from La Coordinadora; Javier Doz and Isabel Runcle from the Confederación Sindical de Comisiones Obreras. (Front row, left to right) Cesario Aguirre, BDG Organizing Committee; Agustin Ramirez, ILWU International Organizer; and Sebastian Besora, Unió de Pagesos de Catalunya.

The workers at BDG’s Sacramento processing plant began organizing

almost three years ago to join ILWU warehouse Local 17. They have built a wide net of support to answer the company’s attacks on their right to organize. Because BDG exports about 70 percent of its crop, this network includes allies overseas. Spain is the company’s third-largest export market.

When the ILWU learned Youngdahl would be a featured speaker at the International Nut and Dried Fruit Council (INC) Congress in Madrid, it reached out to dock workers’ and food workers’ unions in Spain, with help from the AFL-CIO Organizing Dept. The Spanish unionists organized meetings and press conferences, and made plans for direct action.

As Youngdahl spoke to an INC ses-

sion, he was standing in front of a huge graph of California almond production when seven people took the stage. They held up the “Stamp Out Union Busting” banner from the International Transport Workers’ Federation and a special banner that read: “For Union Organization and Freedom at Blue Diamond.” The ILWU’s Augustin Ramirez loudly explained the unusual turn of events to the crowd.

“Youngdahl tried to ignore me at



first, but he got really red and nervous and then stepped away from the mic. The crowd was so surprised that there was dead silence,” Ramirez said.

—MER

Dutch Harbor Guards Win Fight for Union Rights

DUTCH HARBOR, Alaska—After 9/11, the Department of Homeland Security ordered round-the-clock guards to be posted on ships that are docked, including Horizon Lines and American President Lines in Alaska.

The two employers needed a dedicated, reliable and trained security workforce, though the work would be sparse and the workforce had to be ready whenever the call for security came.

Who could they count on? Longshore wives! But on the job, the women learned they had to be more than that.

“We needed to define ourselves,” said guard Juliette DeVries. “We weren’t just ‘wives of longshoremen,’ as the employers called us. Management acted like we didn’t have anything better to do, not like we were doing a real job. I wanted us to have a voice and recognition.” As of May 23, 2007, they now have an ILWU contract.

“It was really rough out there in the beginning,” said Lynette Guitard, who started in 2004. “Both docks were wide open. There was no protection from the elements. The docks were slick with ice. We still had to patrol on foot.”

“It was a lot of work, and a lot of chaos,” she said. And they had no union contract to spell out their rights.

Though the employers agreed to have the guards dispatched out of the hiring hall, they refused to recognize Unit 223 as the bargaining representative.

“The women would come to me with complaints—they weren’t getting breaks, their shifts would go on and on without them calling in a new person, and they had no protective gear,” Unit 223 Business Agent Randall Baker said. “The employers would refuse to deal with me, saying that Unit 223 didn’t represent them.”

The employers’ refusal to voluntarily recognize Unit 223 put the women in a tough spot because the NLRB will not allow an election for a unit of “security guards” who want to join a union that includes other kinds of workers at the same workplace.

“Three years passed and nothing got better,” guard Bobbie Lekanoff said. “We found out we had to get ourselves organized, and that the ILWU couldn’t just do it for us.”

The six women who make up the core security force formed their own union, the Aleutians Security and Allied Personnel (ASAP). The employers ignored ASAP’s request for voluntary recognition, so the women petitioned the NLRB for an election.

While Horizon took a wait-and-see attitude, APL retained the notorious union-busting law firm of Littler, Mendelson. APL claimed that the little ASAP was illegally dominated by the ILWU, and hit ASAP and Unit 223 with subpoenas for pay records, phone records, meeting minutes, all kinds of other materials.

—More organizing photos p. 12

The legal showdown came May 23, 2007 when everyone attended the hearing with the NLRB officer at Dutch Harbor City Hall. After much talking in the hallways, both employers agreed to finally recognize ILWU Unit 223 as the guards’ representative. Negotiations for a new contract for the guards began that day, and they were able to reach tentative agreement on many of the key issues.

The victory gave the women at Dutch Harbor a new appreciation for the union that has been part of their lives for years.

“I’ve been married to the union for 25 years,” said Valarie Lemas, wife of Unit 223’s Stan Lemas. “But to have it work for me and actually become a member myself has made me very proud.”

—Jan Gilbrecht

The DISPATCHER

www.ilwu.org

Craig Merrilees
Editor and Communications Director
Tom Price
Assistant Editor

The Dispatcher (ISSN 0012-3765) is published monthly except for a combined July/August issue, for \$5.00 a year and \$10.00 a year for non-members by the ILWU, 1188 Franklin St., San Francisco, CA 94109. Periodical postage paid at San Francisco, CA. The Dispatcher welcomes letters, photos and other submissions to the above address. © ILWU, 2007

JOSEPH R. RADISICH
Vice President

WESLEY FURTADO
Vice President

WILLIAM E. ADAMS
Secretary-Treasurer

ILWU TITLED OFFICERS

ROBERT McELLRATH
President

A visit with Chinese union leaders

By Ray Familathe,
International Affairs Director

My recent nine-day trip to China over the July 4th holiday, where I represented the ILWU, was an experience that I will not soon forget. Visiting China is an incredible experience that will test your knowledge of history and open your eyes to a population of 1.3 billion people which fuels this 21st century economic engine and makes China such a global economic force.

I joined a thirteen-member delegation organized by the Los Angeles County Federation of Labor, led by Maria Elena Durazo, head of the L.A. Fed. We visited China to establish formal relations with the Shanghai Municipal Trade Union Council. Our group felt it is important for trade unions from different countries to have closer relationships—especially between China and the United States, because so much of our manufacturing has moved to China in search of low cost labor. Of course, the ILWU has a long tradition of building relationships with other unions around the world, but this is still a new approach for many unions, including some of the union brothers and sisters on our delegation.

Our delegates included Maria Elena Durazo (Secretary Treasurer, LA County Federation of Labor), Ray Familathe (International Affairs Director, ILWU) David Arian (ILWU Local 13), Kent Wong (UCLA Labor Center), Martin Hittelman (President, California Federation of Teachers), Sandra Lepore (American Federation of Teachers Local 1521-A), Annelle Grajeda (General Manager, SEIU Local 721), Marvin Kropke (General Manager, IBEW Local 11), Brian D’Arcy (General Manger, IBEW Local 18), Cristina Vazquez (Organizer, UNITE HERE), Adrian Vasquez (Organizer, IBT), Don Attore (Union Consultant), and Stephen Kaufman (Labor Attorney).

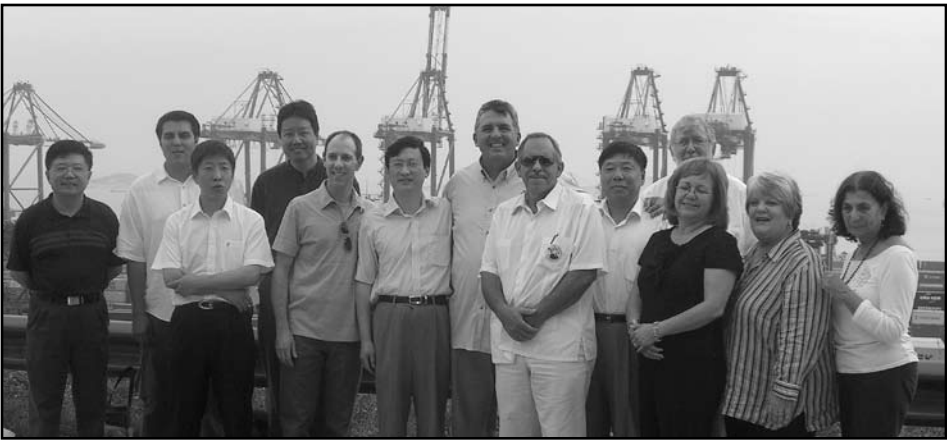
We started our tour in Beijing with a visit to Tian’an men Square where we saw the huge picture of Chairman Mao. We reflected on Chinese history,

including the Communist Party which came to power in 1949. Our guide did not discuss the freedom movement gatherings and army attack that took place at the square, but all of us thought about what happened in that place on June 5, 1989. Looking around the rest of Beijing, you can see the new China with office towers and construction taking place everywhere.

The next day we met with the All China Federation of Trade Unions (ACFTU) at their national headquarters in Beijing. We received a briefing by their Organizing Director, Mr.Guo, who overwhelmed our delegation with information about the trade union federation. They have a total membership of 169 million members, and hope to have 200 million at the next ACFTU congress. Mr. Guo said that the new market economy and labor law changes are more favorable to organize workers into unions. He noted that all Wal-Mart retail store workers are now in unions throughout China, along with workers at 400 McDonalds and Kentucky Fried Chicken restaurants. We told the ACFTU that Wal-Mart was extremely anti-union in America.

One of the many challenges for the ACFTU is the mass migration of rural workers from the countryside. Last year, 120 million new workers came to cities searching for work, and 43 million of them are now in unions; most in factories and the construction trades.

Our LA County Fed delegation could not comprehend on how the ACFTU was able to organize these huge numbers of workers, including



The delegation in China. Ray Familathe center, Dave Arian center right.

many at anti-union American companies. Mr.Guo indicated that major labor law reform had recently granted workers more rights under Chinese law and there was support from China’s government. But it is also true that the Chinese Communist Party and military leaders exercise strong control over business and trade unions, so it is hard to compare our countries in the same way on this score.

On July 3rd our delegation visited the Beiren Machine Factory, a joint venture between China and the Fuji Corporation from Japan which manufactures high quality printing presses. We had a brief tour of the factory but were not able to speak directly to the workers, and were surprised when the manager lectured us at length while the union official sat silently. This incident was noted by Los Angeles Times reporter Mitchell Landsberg who joined us on this part

of our visit. His article about our trip appeared on the front page of the business section on July 4th.

Before departing Beijing on July 3rd, David Arian and I were able to meet with Captain Wu, who is President of the National Committee of Chinese Seamen & Construction Workers Union. Captain Wu was very well informed about the global maritime industry. Before our official meeting started, Captain Wu asked us, “what is going on in the Ports of Los Angeles and Long Beach with ILWU Locals 13 and 63?” We both looked at each other and laughed knowing Captain Wu was aware of the pending ILWU Local 63 OCU office workers contract negotiations that could result in a possible labor dispute at the Ports of Los Angeles & Long Beach. Captain Wu then showed us his recent copies of the ILWU

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Tentative deal in Local 63 OCU contract

Local 63 Office Clericals announced a tentative accord July 26 with shipping companies for a three-year contract covering the Ports of Los Angeles and Long Beach. “This agreement means the good jobs our community needs will stay here,” Local 63 OCU President John Pageaux said.

As we go to press, workers are voting on ratification.

“This contract guarantees good jobs and the respect that all clericals deserve,” Local 63 OCU Secretary-Treasurer Debbie Karmelich said.

Talks began in May and included a 37-hour marathon session followed by several long days of talks. The new contract establishes a multi-employer pension trust that provides secure retirement and health benefits.

LEADERS AND STEWARDS WERE KEY

Local 6 Stewards and workplace leaders held many meetings and took responsibility for talking with co-workers individually and in small groups to explain what was at stake and why it was so important to stick together and show unity to management. Their hard work and long hours delivered impressive results, with almost everyone honoring the picket line for the first week. Most workers stayed strong and continued to honor the line through the second week. Mounting financial pressure forced more workers to cross after the second week but over 90% were still honoring the picket line after suffering 3 weeks without a paycheck.

“I’m really proud that so many people are standing up and being strong for so long,” says Jose Martinez, Chief Steward at the landfill.

For most of the workers, this was their first experience with a lockout or picket line. And the lowest-wage workers from the recycling department mounted one the strongest showings of solidarity, despite the severe economic hardship to their families.

“It was really hard because we had to pay our bills, and many of us make so little money,” said Juan Carlos Cruz who does recycling work and brought his six year-old daughter Viana to the union hall. Despite the severe hardship, Juan and his co-workers held the line and stood strong.

SOLIDARITY DOLLARS

Financial support from the ILWU and other unions helped ease the burden on workers. The ILWU International contributed \$10,000 with another \$20,000 from the Longshore Division. Local 34 members contributed \$10,000. Local 10 sent \$11,000 in contributions and they have committed to contribute an additional \$10,000 for each month the lockout continues. Other locals were also mailing checks as the *Dispatcher* went to press. Local 6 workers made their own direct appeals to AFL-CIO officials who happened to be attending a Diversity Conference in San Francisco - raising another \$1,200. The grocery workers union sent \$5,000 in food certificates for workers to redeem at local union markets. The Alameda Labor Council called banks and utilities, telling creditors to give workers some slack during the job action. Bags of

groceries were distributed at the Local 6 union hall, and a hardship fund was organized to provide emergency cash to families in crisis.

LESSONS LEARNED

While ILWU workers had no idea that management was planning to lockout the Teamsters, the company was following a carefully developed anti-union game plan.

Waste Management has built a nationwide network of strikebreakers they call their “Green Team.” They recruit and develop this team of strikebreakers from their operations around the country. Scabs are issued bright green t-shirts, and receive special perks and benefits throughout the year, with more perks and double-time when they’re flown-in to break strikes or staff a lock-out. The Green Team allows management to staff-up quickly during a dispute. The company expects a flood of customer complaints for the first few weeks, but the Green Team allows them to staff-up relatively quickly and function better each day.

Waste Management uses anti-union law firms to file lawsuits during strikes and lockouts. They immediately file claims that unions are using “violence, threats, and intimidation” against employees, then promote these claims with the news media to shift public opinion in their favor.

Waste Management has massive financial resources and is willing to endure losses in order to achieve their anti-unions objectives. With over a billion in annual profit, the company can afford to dig-in and take losses at any local operation where they have a union problem.

Responding to these initiatives is just part of the broader challenge facing the ILWU and the labor movement, according to ILWU International President Bob McEllrath. “We have to develop our own long-range strategy that includes building public support, improving our media relations, educating and involving our members, continuing to strengthen our relations with other unions, and building political power at the local and national level,” he said. “That’s a lot, but it’s what we have to do to make solidarity – as demonstrated by the courageous sisters and brother at Local 6—more of a reality for all of us.”



Maria Jauregui and her daughter Ashly at the Local 6 hall.

Local 6 lockout *cont’d from p. 1*

but a lot of our members were already living on the edge before the lockout,” says Cissy Torrez who works under the Local 6 clerical contract and has been with Waste Management for 31 years. “It was hard and a little scary at first, but we decided as a group that we had to take a stand because it was so unfair.”

Taking a stand meant walking off the job and onto the picket line, which happened on July 2nd. Unlike the Teamsters who were locked out and couldn’t work, 300 ILWU members volunteered to give up their paychecks and join the picket line. And unlike the Teamsters, the ILWU workers were ineligible for unemployment benefits.

“That was really hard,” said Xiomara Martinez who works at the recycling operation, “but we had to do the best we could, and we couldn’t let the company divide us by having some work while others were locked out...we had to stand together.”



Cleophas Williams, Local 10's first African American president.

Bloody Thursday honored and celebrated

SAN FRANCISCO

The Big Strike of 1934 was nearly two months old when cops gunned down two strikers on the streets of San Francisco on July 5th. On that day, forever known as “Bloody Thursday,” 800 cops backed by the National Guard tried to open the port.

The battle raged on for most of the morning. Workers gathered quietly in front of the union hall on Steuart Street for lunch. Then cops pulled up and fired into the crowd. Longshoreman Howard Sperry was hit in the back. Nick Bordoise, a union cook, went down; both men died. At least 32 people were wounded by gunfire that day—none of them were cops. Police seriously injured 75 others in beatings.

Maritime workers had struck the ports up and down the West Coast on May 9, demanding a union-run hiring hall, a Coastwise contract, a six-hour day and a pay increase. In San Francisco, 40,000 workers joined the murdered men’s funeral procession as it marched silently down Market Street. The whole city closed down in a general strike and the port remained closed until the workers won their demands.

Charles Olsen also took a bullet with Sperry, but he survived. Workers placed flowers on the sidewalk where they fell, but the cops kicked them away.

Longshore workers permanently painted outlines of the Olsen and Speery’s bodies on the sidewalk in front of the Local 10 hall in San Francisco where nearly 400 people gathered seventy-three years later on this Bloody Thursday to remember them. “Indian Joe” Morris blew “Taps” and segued into “Amazing Grace” to start the program. George Cobbs, Vice President of the Bay Area Pensioners, spoke to the crowd.

“There’s a motto,” he said: “that those who forget are condemned to

repeat. You don’t want to be like these two guys lying down here,” as he pointed to the silhouettes on the sidewalk. “Those men gave their lives for what they believed. It’s wonderful to think of the benefits, the conditions we have today, but somebody had to pay. You don’t get this life for free.

Local 10 President Tommy Clark added, “On this Thursday we are not only here to remember our fallen brothers who were killed in 1934. We are also here to celebrate and honor the extraordinary life of an honorary member of Local 10, Sam Kagel. No words spoken today can compare to the greatness of Sam Kagel and what he stood for in the ILWU.”

Local 10’s John Castanho presented a plaque to Jeanne Kagel, honoring her husband Sam. “We thank you and your family for all the efforts and contributions you gave to our union and the maritime industry,” Castanho said.

Retiree Cleophas Williams, the first African-American president of Local 10, spoke on the difficulties that Black people had in the union.

“Struggle is the name of the game here,” he said. “Things didn’t come just because you were good looking. Things came because people had the guts to do what had to be done. You said what had to be said. And some times you sang the songs people didn’t want to be sung. Have courage, brothers and sisters, if you want to keep this union going.”

Los Angeles dockers gave the first blood in the 1934 strike. Scabs worked while workers went hungry. Late in the night May 14, some 300 workers marched on the scab pen on the docks. Shots rang out from the scabs and cops, and when the air cleared, two strikers lay mortally wounded. Dickie Parker died in the arms of his union brothers and John Knudsen died later of his wounds. Outraged



The Drill Team stands silently over the silhouettes of the fallen during ‘Taps.’

workers chased out the scabs.

—Tom Price

SAN PEDRO—

ILWU families gathered at San Pedro’s Peck Park for a picnic that included speeches by ILWU leaders and local politicians, music, entertainment and food provided by Locals 13, 63 and 94. ILWU officers and retirees spoke to television, radio and print journalists, including Fox News, ABC-7, KFWB Newsradio, KPFK and the Torrance *Daily Breeze*.

PORTLAND—

Members and families of Clerks’ Local 40 and Longshore Local 8 attended a memorial and picnic on July 5th in Oaks Park. A group of Local 8 longshoremen led by Marvin Ricks, placed a large floral wreath in the Willamette River. Ricks is a retired Local 8 member who is the last surviving longshoreman in Portland from the Great Strike of 1934.

As the wreath was laid to rest in the water, the grandson of Joe O’Neill, a retired Local 8 member, played taps. Afterwards, Bill Wyatt, Director of the Port of Portland, Senate Majority Leader Dave Hunt of the Oregon Legislature, and Tom Chamberlain, President of the Oregon AFL-CIO, spoke to the many union members and their families present. ILWU Coast Committeeman Leal Sundet and International Secretary-Treasurer William Adams also attended the commemoration.

Back in 1934, the workers in Portland faced police who fired bullets into their picket lines, but the workers stood firm. The cops were so out of control that they fired on Senator Wagner’s (D-NY) car, the same senator who would push the National Labor Relations Act through Congress a year later. President Roosevelt signed that “Bill of Rights for Labor” on the first anniversary of Bloody on Thursday, July 5, 1935.

SEATTLE—

Over 1,400 people turned out to remember their fallen brothers and sisters at Local 19’s Bloody Thursday commemoration in Vasa Park at Lake Sammanish in Seattle.

Besides a generous picnic, there was a blessing and memorial prayer for the six longshoremen who are honored on Bloody Thursday, and for those who have passed since July 5, 2006. Teresa Bowman, the wife of Butch Bowman who died in a tragic motorcycle accident recently, was among the relatives of the deceased who attended. As several bands played, members and their families lined up to play baseball and douse Local 19 President Herald Ugles who took his soaking in a “dunk tank.”

In 1934, Seattle maritime workers fought with scabs almost daily for more than a month. Late in the night of June 30, strike delegate Shelvy Daffron was gunned down. Nineteen days later, striking sailor Olaf Helland was hit in the head and killed by a gas grenade.

DUTCH HARBOR, ALASKA—

Alaska Longshore Division Unit 223 in Dutch Harbor held their first Bloody Thursday event this year.

The Unit invited all waterfront workers to a barbeque at Kelty Field to commemorate the history of the ILWU and welcome their newly-organized members: APL and Horizon security guards and Delta Western fuelers.

About 150 people attended, including IBU members from the Harbormaster’s Office. In addition to the food, there were special events for the many kids including buoy riding, sack races, and a piñata.

International Executive Board member Pete Hendrickson described the history of Bloody Thursday and the ILWU, and called for an annual Bloody Thursday event.

—Jan Gilbrecht,
International Organizer



Having fun at Peck Park in Los Angeles



Kids at play in Dutch Harbor’s Bloody Thursday remembrance.



RWDSU and guests celebrate birthday. From left to right – front row: Betty Clavert, wife of Lorne Clavert; Lorne Calvert, Premier of Saskatchewan; Sandra Morin, Member of the Saskatchewan Legislative

Assembly (and former RWDSU member); Tom Dufresne, President ILWU-Canada. Back row: Bob Ashton, First Vice-President ILWU-Canada; Diane Melrose, Past-President RWDSU; Chris

Banting, Secretary-Treasurer RWDSU; Willie Adams, Secretary-Treasurer ILWU International; Hugh Wagner, General Secretary Grain Services Union and Frank Scigliano, President ILWU Local 514.

Prairie power: ILWU Canada affiliate turns 60

by Tom Price

Celebrating its 60th anniversary and its proud role in Canada's labor history, the Retail, Wholesale and Department Store Union met for its 34th Convention June 6—8.

The Convention, held in Watrous, Saskatchewan, passed resolutions favoring all workers in the province. These included supporting anti-scab laws, increasing the minimum wage, and advocating laws that require employers give four weeks vacation after five years of service. It also resolved to oppose unfair corporate trade agreements and to oppose Prime Minister Steven Harper's plans to sell Canadian resources to the corporations.

In her President's Report, outgoing President B. Diane Melrose, a Safeway worker, expressed the union's thanks to those who came before.

"There is no doubt that building the fine organization we have today was a long and difficult job requiring the efforts and commitments of our pioneers and senior members," she said. "How else would we have the strong and democratic union that serves its members so well today?"

The convention elected Rocky Luchsinger President.

The RWDSU's pioneer members fought for Canada's first single-payer health care system, which their province established in 1962. Saskatchewan's Premier Tommy Douglas then led the fight to bring health care to all Canadians as a Member of Parliament in Ottawa.

"We took a strong opposition to Canada's role in Afghanistan, we want

our troops out," RWDSU Secretary-Treasurer Chris Banting told *The Dispatcher*. "They never got permission from anyone. The current prime minister, [Steven Harper], who we hope will not be around long, actually makes speeches about how happy he is in the direction the Bush government is taking the U.S."

International Secretary-Treasurer Willie Adams discussed what is happening to people in the U.S.

"We have 46 million without healthcare," he said. "We're the world's richest country and we don't take care of our own. We got lied into a war that should have never happened. It's really sad that we've got an administration that's clever but clueless."

The union now represents 6,986 workers, mainly in the retail trade. It has grown by more than 600 members in the last two years, though many work part time. Reports to the Convention stressed the need to be politically active and outlined the many battles the union fought, and mainly won.

One particular struggle, that of the Sobeys' grocery workers in Saskatoon, attracted national attention in Canada when Local 454 workers walked the line through two harsh prairie winters and won 450 days. When the strike ended last December, the workers came away with \$2.00 to \$4.00 raises. Their efforts won the hearts of their community as many customers refused to cross the picket line. The raise will apply to Sobeys' workers across the province.

"RWDSU members have brothers and sisters who work in hotels,

pineapple and sugar in Hawaii, and in warehouse and longshore," Adams said. "They have brothers and sisters in the Mohave Desert. We work on tugboats and in bookstores. We may all look a little different, act a little different, but we represent the working class, we're a bottom-up union, a democratic union, we are the vision of the people who came before us."

The 130 delegates and guests also included ILWU Canada's President Tom Dufresne; Saskatchewan Federation of Labor President Larry Hubich; Grain Services Union, ILWU Canada General Secretary Hugh Wagner and ILWU Canada First Vice President Bob Ashton. Provincial Premier Lorne Calvert, a member of

the labor-supported New Democratic Party (NDP), also spoke. He holds a position equivalent to a governor of a U.S. state. RWDSU member Sandra Morin, an elected member of the provincial legislature, also attended. The NDP enjoys the qualified support of Canadian labor and many workers vote for NDP candidates who support workers' interests.

"I think folks came here to say we need to be more aggressive at the bargaining table," Chris Banting said. "There's never been a better time for workers to demand a better share of the economy, with unemployment low and profits out of this world, even though we have never met an employer who claimed he had a nickel."

Canadians Challenge Port Security Plan

ILWU Canada leaders are objecting to a new security plan that could bar port workers from employment who are suspected of being security threats. Along with the Canadian Civil Liberties Association, ILWU Canada says the new governmental powers are dangerous and could be abused. The new law would allow any dockworker to be prohibited from working if there are "reasonable grounds to suspect" they pose a threat to port security.

ILWU Canada President Tom Dufresne says that changes are needed to make the law more fair and reasonable. "We want Parliament to vote on the plan, and there should be due-process protections for workers," he explained.

"It's not fair for any worker to lose a job because of possibly faulty information or bad intelligence, especially if there's no way to challenge errors or have decisions reviewed by an independent official," said Dufresne.

Canada's Top Court Rules for Unions

by Tom Price

The Canadian province of British Columbia was once a pretty decent place for working people and their unions. Now the government is so anti-worker that the United Nations' International Labor Organization (ILO) has condemned the province's labor laws as among the worst in North America. But that criticism didn't stop B.C. Premier Gordon Campbell from taking away union rights for 150,000 public employees.

On June 8th, Canada's Supreme Court surprised workers and the government by declaring that Gordon Campbell's "*Health and Social Services Delivery Improvement Act*" had violated Canada's constitution. That act tore up public workers' union contracts and forced many to re-apply for their own jobs at lower wages. The court had previously ruled that workers have the right to unionize, but not necessarily the right to bargain. This new 6-to-1 Supreme Court decision overturned 20 years of more conservative labor rulings by affirming the right to bargain and the duty to respect union contracts.

Campbell's Liberal Party had endured nine adverse decisions by the ILO that challenged other anti-worker policies. The ILO was created by the League of Nations in 1919, and now operates under the UN to uphold workers' human rights. Canada and all 10 provinces have signed ILO

conventions recognizing the right to unionize and bargain. (note: the U.S. never approved these ILO conventions – and is one of the few industrial nations not to do so.)

Campbell's government tried to ignore the challenges that were brought before the ILO, claiming the complaints were too "frivolous, vexatious, political and trivial" for the ILO to consider. Workers throughout the province, including ILWU Canada members, demonstrated.

They finally took their case to the Supreme Court, which declared: "The right to collective bargaining is a fundamental right endorsed by members of the ILO in joining the Organization, which they have an obligation to respect, to promote and to realize in good faith." The court declared: "Collective bargaining permits workers to achieve a form of workplace democracy and to ensure the rule of law in the workplace. Workers gain a voice to influence the establishment of rules that control a major aspect of their lives."

"It's been a long time since we've heard such encouraging words from the Supreme Court," said ILWU Canada President Tom Dufresne. "The court victory is sending our society a message that the government has become too extreme – and that unions, including the ILWU, are an important part of our democratic tradition in Canada."

China delegation *cont'd from p. 3*

Dispatcher, and explained that he is a regular reader of our union paper and other news from the U.S.

On July 4th we traveled to Shanghai, which was one of the most incredible modern cities that I have seen anywhere in the world. We were met there by Zhang Guo Feng of the International Department of the Shanghai Municipal Trade Union Council. Their Council represents 6 million workers in Shanghai, a city of over 20 million.

We had a very positive meeting with the Council. Maria Elena Durazo and Chen Hao, President of the Shanghai Municipal Trade Union Council, agreed to establish sister-city relations between the two labor councils and exchange delegations each year between LA and Shanghai during spring of 2008. This represents the first such relationship between Chinese and U.S. unions.

Finally on July 6th we visited the Yangshan Deep Water Port of Shanghai which is located 18 miles offshore, connected to the mainland by an immense superhighway over shallow waters that took us 2 hours to reach by bus from downtown Shanghai. David Arian and I thought the Shanghai Shengdong International Terminal (SSIT) was like Disneyland on the docks. This single

terminal had 34 hammerhead cranes, 120 transtainers, 16 top-picks, 5 reach stackers and 220 UTR's. Using twin spreaders on the hammerhead cranes, our host Captian Wang informed us that they just set a new record of moving 96 forty-foot containers in a single hour, requiring 48 moves for the crane operator. The SSIT terminal was completed in 2005 and is now in phase 2 of 5; when finished it will have 80 hammerhead cranes. Captian Wang told us about other huge construction projects underway throughout China to cope with their huge growth of exports.

Both the AFCTU in Beijing and the Shanghai Municipal Trade Union Council extended invitations to ILWU President Robert McEllrath and our International officers to visit China in the near future. I look forward to continuing our exchange between union members in China and the United States. It seems especially important for us to build good relations between the ILWU and the Shanghai dockworkers union. I also hope we can encourage worker-to-worker relationships so that rank-and-file members from unions in both nations can have a chance to meet and learn more about our common concerns and challenges.



Sam Kagel

Sam Kagel passes— one of the last links to the 1934 strike

By Harvey Schwartz
Curator, ILWU Oral History Collection

The ILWU lost one of its most esteemed friends when former coast arbitrator for the longshore industry Sam Kagel died on May 21. He was 98. As coast arbitrator, Kagel was a major figure on the waterfront for 54 years between his appointment in 1948 and his retirement in 2002. As a person who served as a union advocate in the 1930s, he was also one of the last living links to the 1934 strike and to the founding of the ILWU.

Among the many remarkable things about Kagel was that he was completely trusted by both the ILWU and the employer bargaining group, the Pacific Maritime Association (PMA). Everyone knew he was close to Harry Bridges from 1934 on and that his background included union advocacy. But everyone in the ILWU and the PMA also knew that he was thoroughly honest and scrupulously fair in everything he did.

Those qualities held Kagel in good stead as he presided over hearings, interpreted the longshore contract as well as agreements in the warehouse industry, and handed down arbitration decisions over so many decades. That he was also direct and down-to-earth, humane and progressive in his personal values, and in possession of a great sense of humor seemed only to increase his attractiveness.

Kagel emerged from humble beginnings in an immigrant family to become one of America's leading figures in the field of labor mediation and arbitration. Born in 1909 to Jewish parents who fled persecution in the Russian Empire for asylum and work in the United States, Kagel grew up in Jack London's old working-class neighborhood near the

Oakland, California waterfront.

As a young produce employee he slipped watermelons to itinerant Wobblies, as the rebels of the Industrial Workers of the World (IWW) were known, and read deeply in the writings of London, Frank Norris, Emile Zola, Anatole France and Upton Sinclair. "Those guys were basically sociologists who turned out to be great writers," he said in his oral history recorded in 1999.

In the mid-1920s, Kagel attended the University of California, Berkeley. He worked his way through school handing out towels in the campus gymnasium and laboring in the produce industry until he was invited to read examination papers in economics during his senior year.

Kagel graduated from Cal in 1929 and then became an economics graduate student and a teaching fellow there. When the eminent labor economist Paul S. Taylor got him a temporary job advocating for unions with the Pacific Coast Labor Bureau (PCLB), a private consulting firm, the direction of Kagel's life was set for what would become an extraordinarily long and brilliant career.

The San Francisco office of the PCLB had been recently established under the direction of Henry Melnikow when Kagel went to work there in 1932. The bureau represented unions in negotiation, mediation and arbitration proceedings. Melnikow proved a great mentor to Kagel, who stayed with the PCLB for ten years. He arrived, it turned out, just in time to participate in the labor upsurge of the mid-1930s, which started regionally with the West Coast maritime and San Francisco general strikes of 1934.

Kagel got acquainted with Bridges during 1932-1933. He helped with the organizing campaign on the San Francisco waterfront in 1933 that replaced the existing company-dominated "Blue Book" union with the worker-controlled, autonomous Pacific Coast District of the International Longshoremen's Association (ILA).

The employers had used the Blue Book in the 1920s to control longshore laborers and deny them true union benefits. In other ports there were employer-controlled hiring halls, called "fink halls" by the workers, that served the same purpose. This was why the longshore unionists demanded a worker-controlled hiring hall in 1934.

Once the 1934 strike began, Kagel met with Bridges on a daily basis as his close advisor. He remembered strategizing for hours on end with the longshore leader in the small PCLB office on the mezzanine in the Ferry Building on the San Francisco waterfront.

There were times during the May through July strike when Kagel slept on his office desk instead of going home because the hours were so long and the demands on him so unrelenting. "But I never felt put upon," he said. "This was part of the job. I was representing unions. I wasn't there for the fun of it."

As the PCLB's waterfront advisor, Kagel also worked closely with Randolph Meriwether of the Marine Engineers' Beneficial Association (MEBA), which was on strike with all of the other maritime unions. Appointed an honorary MEBA member in June 1934, the 25 year old Kagel represented that organization on the important Joint Marine Strike Committee (JMSC), which Bridges chaired. Kagel remained justifiably proud of that service for the rest of his life. Before he passed away he was the last living JMSC member.

Kagel witnessed the violence of Bloody Thursday, July 5, 1934, when San Francisco police killed two workers and wounded scores of others. "I didn't see the guys getting shot in the back," he said. But he did see "guys getting clubbed." He walked in the great protest funeral parade up Market Street four days later. "Nobody said anything while we marched," he remembered. "Except for the low music and the shuffling of shoes there wasn't a single sound."

A week later Kagel saw the famous San Francisco general

Coast Arbitrator Sam



Kagel, flanked by ILWU President Harry Bridges and the PMA's behind Kagel and Flynn are ILWU Past President Jimmy Herma

strike of July 16-19, when all of the region's union members stopped work in a show of sympathy and solidarity. "I looked up Market Street and there was nothing moving," he recalled of that historic event. "It was like in the movies where something happens and all of a sudden the film shows blank."

When the San Francisco general and the coastwise maritime strikes ended, Kagel counseled Bridges while the latter prepared to testify before the National Longshoremen's Board, which arbitrated the dispute and handed down a landmark decision in favor of the workers. Bridges was articulate and was "the name" in the strike, Kagel explained. Besides, he said, Bridges "had worked all types of cargo. So what better witness do you want to describe the conditions on the waterfront? Harry was made to order."

Kagel picked a great witness. Henry Schmidt and others also testified that summer, but Bridges proved spectacular in describing the degrading longshore employment conditions that brought on the strike, including extortion and favoritism in hiring, brutally long work shifts, and unsafe "speed ups" on the job.

In the aftermath of the what has been known ever since as the Big Strike, Kagel became widely prominent in Northern California as the representative of a broad variety of unions. Most notably, from 1934 through 1937, he helped plan organizing drives and negotiate contracts for the ILA during its dramatic "march inland" into the San Francisco Bay Area warehouse, distribution, and production industries.

Working with Eugene Paton and other organizers, the initially small waterfront warehouse bastion emerged as one of Northern California's most important unions. In 1937 it became Local 6, ILWU, when the Pacific Coast District ILA turned itself into the ILWU.

San Francisco's employers locked out all of their newly-unionized warehouse workers the following year. As usual, Kagel played a central role. Throughout that summer-long crisis he consulted daily with Paton, who was by then Local 6's president. Ultimately the lockout was settled on terms satisfactory to both sides. One result was the creation of the Local 6 master contract system that is still in place today.

Paton died young a few years after World War II. But Kagel never forgot his good friend. In later years, he always credited Paton, along with some other ILWU pioneer organizers like Oakland's Paul Heide, with the success of the march inland in Northern California.

After the United States entered World War II in December 1941, Kagel joined the federal government's War Manpower Commission (WMC). He decided this made more sense than staying with the PCLB at a time when most unions, including the ILWU, were committing to a "no strike pledge" for the duration of the conflict.



Local 10 honored Jeanne Kagel at its Bloody Thursday celebration. (L to R): Joe Mosley, President, Bay Area Pensioners Club; "Indian Joe" Morris; John Castanho, Local 10; Jeanne Kagel.

Sam Kagel 1909 – 2007



Ed Flynn, announces the end of the 1971-72 strike. Pictured (L) and Past Local 10 President Cleophas Williams.

Kagel also believed the WMC would make a real contribution to fighting fascism. He felt it promised more vibrancy as a potential employer than the new War Labor Board, which he assumed would merely police employers who were chiseling around the edges of war-time regulations. "I had just come off the battlefield as a union advocate and I wasn't prepared to go into a convent," he explained.

The WMC recruited labor for ship yards, war plants, and other production facilities essential to the military effort. As assistant director and then director of the WMC for Northern California, Kagel remained a high profile public official throughout the war years.

In 1945, when the war ended, Kagel decided to attend law school. Bridges supported Kagel's decision with the comment, "We'll be working together again soon." While he was in law school, the International Ladies Garment Workers Union (ILGWU) and San Francisco's clothing employers invited him to act as "Mr. Impartial Chairman," the name adopted for the apparel industry's neutral arbitrator.

Kagel's appointment as Mr. Impartial Chairman was another pivotal development in his life. He was now a labor arbitrator. By 1948, when he finished law school at the University of California's Boalt Hall, he was taking arbitration cases on a regular basis.

That same year there was another major coastwise longshore strike. Kagel said of that dispute, "The longshoremen had gotten the union-controlled hiring hall the hard way in 1934. The employers tried to get rid of it in '48. It took a strike to say, 'You can't do that.'" In adjusting to their strike loss, the ship owners engaged a new bargaining agency, the PMA.

The new PMA and the ILWU asked Kagel to become their coast arbitrator for the longshore industry. In this post, Kagel would judge appeals of decisions made by four major port area arbitrators. The employers "knew about my activities with the WMC, when I used to appear publicly before big war shows in San Francisco," Kagel said. "This sort of dried the red out of me for them. They now thought I'd been cleansed."

Kagel, a good story teller, remembered the meeting he had with PMA and ILWU representatives to discuss the terms of his new employment. "Across from me sat Harry, Lou Goldblatt and Howard Bodine of the ILWU plus all of the employers. For the first time in their history Harry and his group and the ship owners were on the same side of the table. I was sitting over here by myself."

Coast arbitrator for the longshore industry provided Kagel with an outstanding home base for the rest of his long career. He was already well-known in labor circles by 1948. But in his new position he would become a living legend along the waterfronts of the Pacific Coast.

Kagel heavily influenced the development of the coastwise longshore arbitration system, which

has successfully stood the test of time. In 1948, he suggested appointing two area arbitrators from the union and two from the employer side. He argued that this would provide balance while putting people in office who understood the industry. It was one of Kagel's hallmark ideas that such jobs should be filled by industry practitioners, not outside academics or non-waterfront professionals.

Bill Ward, a 20 year longshore coast committee member, and the late Phil Lelli, a long-serving president of Tacoma's longshore Local 23, both emphasized Kagel's importance as a friend of the industry. "You'll never find a better arbitrator," Ward said recently. In his 2002 oral history interview, Lelli declared, "Kagel is the glue that held this whole thing together. His attitude is, 'I'm going to preserve this industry.' He wouldn't allow it to be torn apart because of stupidity. I have nothing but admiration for the guy."

While becoming a major historic figure in the longshore industry and ultimately in the annals of American labor mediation and arbitration, Kagel also adjudicated numerous ILWU warehouse division disputes. These were mostly Local 6 cases, which fell outside of the boundaries of the PMA-ILWU coast longshore agreement.

Toward the end of the 134 day 1971-1972 West Coast longshore strike, Kagel was called in to mediate. Because a strike was on, he had no authority as coast arbitrator. His solution was to preside over marathon negotiation sessions that went on around the clock for a week. Kagel, always a man of boundless energy, often employed such tactics to get tough mediation jobs done.

In the end, Kagel brokered a contract that dealt with most of the strike questions. There did remain several problems involving "steady men," or workers employed directly by stevedore companies. These issues were ultimately settled on a port by port basis.

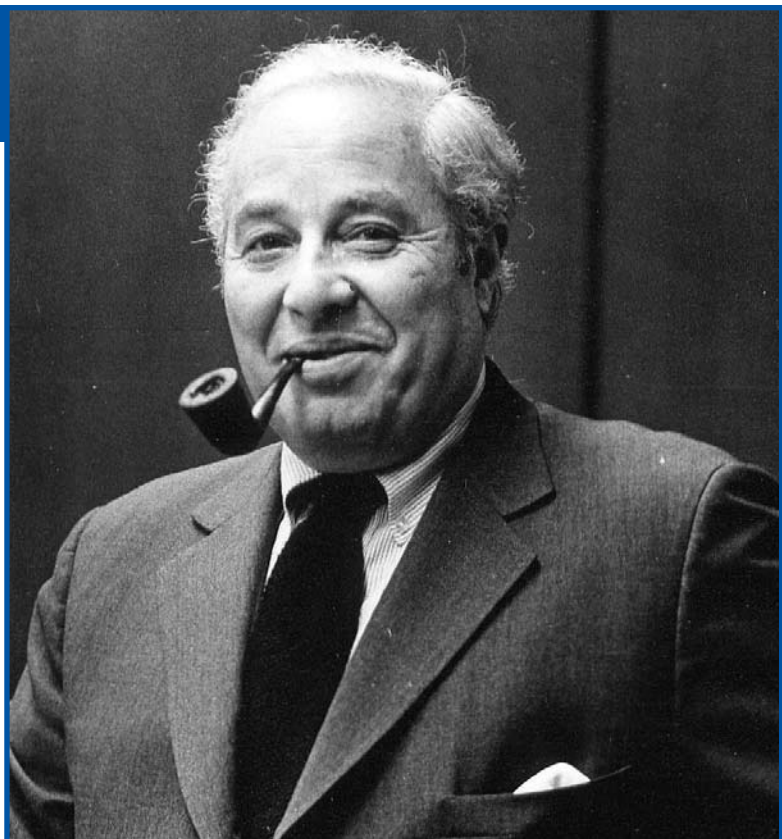
Longshore Local 13 needed an experienced hand to present its steady worker cases in post-strike arbitration proceedings before Kagel. Rudy Rubio, who had served as the local's secretary-treasurer until his two year term limit expired during the strike, was the logical choice. He said recently that as the Local 13 representative, he found watching Kagel in action to be an education. "What especially impressed me," Rubio noted, "was that Kagel instilled a real code of ethics into the arbitration system."

In 1977 Rubio became International Vice-President. During a heated exchange during one arbitration, he called a PMA representative a liar. Kagel stopped the discussion and privately said, "Don't call someone a liar during arbitration proceedings. You'll do better staying cool and respecting the other side." Rubio went on to serve successfully as Vice President for eleven years. He now views Kagel's advice as "one of Sam's great lessons. He helped me develop a perspective that worked."

Kagel's ability to keep an arbitration proceeding focused on the important issues impressed Rubio as well. When discussions began to stray, Rubio pointed out, Kagel would always bring people back to the main points with his patented quip, "As they say in Montana, let's get down to the nut cutting."

During the five decades after his appointment as arbitrator for the Pacific Coast longshore industry, Kagel's mediation and arbitration practice outside of the waterfront expanded exponentially. He would eventually handle thousands of labor cases in dozens of diverse fields such as nursing, the soft drinks industry, pulp and paper manufacturing and the airline business. He arbitrated an important early agricultural case involving the United Farm Workers (UFW) and, in 1968, mediated the settlement of a major San Francisco newspaper strike.

For many years Kagel also taught law classes at the University of California. He wrote books and papers about mediation and arbitration, including *Anatomy of a Labor Arbitration* (1961) and *The Anatomy of Mediation: What makes it Work* (1990, co-authored with Kathy Kelly). Early on, he developed an



Sam Kagel, while mediating the 1971-72 strike.

innovative dispute resolution technique called "med-arb," in which the parties select a "med-arbitrator" who first acts as a mediator but in the end hands down decisions on unresolved issues. In 1961, he used this technique in Hawaii to resolve an impasse between the ILWU and the Islands ship owners.

Kagel even judged grievances involving famous professional athletes who played for high-profile sports organizations like the Oakland A's baseball team. He became the chief arbitrator for the National Football League (NFL) after successfully acting as mediator during the 1982 NFL players strike. Probably the most well-known NFL controversy he arbitrated was the 2000 compensation case of Barry Sanders, the Detroit Lions star running back.

In the late 1990s, Kagel donated his papers to the Labor Archives and Research Center (LARC) at San Francisco State University. Made up of thousands of cases in hundreds of archival boxes, LARC's Sam Kagel Collection is an important resource on labor history and industrial relations during the second half of the 20th century.

Subsequent to Kagel's donation, LARC won a major grant from the federal National Historical Publications and Records Commission (NHPRC) to access the papers for the use of scholars, teachers, students, workers and other interested parties. The processing was completed in 2005.

In 2004, two years after Kagel retired as coast arbitrator for the longshore industry, ILWU Longshore Local 10 made him an honorary member at its yearly July 5 memorial in San Francisco in remembrance of the martyrs of Bloody Thursday. It seemed a fitting tribute to a man who had spent 54 years on the job and seven decades in all working for justice in the turbulent world of labor relations.

Sam Kagel is survived by his second wife, Jeanne Ames. His first wife, Sophia, who he separated from in 1971, preceded him in death. He is also survived by his and Sophia's children, John Kagel, who is now the arbitrator for the Pacific Coast longshore industry, Peter Kagel, of San Francisco, Katharine Kagel, of Sante Fe, New Mexico, three step children, five grandchildren, and three great-grandchildren.

Donations in Kagel's memory can be sent to the Labor Archives and Research Center, San Francisco State University, 480 Winston Drive, San Francisco, CA 94132; the Sam Kagel documentary program, care of the Harry Bridges Project, P. O. Box 662018, Los Angeles, CA 90066; or Kids' Turn, 1242 Market Street, San Francisco, CA 94102.



Kagel with the 2002 bargaining team. (L to R): Local 19's Larry Hansen; Kagel; Local 63's John Touseau; Local 23's Conrad Spell.

Pacific Northwest, Canadian locals join discussion on port air pollution

By John Showalter

Air pollution from expanding ports in the Pacific Northwest is a growing concern among state and federal regulatory authorities, port officials, industry executives and longshore workers. At a series of recent gatherings of these groups in Washington State, members of the ILWU and ILWU Canada spoke out about their personal experiences with air pollution at the ports and the union’s campaign to encourage ship-owning companies to clean up their emissions.

At the Faster Freight Cleaner Air Puget Sound Conference, May 16, in Seattle, Michael Jagielski of Tacoma Longshore Local Local 23 and Albert LeMonnier, 2nd Vice President of ILWU Canada, told attendees how longshore workers are being unnecessarily exposed every day to potentially carcinogenic chemicals found in the soot emitted by ships, trucks and yard equipment operating at Pacific Northwest ports. In two panels at the conference, each longshoreman offered his advice to regulators and industry representatives about how ports and their tenants can make progress on cleaning up this pollution with emerging technologies, many of which were on display in the conference exhibitors’ room.

“We must combine a growing economy with environmental protections,” said Washington State Department of Ecology Executive Director and conference keynote speaker Jay Manning.

“We’re the canaries in the coalmine,” Jagielski said. “The more I learned about the dangers I was expos-

ing myself to as a crane driver each time I breathed in that stack gas, the more concerned I became about my health. I want to be around to teach my grandkids how to play golf.”

LeMonnier said that Vancouver, British Columbia is now facing the same kind of air quality problems that have long plagued Los Angeles due to its bowl-shaped topography which traps dirty air in its basin. He said that the large volume of bulk cargo ships docking at the Port of Vancouver often leads to more ship idling and more air pollution from their auxiliary engines since, on average, it takes longer to unload this type of cargo than containerized cargo.

Jagielski and Le Monnier became involved with air pollution as a health issue for ILWU members several years ago. After using the air pollution issue in a training scenario at a 2005 coast-wise communications training, Jagielski discussed the union’s Saving Lives campaign to improve port air quality with the Port of Tacoma’s Port Commissioners. The advocacy campaign’s goal is to see ship-owning companies reduce their smokestack emissions by at least 20 percent by 2010.

Jagielski and Local 19 President Herald Ugles then met with Puget Sound Clean Air Agency (PSCAA) Executive Director, Dennis McLerran and the manager of its Air Resources Board, Dave Kirchner in May 2006. They started a dialogue about what kind of air toxics union members might be exposed to in the course of their workday and how the union and the agency could work together. Diesel particulate matter is a known

carcinogen, contributes to such respiratory diseases as asthma and emphysema and has recently been shown to be a factor in early heart attacks.

Both Jagielski and LeMonnier represent ILWU and ILWU Canada on the Puget Sound Maritime Air Quality Forum—a group comprised of elected and regulatory agency officials, port officials, shipping industry executives and labor representatives—whose regional efforts target reducing vehicle and vessel emissions in maritime goods movement by 70 per cent by 2010. The Forum’s first task was a recently completed emissions inventory of Puget Sound trucks, port equipment and vessels which will help guide solutions to reduce their emissions.

Jagielski was also recently appointed to Tacoma Mayor Bill Baarsma’s 26-member Climate Action Task Force. According to the City of Tacoma’s website, the task force’s goal is to “...reduce greenhouse gases and curb global warming in accordance with the Kyoto Protocols”. Jagielski and Vance Lelli at Local 23 are members of the task force’s Transportation Subcommittee. The



Alex Rapitis

Saving Lives representatives Paul Pemberton, Local 19 and David Porter, Local 8.

Climate Action Task Force was modeled on a similar task force set up by Seattle Mayor Greg Nickels and has been endorsed by the US Council of Mayors.

With new regulations coming into effect in California for auxiliary fuel sulfur content and more shipping lines like American President Lines and Maersk voluntarily shifting to lower-sulfur fuels and experimenting with alternative marine power (AKA “cold-ironing”) for docked ships at California and Pacific Northwest ports, the collective efforts of the ILWU, the ports and industry appear to be paying off, albeit gradually, in terms of cleaning up port air.

“The slow persistence of our campaign’s effect on shipping industry practices makes me feel like we are doing something,” said Jagielski “like water dripping in a cave.”

Reality Check: Health and Safety

(Note: the following letter was submitted by a rank-and-filer to Cal-OSHA. We encourage you to share similar letters or stories with The Dispatcher)

Mr. Ken Gleiter, Area Manager CAL/OSHA
April 24 2007

I’ll try and make this as brief as I can. My name is Bill De La Mater. I am a security officer in the Port of Oakland. I work for American President Lines. I have been with APL for 19 years. I work the night shift (21:00-05:00) at their Middle Harbor facility in the Port of Oakland. I have never been late for work in my 19 years with APL nor have I had to take time off from work (that is until recently) I’m 64 and plan to continue working for APL until I’m 67. God willing.

American President Lines Middle Harbor facility is in the early stages of a 2 year re-construction project. My problem is getting APL management to instruct their construction contractor O.C. Jones to use the water truck at night to control the dust. I have made several complaints to my duty Sergeant Mr. Ron Defanti, but without acknowledgement from APL management or any results. During the day the water truck is used (for all to see) but at night the truck sits idle as the construction continues on a 24 hr basis. The dust from this landfill dirt has a peculiar noxious odor. The portion of the container yard that is currently under construction is located near an old SHEREX Chemical plant site that was torn-down years ago due to non-compliance with hazmat regulations. I fear that this dust is from contaminated soil. I have developed a chronic cough when I breathe this dust that’s stirred-up from the construction equipment. This dust causes me to cough, so much so, that I have had to take a day or two off after being exposed (without pay as we do not have sick leave) due to the lack of sleep and chronic coughing. I have been examined by my doctor and he tells me

that this dust is an irritant, and I will continue to have this reaction as long as I’m exposed to it. Dust masks are ineffective and give little protection and they are difficult to use as I must talk on the terminals radio and telephone to Longshoremen, Pilots, Visitors, Mechanics, Police and other Emergency Personnel. One night when the problem was so bad that visibility was reduced to 50’ I spoke to an O.C. Jones employee and asked him if something could be done about the dust. The reply to this reasonable request was swift and to the point.

The following day APL printed and distributed handbills to all O.C. Jones construction employees stating that they were not to have any contact with any APL employees who are members of a union. That night the APL carpenter Mr. Dennis Lenart who has been assigned to over-see the construction chewed my ass for talking to the O.C. Jones employee and told me I was to have no further dialogue with any of the construction workers. He continued to tell me, and I quote: **“this is as good as it’s going to get Bill. If you can’t handle the dust, I suggest you quit and seek employment down the road”** The following day I emailed my boss Mr. Christian Jones, who is the Manager of Security and Environment and I asked him if this was APL’s solution to the dust problem. He replied that he considered it an alternative solution if I was not satisfied with APL’s response. The fact of the matter is Mr. Gleiter; this has been APL’s only response to the problem. If I go away, the problem goes away. I value my job. I have acquired some retirement benefits that I hope to enjoy with my family some day. If you have any questions, please feel free to contact me. Thank you for taking the time to read this. I would appreciate anything that you can do about this situation.

—Bill De La Mater, Local 75



Jack Heyman; the translator, Manawell Abdul-AI; Willie Adams and Tim Paulson.

PALESTINIAN LABOR LEADER VISITS LABOR COUNCIL

The San Francisco Labor Council invited Manawell Abdul-AI of the Palestine General Federation of Trade Unions to address unionists in San Francisco. The invitation was extended by Tim Paulson, Executive Director of the Labor Council. “I was in Israel and Palestine as head of the Labor Council and met both Israeli and Palestinian labor leaders, publishers and legislators,” Paulson said.

Several ILWU members attended the meeting, including Jack Heyman from Local 10. “It’s important for us to have contact with labor leaders around the world, especially ones that are under attack including Palestinians,” said Heyman.

Mr. Abdul-AI emphasized that his Federation is struggling to build labor solidarity despite the hardships of occupation and civil strife.

ILWU International Secretary-Treasurer Willie Adams and Vice President Joe Radisich presented Abdul-AI with ILWU pins when he visited the ILWU Headquarters.

Union teams up for hazardous materials training

by Tom Price

Longshore workers have no choice but to be ‘first responders’ in hazardous situations on the docks—that’s because it happens right in front of them. Any hazardous spill would affect them and their families both as workers and as members of the community.

The ILWU has again taken the lead in port safety and security by training 20 members in a “train the trainer” hazardous materials response course June 11 – 15 in San Francisco.

“When it comes to safety the union is fed up with the Pacific Maritime Association’s training,” longshore Local 10’s John Castanho said. “PMA’s training is a 7-8 hour classroom course offered every three

years, taught by a non-ILWU person with no practical longshoring experience.”

The union saw the need to have real training, conducted by ILWU members and professionals through the Labor Occupational Safety and Health Programs from both UC Berkeley and UCLA, Castanho said. All the participants are now certified in first-stage hazardous material instruction.

The trainers will be able to train others in their locals in basic first response procedures. The first step is identifying the hazard. “Say I see something leaking out of the container, and I don’t know what it is,” Castanho said. “I have identified a hazard. Next I warn others to stay away, then I con-

continued on page 9

Flat rack accidents highlight safety concerns

By John Showalter

Two separate incidents involving flat racks at the Port of Los Angeles-Long Beach in June serve as a reminder of just how dangerous the docks can be. The incidents occurred on Tuesday, June 5 and Friday, June 8. In the June 5 incident, a loaded High Cube flat rack corner casting which was being hoisted to the dock with chains attached from the bottom corners. Twelve flat racks—series numbers MATU370063-6 through MATU370106-2, which were manufactured in China—have been taken out of service and required to be recertified before they can be put back into use. This precaution has been the stated position of the Coast Safety Comm. in a letter dated June 8, 2005—two years to the day of the second incident.

In the second flat rack failure,

on June 8th, flat racks were being discharged from below deck and failed when they separated from their locked castings while being lowered to the deck. The flat racks crashed onto the truck chassis, requiring the UTR driver to seek medical attention, but fortunately not causing a fatality. Hoisting stacked, flat racks from below deck is not advised because there is no way for a visual inspection to be made to insure that they are properly connected. The position of the ILWU Coast Safety Committee is that stacked flat racks are to be brought up from below deck onto the ship's hatch cover, individually lifted, or secured from their bottom corners and hoisted.

According to the position of the ILWU Coast Safety Committee, twist locks are only allowed to link stacked flat racks to each other, not as a means for hoisting them in a stack. Furthermore, they recommend that there shall be a



Damaged flat racks.

rigging using wire or chain-leg spreaders attached to each corner of a bottom unit for hoisting them in a stack, and that personnel should stand clear at least one hatch away from the lifting, approximately 40 feet.

"Many instances of flat rack accidents go unreported," said ILWU Safety Committee member and Local 94 President Danny Miranda, "Especially incidents where individu-

als get injured by multi-lift flat racks. So OSHA (Occupational Safety and Health Administration) is either not getting the full report or no report at all. I would like to urge our members that if incidents like this do occur, please notify your local Coast Safety Committee representative, Joint Port Safety Committee representative, your union official, and your Joint Accident Prevention Committee."

Juneteenth honors African American history

This year's Juneteenth celebration in San Francisco honored the role of African American maritime workers by placing the ILWU Drill Team at the front of the parade. Longshore Local 10 retiree Josh Williams, in his fortieth year with the team, was parade Grand Marshall and his team took first prize as "Best Drill Team."

San Francisco's 57TH annual Juneteenth celebration, held June 16-17 in the Fillmore district, brought tens of thousands of people to the city in one of the largest ever gatherings of African Americans in Northern California.

Juneteenth celebrates the end of the Civil War, also known as the war to end slavery. On June 19, 1865, nearly three years after President Lincoln's Emancipation Proclamation, federal troops read a proclamation in Galveston, Texas. It stated that all slaves are free and that "this involves an absolute equality of personal rights and rights of property, between former masters and slaves, and the connection heretofore existing between them, become that between employer and hired labor."

—Tom Price



The ILWU Drill Team. Back row, (L to R): Vincent Norris; Executive Capt. Trevyn McCoy; Gail Trevors; Josh Williams; Capt. Ed Thomas; Andre Dawkins; Sabrina Giles; Kavern Dixon; Boon Pho. Front row: Andrea "Fearless" Johnson; Paul "From the Hall" Williams; Martin Dominguez. Kneeling: Lorie Marshall; Beth Susim.

Martin Dominguez

Contract education for casuals and 'B'-Registrants

By John Showalter

With the 2008 contract negotiations only months away, the ILWU's local education committees coastwise and others are working with Longshore locals to help everyone in the ILWU family learn about the negotiating process and the union's plan for winning a better contract. A series of classes are being conducted for new casuals, 'B'-registrants and registered longshore workers at several locals. The classes cover local longshore history, recent political activity and past contract negotiations with the employer, and how to advocate for job safety.

Classes at Locals 13, 19, 23 and 63 over the past six months are a product of the ILWU Longshore Division's weeklong History and Traditions Conference in August 2004 in Palm Springs, Calif., according to Patricia Aguirre, Chair of the Longshore Division's Education Committee. Some of the topics covered include: "Who We Are"; "Why the ILWU is Unique"; "How the Longshore Division Works"; "History of the Contract"; "ILWU Resolutions"; "The M&M Agreement" and "Health Benefits." Speakers have included current and former Coast Committee Officers, regional benefits administrators, and local labor historians.

Aguirre and others say that these classes

may be especially helpful for the casuals hired in Southern California starting in August 2004, along with several hundred others hired in Seattle and Tacoma in 2006. Many of these new recruits lack any personal affiliation or familiarity with the Longshore Division of ILWU, its history and its culture. The classes are an essential part of Casual and 'B'-registrants' orientation coastwise.

"It's important that workers have a place to go and get answers," Aguirre said, "When new workers ask questions at these classes, it dispels rumors and misunderstandings about the union that might circulate on the job. We also want members to feel empowered and in tune with the issues we'll face at contract time next year. Longshore work is very dangerous, and the good jobs we've won are important in our communities where we live. These classes will make it easier for workers to communicate that message to the public."

The first class in the Pacific Northwest was held at Local 23 in Tacoma in December 2006. Subsequent classes were held in Southern California in April 2007. The classes will continue through the end of 2007 and into 2008 at Locals 13, 19, 23 and 63.

At a May 9, 2007 class in Seattle, International Secretary-Treasurer William Adams and Local 19 President Herald Ugles spoke to more than 300

attendees about the difficult 2002 lockout and contract negotiation—and what it means for 2008. Adams emphasized to workers—many of whom got their only impressions about the union from inaccurate media reports during the 2002 lockout—just how much pressure the union was under at that time.

"With the White House trying to prepare for war in Iraq at the time of the lockout, they could have pulled out all the stops," he said. "They could have tried to impose the Railway Act and brought in the National Guard to do our work, but we stayed focused on the contract. It was tremendously helpful for the union when nine U.S. Senators from West Coast states wrote letters to President Bush asking him to stay out of the negotiations process."

Adams reminded listeners that membership in the ILWU still stands for the American Dream and all of its rights and responsibilities: affordable health care, the sanctity of the union hiring hall, and respect and pensions for the men and women who came before them and built the union from the ground up.

"What you don't know *can* hurt you," he said, "These classes hopefully will educate members about just how much influence we have in the global trade industry and what we must do to preserve it."

Hazardous materials training *cont'd from p. 8*

tact supervision, and leave the area."

The training began with an introduction to hazardous materials, their properties, and how to identify them. Other topics included scene control, protective equipment and decontamination. The instruction used role playing, lectures and discussions.

One of the problems discussed is the difficulty

in determining just who is the responsible authority. The course taught that just where the incident occurs generally determines who takes control. If it's on the ship or in the water it's federal, on land it could be fire dept, or the state, FBI, or customs. Having the members know who to contact speeds the response. They would take instruction from whoever is in charge and help evacuate the area.

"The course brought us an awareness of just how to deal with the hazards and the tools to train

our members and make the waterfront a safer place to work," Local 8's Jim Daw said.

Union members and the Western Regional Universities Consortium designed the course. Steve Hecker, Senior Lecturer at the Univ. of Washington also participated.

"We did an internal audit in Local 10 and we found about two-thirds of our members live in Alameda Co.," Castanho said. "We live where we work, we work where we live."

ILWU Reading List

Over the years, several books have been written about the ILWU. The following list details the author, title, publisher, price, main subject or theme, and availability of these books. These and other publications about the ILWU can also be read at the ILWU Library.

Brown, Lee and Robert Allen. **Strong in the Struggle: My Life as a Black Labor Activist.** Rowman & Littlefield, 2001. Hardcover: \$26.95. A stirring account of an African American man’s lifelong commitment to leftwing political activism, much of it in service to the ILWU in New Orleans. Bookstores and libraries.

Buchanan, Roger. **Dock Strike: History of the 1934 Waterfront Strike in Portland, Oregon.** The Working Press, 1975. Valuable primarily because it illuminates the Columbia River experience. University libraries.

Bulcke, Germain. **Longshore Leader and ILWU-PMA Arbitrator.** Bancroft Library, Regional Oral History Office, University of California at Berkeley, 1984. The oral history and anecdotal account of Bulcke’s San Francisco career as a member and officer of the ILWU. University libraries.

Fairley, Lincoln. **Facing Mechanization: The West Coast Longshore Plan.** Institute of Industrial Relations, University of California at Los Angeles, 1979. An overview of the origins and early impact of the historic longshore Modernization and Mechanization agreements 1960-1971, by the late ILWU Research Director and Area Arbitrator. University Libraries.

Finlay, William. **Work On The Waterfront: Worker Power and Technological Change in a West Coast Port.** Temple University Press, 1988 (\$24.95). A provocative analysis of the impact of longshore mechanization and higher wages on ILWU members and Union militancy, primarily in Los Angeles. University libraries and bookstores, or from the publisher.

Fox, Joan, editor. **A History of Federated Auxiliaries of the ILWU 1934-1984.** Federated Auxiliaries, 1993. A thorough compilation of histories of local auxiliaries and the federation. For ordering information and availability contact ILWU Auxiliary #3, c/o ILWU Local 19, 3440 E. Marginal Way, South, Seattle, WA 98134.

Goldblatt, Louis. **Working Class Leader in the ILWU 1935-1977.** Bancroft Library, Regional Oral History Office, University of California at Berkeley, 1980. The oral history and anecdotal account of Goldblatt’s career, in California and Hawaii, primarily as Secretary-Treasurer of the ILWU.

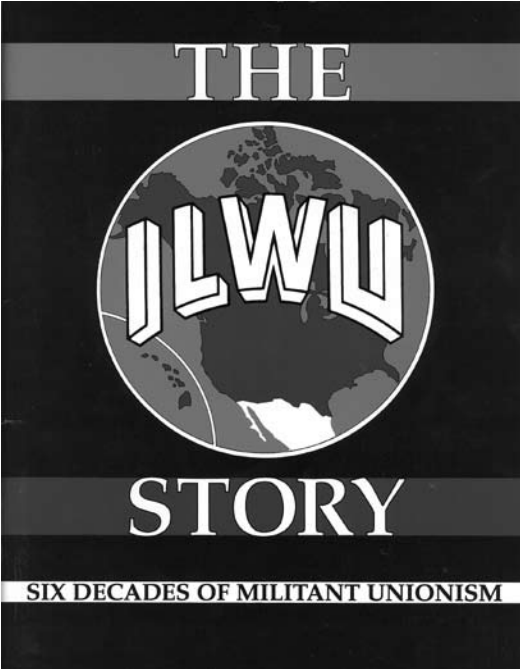
Gundlach, Jean and Jake Arnautoff. **Work on the Waterfront: A Longshore Artist’s View.** Gundlach, 1996. Manual cargo handling comes alive through Arnautoff’s line drawings and Gundlach’s narrative text. Libraries.

Hartman, Paul. **Collective Bargaining and Productivity: The Longshore Mechanization Agreement.** University of California Press, 1969. University libraries.

Hinkle, Warren. **The Big Strike: A Pictorial History of the San Francisco General Strike.** Silver Dollar Books, 1985. Stunning photographs and an informative narrative. University libraries.

Holmes, T. Michael. **The Specter of Communism in Hawaii.** University of Hawaii Press, 1994. Perhaps the best overview of political persecution in the name of anticommunism, and the central role of the ILWU as both a target and a rallying point for resistance. University libraries and the publisher.

ILWU. **The ILWU Story: Six Decades of Militant Unionism.** ILWU, 1997. An informative combination of oral histories, photographs, and historical narrative about the ILWU. Check *The Dispatcher* for ordering information.



ILWU. **The ILWU Story: Three Decades of Militant Unionism.** ILWU, 1963. An overview of the history of all the divisions, jurisdictions, policies, and collective bargaining agreements of the Union. Out of print. ILWU local union offices.

ILWU. **Men and Machines: A Story about Longshoring on the West Coast Waterfront.** ILWU & PMA, 1963. An extraordinary pictorial essay about the Union and technological change. Out of print. ILWU local union offices.

ILWU Local 500. **Man Along The Shore! The Story of the Vancouver Waterfront.** ILWU Local 500 Pensioners, 1975. The only book about the ILWU longshore experience in Canada, told plainly and effectively through interviews and illustrations. Newly re-issued. Contact the Local 500 Service Committee for ordering information at (604) 254-7131.

Jung, Moon-Kie. **Reworking Race: The Making of Hawaii’s Interracial Labor Movement.** Columbia University Press, 2006. Hardcover: \$45.00. A useful overview of race and ethnicity in Hawaii and the origins of the ILWU in the Islands. Sometimes difficult to read, dense with information and sociological methodology.

Jenkins, David. **The Union Movement, The California Labor School, and San Francisco Politics, 1926-1988.** Bancroft Library, Regional Oral History Office, University of California, 1993. The oral history of an ILWU stalwart, with rare insights into the Union’s leadership and the CIO. University libraries.

Kimeldorf, Howard. **Reds Or Rackets: The Making of Radical and Conservative Unions on the Waterfront.** University of

California Press, 1988 (\$24.95). Paperback: \$13.00. An innovative analysis of how and why the ILWU rank and file built the union, and often took a different course than the ILA. Libraries, bookstores.

Larrowe, Charles. **Harry Bridges: The Rise and Fall of Radical Labor in the United States.** Lawrence Hill & Co., 1972. An unauthorized but respectful biography that highlights the trials and triumphs of Harry Bridges. Out of print. Libraries.

Magden, Ronald E. **The Working Longshoreman.** ILWU Local 23 and the Washington Commission for the Humanities, 1991. A comprehensive and balanced narrative of longshore unionization in Tacoma the Northwest. ILWU Local 23 and university libraries. Available by mail from John Usorac, ILWU Local 23, 1710 Market Street, Tacoma, WA 98402 (\$12.00 per copy, checks or money orders only, payable to ILWU Book Fund).

Magden, Ron. **A History of Seattle Waterfront Workers 1884-1934.** ILWU Local 19 and the Washington Commission for the Humanities, 1991. An invaluable account of longshore unionization in the Northwest, particularly Seattle and the Puget Sound region. Available by mail from David Vigil, Sr., ILWU Local 19, 3440 East Marginal Way South, Seattle, WA 98134 (checks or money orders only in the amount of \$15.00 per copy, payable to the ILWU Local 19 Centennial).

Magden, Ronald E., and A.D. Martinson. **The Working Waterfront: The Story of Tacoma’s Ships and Men.** ILWU Local 23 and the Washington Commission for the Humanities, 1982. A highly informative narrative account of the port, its unions, and technological change.

Markholt, Otilie. **Maritime Solidarity: Pacific Coast unionism 1929-1938.** Pacific Coast Maritime History Committee, 1998. Paperback: \$15.00 (plus \$3.50 shipping). A unique and controversial contribution to the history of the ILWU in the Northwest by a veteran union activist, notable for its original scholarship and strident criticism of Harry Bridges and the CIO. Available by mail from the Pacific Coast Maritime History Committee, 3049 S. 36th Street, Suite 201, Tacoma, WA 98409; Telephone: (253) 473-3810.

Nelson, Bruce. **Divided We Stand: American Workers and the Struggle for Black Equality.** Princeton University Press, 2001. Hardcover: 39.50. A new and controversial analysis of race, ethnicity, and class solidarity among longshore and steel workers that focuses primarily on the ILA and ILWU experiences in New York, New Orleans, and Los Angeles. Bookstores and libraries.

Nelson, Bruce. **Workers On The Waterfront: Seamen, Longshoremen, and Unionism in the 1930s.** University of Illinois Press, 1988. Hardcover: \$29.95. The most comprehensive discussion of the growth of maritime unions on the Pacific Coast. Libraries, bookstores. Paperback edition available from the ILWU library by mail at a discount—watch *The Dispatcher* for details.

Pilcher, William. **The Portland Longshoremen: A Dispersed Urban Community.** Holt, Rinehart, and Winston, 1972. A narrow sociological study of how the Union’s solidarity has been affected by the political and ethnic roots of the rank and file. University libraries.

Polishuk, Sandy. **Sticking to the Union: An Oral History of the Life and Times**

July-August 2007

of Julia Ruuttila. Palgrave Macmillan, 2003. A remarkable and moving account of a radical woman’s life as a union activist and labor journalist in the Pacific Northwest— much of it in the ILWU. Paperback, \$22.95. Libraries, bookstores, and at a 20% discount from the publisher.

Quin, Mike. **The Big Strike.** Olema Publishing Co., 1949, and New World Paperbacks, 1979 (re-issue). The classic and comprehensive account of the San Francisco General Strike of 1934. Libraries. Paperback edition only, \$7.50. Available from the ILWU library at a discount—watch *The Dispatcher* for details.

Raineri, Vivian McGuckin. **The Red Angel.** International Publishers, 1991. A stirring account of the activist life and political times of Elaine Black Yoneda (1906-1988), including her role in the 1934 strike and the ILWU Auxiliaries. Libraries and the publisher.

Roger, Sidney. **A Liberal Journalist on the Air and on the Waterfront: Labor and Political Issues 1932-1990.** Bancroft Library, Regional Oral History Office, University of California at Berkeley, 1998. University Libraries. An articulate insider’s view of the ILWU and the labor movement by the late labor communicator and former editor of *The Dispatcher*.

Schmidt, Henry. **Secondary Leadership In The ILWU 1933-1966.** Bancroft Library, Regional Oral History Office, University of California at Berkeley, 1983. The oral history and anecdotal account of Schmidt’s San Francisco career as a member and officer of the ILWU. University libraries.

Schneider, Betty, and Abraham Siegel. **Industrial Relations In The Pacific Coast Longshore Industry.** Institute of Industrial Relations, University of California at Berkeley, 1956. A traditional but insightful look at the role of the ILWU in transforming longshore labor relations, focusing on pivotal bargaining in 1948. University libraries.

Schwartz, Harvey. **The March Inland: Origins of the ILWU Warehouse Division 1934-1938.** Re-issued by the ILWU with new preface and photographs (first published by the Institute of Industrial Relations, University of California at Los Angeles, in 1978). The only comprehensive study of the ILWU’s organizing campaign in warehouse and distribution. Watch *The Dispatcher* for ordering information.

Selvin, David F. **A Terrible Anger: The 1934 Waterfront and General Strikes in San Francisco.** Wayne State University Press, 1996 (\$26.95). A comprehensive narrative history of the strike. Watch *The Dispatcher* for ILWU discount price.

Wellman, David. **The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront.** Cambridge University Press, 1995 (\$59.95, cloth; \$15.95, paper). A sociologist blends history, interviews, and analysis into the best description and appraisal yet written about the strengths, traditions and problems of the ILWU on the waterfront since the 1930s. Available from the ILWU library at a significant discount-- watch *The Dispatcher* for details.

Zalburg, Sanford. **A Spark Is Struck! Jack Hall and the ILWU in Hawaii.** University Press of Hawaii, 1979. An epic account of the birth of the ILWU in Hawaii, and the Union’s role in the social, economic, and political transformation of Hawaii. University libraries. Out of print but about to be re-issued.

RITE AID *continued from page 2*

Managers spied on union activities and interrogated people about their feelings for the union. They threatened that people would lose their regular annual raise if the union came in, referred to union supporters as “union pushers” and painted them as thieves, thugs and vandals.

Managers also disciplined several union supporters, fired Debbie Fontaine for “causing controversy” and fired Meza for “intimidating” a supervisor—a man a foot taller and almost 100 pounds heavier than he.

U.S. labor law forbids such firings, discipline, threats, spying and interrogation, but does little to discourage them. In this case, the NLRB investigated Rite Aid for months and found enough evidence to take the company

to trial on 49 labor law violations.

But the Board routinely offers employers the option of settling without a trial. Rite Aid jumped at the chance. The ILWU had no say in the final terms of the settlement. It had input, but in the end only the Board and Rite Aid had to agree on the deal. The union wrote to the Board, calling it out for not doing everything it could to undo the effects of Rite Aid’s intimidation and misinformation.

“Rite Aid has ridden roughshod over employees’ rights to organize,” the letter read in part. “We are disappointed that Region 31 chose not to pursue the full extent of your remedial power.”

The settlement requires Rite Aid to pay about \$40,000 in back pay plus

interest to Meza, Fontaine, and three other union supporters it suspended or demoted—but the company doesn’t have to pay other penalties. The settlement also says that Rite Aid has to post a notice around the warehouse promising not to engage in the kinds of illegal threats and harassment for which the NLRB wanted to take it to trial—but the company doesn’t have to admit any wrongdoing.

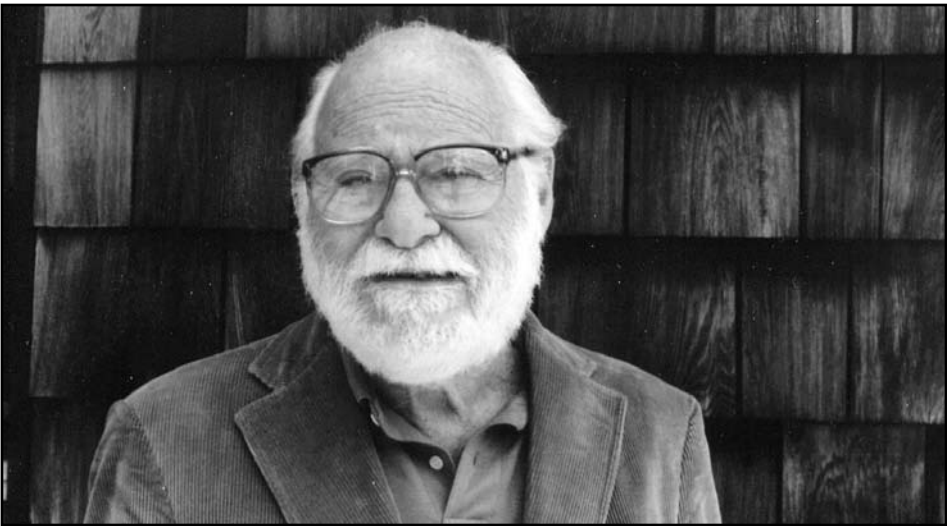
Rite Aid didn’t even have to mail the notice to the workers, though it did mail a letter to everyone giving its spin on the settlement. The letter runs the same rap employers all over the country use to counter support for the Employee Free Choice Act. After doing everything they can to poison the atmosphere so workers

cannot make a free choice, they wave the flag of democracy.

Going house to house, armed with copies of the settlement posting and the news of Meza and Fontaine’s return, the committee members pointed out the hypocrisy in Rite Aid’s stance and reminded their co-workers of their rights.

When the teams returned Saturday evening, the blitzers went round the table giving their impressions of the day. As Meza stood up, his co-workers clapped and cheered loud and long.

“I’m so moved by all the *cariño*, all the caring from people here,” Meza said. “And I’ll keep coming back, because I believe we all have rights, because I want to change Rite Aid, and because my family is here,” he said.



David Selvin

Author, historian, participant in history, David Selvin passes

By Harvey Schwartz
Curator, ILWU Oral History Collection

Workers lost an esteemed historian and journalist when David F. Selvin passed away March 6 at the age of 93. More than a great scholar, Selvin was involved in the events he witnessed while passionately telling the workers' stories.

"I was there, that angry, discordant summer of 1934, not as a participant, but as a young, deeply engaged observer," he wrote in his acclaimed 1996 book, "A Terrible Anger: The 1934 Waterfront and General Strikes in San Francisco."

Before the summer of 1934 was over, he was employed first by the National Longshoremen's Board that arbitrated the strike. Selvin then worked with the Pacific Coast Labor Bureau (PCLB), which assisted the waterfront unions. In the latter post, Selvin worked closely with Harry Bridges and Sam Kagel, the PCLB's advisor to Bridges in 1934 who became a legend as Coast Arbitrator for the longshore industry.

Selvin was born outside Salt Lake City in Tooele, Utah. He attended Menlo Junior College in 1929 and he transferred to the UC Berkeley, where in 1933 he received a B.S. in Commerce, and in 1935 an M.A. in Labor Economics.

After the 1934 strike Selvin went to Seattle for the PCLB. There he helped organize the Newspaper Guild and was employed under the New Deal's Works Progress Administration as a statistician. In 1937 he returned to California to work for San Francisco-based newspapers.

Upon leaving the Army after WWII, Selvin resumed his human rights advocacy. He campaigned for a California Fair Employment Practices Act and helped Japanese-Americans get settled following their release from wartime "relocation" camps. One such Japanese-American he met at an anti-discrimination meeting in 1946 was Noriko ("Nikki") Sawada, who became Harry Bridges' wife

twelve years later. Because of their interest in human rights and, eventually, the preservation of labor history, Selvin and Sawada-Bridges became long-term friends and colleagues.

In 1951 Selvin began his long career with the San Francisco Labor Council as editor of *Northern California Labor*, which was initially called *San Francisco Labor*.

Between 1964 and 1969 Selvin published four books for youthful readers that featured people like AFL pioneer Samuel Gompers, the socialist Eugene Debs, CIO founder John L. Lewis and others. At the end of the 1960s Selvin also released *The Other San Francisco*, a book for youths about the city's working poor and minority populations.

In 1966 Selvin produced his classic "Sky Full of Storm: A Brief History of California Labor," and 1981, "A Place in the Sun."

He championed the creation of a comprehensive labor archive and in 1984 he helped persuade the San Francisco Labor Council to ask the California legislature for funding. The Labor Archives and Research Center opened at San Francisco State University in 1986.

In the late 1980s Selvin again worked closely with Nikki Bridges. Bridges and Selvin, who was the advisory board's perennial chair, worked for years on behalf of LARC.

Late in his career Selvin published a biography of Mother Jones. To honor his long service to the labor movement and to LARC, in 1999 San Francisco State Univ. awarded Selvin an honorary doctorate.

Selvin was preceded in death by Susan Selvin, his wife of many years. He is survived by his sons Joel, a San Francisco *Chronicle* music reviewer, Steve and Michael, both residents of Berkeley, and four grandchildren. Contributions in David Selvin's memory can be sent to the Labor Archives and Research Center, San Francisco State University, 480 Winston Drive, San Francisco, CA 94132.

photo courtesy LARC-SFSU

Bridges statue growing taller

Soon a 10-foot tall statue of Harry Bridges will stand watch over the San Francisco waterfront. The project has gotten as far as raising money, getting political support, and building a three-foot tall model of the statue in clay, Local 10's Richard Mead said.

"Now we're consolidating our forces politically to get the model approved for the Harry Bridges Plaza," Mead said. "We put authorization for the statue into the Port Commission's resolution naming the plaza after Harry. We're going to the Board of Supervisors and Port to get this design approved."

The Committee for the Harry Bridges Plaza began its work with the Port and the City a decade ago to name a special spot for Bridges in honor of the contributions of maritime workers to the city. The spot chosen is by the Ferry Bldg., within sight of where the "shape-up hall" used to be. Before the ILWU, and the union hiring hall, longshoremen used to beg for jobs there.

The Committee has raised \$100,000, including \$10,000 from Local 10's Ted "Whitey" Kelm, who

is also an actor known for portraying the plant manager in the film "Norma Rae." Grif Fariello chairs the committee, Richard Mead is secretary and Roxanne Mead is treasurer. The total project will need as much as \$500,000 to cast the statue in bronze, insure it, and provide perpetual maintenance.

—Tom Price



Frank Wilder

ILWU LEADERSHIP EDUCATION & DEVELOPMENT INSTITUTE (LEAD V)

The next ILWU Leadership Education and Development Institute (LEAD V) will be held in San Francisco, California, September 24-28, 2007. Application forms are available on the ILWU web site: www.ilwu.org/training.

The curriculum will focus on "What It Will Take in 2008," from the nuts and bolts of Robert's Rules of Order and running a union meeting to how to build strength and unity through member participation, political action, and international solidarity. The urgency of meeting the twin challenges posed by national elections and industry negotiations in the coming year will underlie all the sessions. Instructors will be drawn from the ranks of active and retired members as well as staff from the International, the AFL-CIO, university labor centers, and the Federal Mediation and Conciliation Service.

The local union or affiliate should nominate participants, who are each required to fill out the LEAD V application. Priority consideration will be given to new officers and rank and file activists who have not participated in any previous LEAD program. For reasons of space and diversity, we anticipate having to limit each affiliate to two participants, but we will create a waiting list in case of cancellations or non-participation by any locals.

The LEAD V budget will cover participants' housing, breakfast and lunch, training materials, facilities, and instructors. Participants will be housed together in double rooms, but may upgrade to a single room at their own expense. Any reimbursement for expenses such as lost wages or travel will have to be covered by the participant, his or her local or IBU region, or by area fund raising activities. Financial hardship applications will be considered. In cases where financial hardship is an obstacle to participation, a request for assistance should be submitted along with a written statement about the circumstances involved and the amount of assistance requested.

Please return completed forms to me by fax or mail no later than July 27, 2007: ILWU LEAD V Applications, c/o Intl. Secretary-Treasurer William Adams, 1188 Franklin Street, San Francisco, CA 94109 (Fax: 415-775-1302). Questions may be addressed to Adams or to Gene Vrana, Director of Educational Services, at the same address.

Longshore retired, deceased and survivors

RETIRED:

Local 8—Kenneth Tester; **Local 10**—John Evans, Robert Reed; **Local 13**—Carlos Brewster, Earl Bell Jr., Roy Bugarin, George Martin, Raymond Farillas, Randall Moreno, Terry Jones, Rafael Tupaz; **Local 23**—Lemke Heinz; **Local 63**—Elizabeth Gravett, Patricia Noceti, Marinola Garrett, Peter Dacquisto, Nicholas Padovan, Frank Philpott, Amy Allison; **Local 75**—Albert Hunter; **Local 98**—Donald Gould.

DECEASED:

Local 7—Fred Ringenbach; **Local 8**—Edwin Heyne (Leatrice), Joe Smith (Christeen), Donald McCollom, Robert Nelson; **Local 10**—James Brecht (Linda), Joe Stitt (Erma), Clarence Livingston (Lee), Manuel Miguel (Florence), Salome De Araujo (Maria), Geotis Bailey (Maxine), Thomas Jensen (Diane), Prittus

Mobley (Ruby), Bobby R. Clark (Jessie), Vasco T. Gomez (Julita), Percy Cruikshank, Robert Rachel, Henry Pellom Jr., William Ross, Peter Dorskoff, Raymond Plouche, Robert Perez, John Dillon; **Local 12**—Hugh Dingman (Elaine), Thomas Hilding Sr. (Cathy), Lawrence Crawford (Nelda); **Local 13**—Gabriel A. Torres (Brandi), Joseph Harmon (Norma), John White (Genievieve), John M. Delgado (Linda), George Y. Torrez (Dolores), Fred Tucker (Catherine), Richard Moore (Kathleen), Tony Vol (Hilda), Pantale Hernandez; **Local 18**—Eddie Holland; **Local 19**—John Prong, Robert Nelson, William Neill; **Local 21**—Richard McQuaid (Ann); **Local 24**—Larry Hasu; **Local 34**—Enrique F. Roman (Maria), Gary Facey (Linda), David Rabinovitz; **Local 40**—Anthony Elich (Charlene), Carroll Bott (Nancy); **Local 50**—Norman Daly; **Local**

51—Iver Iverson; **Local 52**—Robert Sullivan (Neva); **Local 54**—Walter Randall; **Local 63**—Albert Schultz Jr. (Ida), David Malberg (Barbara), Paul Booher (Georgeen), Bert McVay (Irene), Frederick Von Nagel; **Local 91**—Joseph Schaffer; **Local 93**—John Crisanti (Elisa); Local 94—Tony Iacono (Wilma), Lujo Moretti (Violet); **Local 98**—Donald Bohrer (Vera), Robert Collen (Lorraine). (Survivors in parenthesis.)

DECEASED SURVIVORS:

Local 8—Carol Nygren, Katherine Healey, Mamie Ross; **Local 10**—Nadine Mitchell, Christine Spencer, Learly Saunders, Barbara Peterson, Lillie Patrick, Matilde Foggato, Ruby Stamps, Margarette Pellette, Gerti Barb, Modean Bamburg, Grace Reynolds, Birdie Regalado, Emily C. Ellis, Mildred Milton; **Local 12**—Marlene Knuutila; **Local 13**—Ruby Franklin,

Lupe DeLaTorre, Helen Krebs, Esther Garcia, Betty Yokoyama, Hatsumi Toguchi, Helaria Somera, Jessie Cole, Dolly Johnston, Anita Valdez, Margaret Morejon, Christine Adams, Arlene Larson; **Local 14**—Elfreda Benoit; **Local 18**—Mildred Hunton; **Local 19**—Bertha Holmes, Mabel Harding, Viola Johnston, Avis Kendall; **Local 21**—Myrtle Rea, Victoria Wise; **Local 23**—Ione Braden; **Local 26**—Carmen R. Hernandez; **Local 34**—Donna Rudden, Lucile Stahl, Mary Jane Buhman, Juliette Terrier; **Local 40**—Ann Hope; **Local 52**—Mary Blomberg, Ethyl Jean Elliott; **Local 54**—Ruth Frey, Jessie Gemigniani, Helen Nishida; **Local 63**—Gertrude Simpson; **Local 75**—Aurora Johnson; **Local 91**—Clara Cole, Emily Marino; **Local 92**—Margaret Thompson; **Local 94**—Maudell Morgan; **Local 98**—Myrtle Ofsthun.



The Red Eye Express—Local 63 OCU's Bargaining Team worked long days and longer nights to win a good contract. They were joined here by International President Bob McEllrath, Vice President Joe Radisich and Coast Committeeman Ray Ortiz Jr.



Joan Brown; Elmer Lewis, Local 8 retired; Barbara Lewis, Secretary of the PCPA.

Pensioners never retire from the Union

Pacific Coast Pensioners Assn. members were out in force June 14, doing what they've always done—helping the ILWU and supporting workers at Rite Aid.

In Eureka Club President Mike Mullen and others did a bang-up job, as did pensioners from the Oregon Coast, Columbia River, Washington Coast and Puget Sound. Rite Aid workers want to join ILWU Local 26, but Rite Aid has committed numerous labor law violations to beat back the union. They will not succeed. We'll be back until Rite Aid in Lancaster is ILWU! We want our fellow workers to know they have the backing of all active and retired ILWU members. We practice what we preach: *An injury to one is an injury to all.*

—Rich Austin, President, Pacific Coast Pensioners Assn.



Dutch Harbor guards. (L to R) Holly Jellison, Lynette Guitard, Bobbie Lekanoff, Juliette Vries, Valarie Lemas and Paula Garth.

ILWU Book & Video Sale

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

BOOKS:

- Harry Bridges: The Rise and Fall of Radical Labor in the United States** By Charles Larrowe: A limited number of copies of this out-of-print and useful biography are now available through the book sale by special arrangement with Bolerium Books in San Francisco, which specializes in rare publications and documents about radical and labor history. **\$10.00**
- The ILWU Story:** unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **\$5.00**
- The Big Strike** By Mike Quin: the classic partisan account of the 1934 strike. **\$6.50**
- The Union Makes Us Strong:** Radical Unionism on the San Francisco Waterfront By David Wellman: the important new study of longshoring in the ILWU. **\$20.00 (paperback)**
- A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco** By David Selvin: perhaps the most comprehensive single narrative about the San Francisco events of 1934. **\$16.50**
- The March Inland: Origins of the ILWU Warehouse Division 1934-1938** By Harvey Schwartz: new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **\$9.00**
- NOTE:** TWO IMPORTANT BOOKS ARE NO LONGER AVAILABLE TO THE ILWU LIBRARY AT A SIGNIFICANT DISCOUNT, BUT MAY BE PURCHASED FROM BOOKSTORES, INCLUDING THE ILWU LOCAL 5 WEBSITE (powellunion.com)
- Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s** By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike.
- Reds and Rackets: The Making of Radical and Conservative Unions on the Waterfront** By Howard Kimeldorf: A provocative comparative analysis of the politics and ideology of the ILWU and the International Longshoremen's Association.

VIDEOS:

- We Are the ILWU** A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD or VHS version **\$5.00**
- Life on the Beam: A Memorial to Harry Bridges** A 17-minute DVD of the original video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. DVD **\$5.00**
- NOTE:** "A Life on the Beam" is now available in DVD format through the book sale at this greatly reduced price by special arrangement with the Working Group, and includes a bonus feature on the building of the Golden Gate Bridge.

ORDER BY MAIL

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___ copies of ILWU Story @ \$5 ea. =	\$ ___
___ copies of The Big Strike @ \$6.50 ea. =	\$ ___
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___ copies of The March Inland @ \$9 ea.=	\$ ___
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___ copies of We Are the ILWU VHS @ \$5 ea. =	\$ ___
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