Dispatchers in Dutch stand up
page 3

Women’s History Month
Women mariners take on the sea and myths
page 5

Ed Flynn
Tough negotiator, True peacemaker
page 6

INSIDE
Beyond Dubai: Getting to real port security .......................................................... page 2
NLRB tells oil clean-up firm to deal with IBU ....................................................... page 3
Conservatives win in Canada, labor cautious ....................................................... page 4
ILWU, peace activists rally in victory over Oakland police ............................... page 7
Beyond Dubai: getting to real port security

By James Spinosa
ILWU International President

The Dubai Ports World controversy demonstrated how very little the media and politicians know about how international trade operates. The volume of their outrage bordered on hysteria and nearly drowned out the few voices of reason. But the long-simmering focus on American ports’ vulnerability to terrorism attack has given the ILWU an opportunity to open up a number of important issues.

Not that there aren’t some legitimate concerns raised about a foreign government company operating an American port terminal. But the situation in question is such that some suspicious ties to terrorist activity. But the situation was never as extreme as it was portrayed by the press and politicians.

Arabs never bought the ownership of U.S. ports. They couldn’t. The ports are owned by local government agencies. When DP World made a deal with British-owned Peninsular and Oriental Steamship Navigation Co. (P&O), all it bought were leases in six East Coast ports to operate a terminal in them. The leases are on terms the local port authorities negotiated with the British company. And by U.S. federal law, security matters are still dictated and enforced by the U.S. Coast Guard and the U.S. Customs Bureau.

But that is where the real issue lies: What are those laws? Are they adequate to provide real security? And who and how will they be enforced to be effective?

The Marine Transportation and Security Act of 2002 designated the Coast Guard as the lead enforcement agency for the nation’s port security program. In 2004 the Coast Guard issued comprehensive and detailed regulations to meet those goals. Unfortunately, due to business cost concerns overriding security concerns, many of the Coast Guard’s regulations have not been implemented. Still, the ILWU is pushing for some basic practices to be started as soon as possible.

• Maintaining and checking secure electronic seals on all containers to detect and deter tampering are the most essential parts any port security program. Most containers are sealed with mechanical bolts that can be cut and replaced or have doors that can be removed by dismantling the hinges. These containers come to American ports from all over the world on flag-of-convenience ships with ownership obscured by legal papers and crewed by sailors only they have reviewed. All this leaves our ports vulnerable. And yet fewer containers are inspected in West Coast ports now than before 9-11, and many terminal operators have made a policy of discontinuing such inspections because of the costs.

• “All empty” containers entering the ports, whether by ship, truck or rail, should be inspected to confirm they are truly empty. Since there is no requirement making anyone responsible for sealing empty containers, and since they may have traveled long distances for days or been parked on city streets or otherwise presented with opportunities for tampering or smuggling, inspection should be required. Besides, inspecting empties is relatively cheap and quick.

• All containers carrying dangerous cargo or hazardous materials should be properly documented and placarded and kept separate from others.

• Controlling access to port facilities needs tightening. Currently truck drivers are granted entry with little authentication of identity and no inspection of their “sleeper cabs.” Once inside the terminal, these drivers have unlimited access to all areas without oversight or supervision. In the busiest terminals the drivers are the largest single group of workers there, often hundreds of them at a time.

• All port workers should be trained on the basic requirements of port facility security plans, the detection of security problems and the proper response and evacuation procedures during a security incident. Today most terminal operators refuse to share their security plans with dockworkers on the grounds of “confidentiality.” But we cannot protect ourselves or our ports if we are excluded from security initiatives.

We have been making the point that port security is worker safety. Our lives and those of our families and communities around the ports are literally on the line. We are the ones who have the most to lose should the port security apparatus, currently full of holes, fail us.

So we have been taking the opportunity of this new-found interest in port security (and our newly mobilized public relations machinery) to focus on the real problems that need attention, not the intrusive background checks and screening much of the so-called security plans have been dealing with up until now.

ILWU Director of Port Security Mike Mitre presented testimony on our view of port security before the U.S. Senate’s Commerce, Science and Transportation Committee Feb. 28, and ILWU security liaison Gary Brown of Local 23 did likewise in the House of Representatives’ Coast Guard and Maritime Transportation Subcommittee March 9. Mitre’s testimony was broadcast on C-SPAN and Brown’s was covered in the Tacoma News-Tribune.

Millions of viewers also heard our message on a couple of CNN news shows, including one in which I was interviewed. Peter Peyton, co-chair of the ILWU’s Coast Legislative Action Committee, appeared on MSNBC’s Hardball with Chris Matthews program. Other local radio and print media picked up on our position too.

While we have made inroads into the port security debate, we have not yet succeeded in moving policy and legislation to conform to our positions. There are still some proposals kicking around Congress that would require all terminals in U.S. ports be run by American-based companies, a near impossibility since some 80 percent of them at major ports are not. Such a scenario is not necessarily desirable from the ILWU’s standpoint. The largest American terminal operator is Stevedoring Services of America (SSA), the company that was the most anti-ILWU in the 2002 contract struggle and has been busting longshore unions in ports it works all over the country.

We have established the ILWU as a major player in the national debate on port security and we will continue to press our position to protect our jobs, ourselves and our communities.

Published monthly except for a combined July/August issue, for $5.00, $10 non-members, a year by the ILWU, 1186 Franklin St., San Francisco, CA 94109-8885. The Dispatcher welcomes letters, photos and other submissions to the above address. © ILWU, 2006.
Dispatchers in Dutch stand up

When the dispatchers at the APL terminal in Dutch Harbor, Alaska demanded union recognition March 7, all 25 longshore workers on the job that day said yes.

“The more people we have, the stronger we are,” Alaska Longshore Division Unit 223 Vice President Randall Baker said.

The three APL dispatchers were the last non-union workers at terminals in Dutch Harbor, the world’s number one seafood port.

“Dispatchers work 12-hour days routing the trucks and handling export documentation and other office clerical functions. One works half-time as a dispatcher, half-time as an administrative assistant.

“Some days you have five drivers on the road. You have to have a mental map of where each of them is all the time,” dispatcher Amanda McConnell said.

They work for $15 an hour with no medical benefits in a town where milk costs $6 a gallon and the nearest hospital is a $1,200 plane ride away. They have no job security, because APL hires them as temps.

“I’ve been there almost two years and I’m still a temp,” dispatcher Michelle Price said.

The company kept saying it was trying to get them health benefits, but by mid-February it became clear these were empty words. On March 7, the union called terminal manager Brian Sewell and said they needed a meeting right away.

With the longshore workers literally standing behind them, the dispatchers let it be known they wanted to join the ILWU. International Organizing Director Peter Olney delivered the message to Executive Board members telling the company to respect the dispatchers’ rights under Section 7 of the NLRA—a right which protects the right to organize.

“Sewell looked like he’d been hit by a Mack truck,” Baker said.

Sewell scurried off to call higher-ups at APL. By press time, the company still had made no response.

“The union boys work on a daily basis and are in and out of the office every hour on the hour,” McConnell said.

“They check in on all three of us all the time to make sure we’re doing our job,” McConnell said. “They check in on all three of us all the time.”

“Many people work in the office until 7:30 or 8:00 p.m.,” McConnell said. “But if you take more than two hours, they give you 30 minutes and get on the phone.”

For months, the dispatchers worked on and off the clock. When facing union drives. Company officials decided to close up shop. Later the CEO apologized for that remark and conceded, “The best thing that ever happened to me was when I got into the Ironworkers.” That was a motivator for me,” Villegas said.

Both Schenker and Merit put on strong anti-union campaigns, like those used by other West Coast firms, their boarding agents did similar work and face similar problems.

Tsui said, “They come in at three, four or five o’clock in the morning and leave at seven, eight or nine at night.”

“The agents miss sleep and time with their families—and don’t even get paid for all their hours. Merit didn’t pay overtime and would weasel out of paying anything for small tasks done at odd hours, like late-night supply pick-ups. Schenker routinely had people working off the clock.

“Our workload would have us in the office until 7:30 or 8:00 p.m.”

Schenker agent Luis Villegas said. “We would say, ‘It’s not our fault you fell behind.’”

“Non-union people work shoulder-to-shoulder with union members and the view is, ‘Why should they get paid for me,’” Villegas said.

The agents work in offices, on the docks and around town. They board arriving and departing ships, but drive trucks between the docks and the terminals in Dutch Harbor, the world’s number one seafood port.

“We’re on duty 24/7,” said Merit agent Dennis Tsui. “Any time of the day or night, if they need us, they will call.

“And ships do not come in at working hours,” Tsui said. “They come in at three, four or five o’clock in the morning and leave at seven, eight or nine at night.”

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“The company also failed to reim-burse workers for mileage and other expenses till they complained—and it failed to give pay raises. By January the Schenker agents were ready to quit. But they’d heard about the OCU, and decided to organize instead.

“Agents from the different companies run into each other at the customs office and at the terminals,” Local 63 OCU President John Pagenaux said. “Non-union people work shoul-der-to-shoulder with union members and see the difference.”

Villegas had a friend at Inchcape, the first independent boarding agen-cy to join 63 OCU—and a father who knew the difference between working union and not. “My dad always said, ‘The best thing that ever hap-pened to me was when I got into the Ironworkers.’ That was a motivator for me,” Villegas said.

Both Schenker and Merit put on strong anti-union campaigns, like those used by other West Coast firms, their boarding agents did similar work and face similar problems.

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Conservatives win in Canada, labor cautious

by Tom Price

Canada’s voters woke up Jan. 23 to find new Conservative Party government and many wondered, “What have we done?”

The day before, Canadian voters went to the polls and elected a minority government headed by the Conservative Party—with only 36.3 percent of the popular vote. As leader of the Conservatives, Stephen Harper became the youngest prime minister when his party won the most seats.

The former government, headed by the Liberal Party, won only 30 percent of the popular vote and 103 seats. It suffered from several scandals and the lackluster leadership of Paul Martin, whose family owns Canada Steamship Lines. The new Democratic Party scored 17.5 percent of the vote while most other minority parties split the rest. The NDP also gained 11 more seats in Parliament, and they now have 29.

For two-thirds of the voters who didn’t vote for Harper, his new government represents policies they explicitly reject. Harper has advocated an expansion of the military in size and powers of Canada’s intelligence services, bans on gay marriage and withdrawal from the Kyoto global warming treaty. He has also advocated greater participation in U.S. foreign policy blunders. Canada took cated greater participation in U.S. wars to the polls and elected a Conservative government, representing policies they explicitly reject.

As part of labor’s campaign to deprive Bush of his Republican majority in Congress for his last two years in office, California unions, including the ILWU, are fighting back. Jim McNearney for Congress, representing the district that includes three unions is lining up to endorse Democrat Jerry McNerney for Congress. McNerney is challenging incumbent Richard Pombo, one of the most right-wing and corrupt Republicans in the House of Representatives, for California’s 11th Congressional District. That district encompasses ILWU turf in Stockton, Livermore, Brentwood and Tracy, as well as parts of San Jose and Tracy.

Even 78-year old Pete McCloskey, the moderate Republican who represented District 12 in the San Francisco Peninsula for eight terms, has come out of retirement to challenge Pombo in the Republican primary. McCloskey is appalled that Pombo is California’s largest recipient of contributions from indicted influence-peddling lobbyist Jack Abramoff. One of Abramoff’s clients paid the lobbyist millions to ward off labor reform legislation aimed at the Marinas Islands, a U.S. colony, where the client owns garment sweatshops. The bill died in the House Committee on Resources, which oversees the Marinas and which Pombo chairs. Pombo and his connections to Abramoff are the target of further investigations.

“Why would anybody in their right mind want to give up what has been acknowledged in the auto industry as a major advantage in costs just because of our public Canadian medical system?” Georgetti said. “Why give that productive advantage up for the sake of some experiment that has no basis in fact? These are all questions for business. The social argument is that Canadians get medical treatment on an emergency basis, not how much they can pay for a hospital room.”

The labor movement will hold the line on any Conservative Party attempts to “Americanize” health care. Georgetti, president of the Canadian Labor Congress, the nation’s federation of unions, told The CLC, “As a provincial politician, I stand for rights in the workplace? Why would workers find success with this strategy? The CLC, representing 3 million workers, found success with this strategy.”

“Workers’ rights—who will make the decision to take for itself economic equality for women a priority? Workers’ rights—who will put the interests of women ahead of corporations?” Georgetti said. “We tracked all the federal parties on how many times they used our slogans and arguments,” Georgetti said. “I met with the PM on March 6 and reminded him of the labor movement’s slogan that he used our slogans and arguments. He actually acknowledged it. His poll numbers have been dropping.”

The Better Choice campaign strategy has to be revised again as Canada’s labor movement makes its plans for a new offensive.

“We’re looking for pension protection for workers, because companies in Canada are able to go bankrupt under something like the U.S. Chapter 11 [where companies can stay in business and dump pensions, health care and even union contracts] and roll back benefits.” Georgetti said. “We’re looking at child care, proper funding of Medicare and protection of the Canadian health care system analogus to U.S. Social Security.”

The federal government wants to hand Blue Diamond Growers $40 million, including $25 million for pensions, for the worst labor law violations.

Attorneys for the National Labor Relations Board (NLRB) asked U.S. District Court in Sacramento Feb. 21 to get a date for hearing on a 10(j) injunction lawsuit against Blue Diamond Growers, which takes its name from Section 10(j) of the National Labor Relations Act. (That’s what the court order to an employer to immediately repair the harm it did when it broke labor law.) Such injunctions are extremely unusual. Regional offices of the Board have to ask the NLRB General Counsel in Washington, D.C. for permission to seek them. If the General Counsel approves the move, a majority of the five members on the NLRB in Washington must agree as well.

NLRB regional offices have only requested 355 10(j) injunctions since June 2001. They got the green light on just 70 of those. Over this same period, more than 138,000 unfair labor practice charges were filed with the Board.

“The 10 (j) is rare and getting rarer now that the Republicans are in power,” said ILWU attorney Bill Carder, who began his career at the NLRB in 1967. “The Board’s decision to seek one here reflects just how far over the line Blue Diamond went with its aggressive anti-union campaign.”

Blue Diamond employs about 600 production and maintenance workers at its Sacramento facility, the largest almond-processing plant in the world. The workers there began organizing in September 2004 to join ILWU Warehouse Local 17. BDG responded with a vicious anti-union campaign. The company fired four union supporters, threatened the workers with closure of the plant and loss of their pensions, hauled them into individual and group meetings and bombarded them with anti-union propaganda.

The union filed unfair labor practice charges with the Board, which issued complaints and held a three-day hearing in December. The Administrative Law Judge’s ruling on those charges could come any time. “The company could appeal any part of the ruling it doesn’t like.” For example, the judge may order BDG to rehire the four union supporters, but the company wouldn’t have to do so if the case went to the three members of the NLRB who put those people back to work right away.

The hearing on the Board’s request for an injunction is scheduled for May 5.
By Amie Williams

"Shipping Out: The Story of America’s Seafaring Women" is a comprehensive, spirited look at the women of today who sail the seas for a living. Made for public television, the video documentary opens with striking images of intrepid women on tankers and tugs, climbing on board container ships, piloting through dangerous waters, and yes, even cooking up a gourmet meal in a ship’s galley.

Over the next 56 minutes, the viewer gets to know a dynamic, diverse group of women who have been drawn to the Merchant Marines, not just in the last 20 years since significant restrictions have been lifted on women’s access to these jobs, but as far back as the late 1800s, when women disguised themselves as men to be able to “ship out.”

The question of what drives these women becomes the central theme of the video. What inspires them to pursue the life of a captain on a container ship, piloting the Columbia River Bar, or restoring old tugboats off the San Francisco Bay? As one female tug captain, Jeanne Pinto, puts it early on, “It’s really fun, pushing this huge ship around.” But another woman, Capt. Carol Curtiss tempers this with, “The truth is, this is a hard job. It’s not for every man.”

To meet these women is to encounter the stuff that determination and dreams are made of. More than anything, we learn how much they are dedicated to the work. Whether getting scarred from a boiler-room accident, or being away from loved ones for months at a time, what unites these women is an undeniable, infectious passion. The best part of the video is when they talk about what they love about the job, such as when engineer Mary Helen Smith mentions “the sunsets, wind through the hair,” or when Captain Mary Frances Culnane, “the sunsets, wind through the hair, the absence of family and the sea plays into present-day reality.”

As Chief Engineer Lidia Pollard states, “These are women who get a kick out of taking apart and putting back together complex engines, commanding huge vessels, piloting through dark waters. In the footage of them throwing out a line in a snowstorm, climbing up the ladder of a container ship at night, or rigging a sail a hundred feet up in the air, you can actually feel their pride.”

There is a poignant shot of Melissa Parker’s baby, Mary Rose, reaching for one of her tugs. You almost feel like cheering out loud, for all the women who have come before, and all those who will come after, following their hearts...out to sea.

All told, “Shipping Out” is an invaluable teaching tool for young people, especially young women. A 24-page study guide designed as a companion piece to help teachers explore subjects raised in the documentary is also available.

As Chief Engineer Lidia Pollard puts it, “Do we want to comply with the rest of the world, and play by the rules of the rest of the world, or do we want to be unique. We can make a stand for what we are, I’m making a stand for who I am, which is not much, but hey, I’m doing it.”

“Shipping Out” is available on DVD for $24.95 plus $4.00 mailing. Make checks payable to Soundings Productions / 3252 Kempton Avenue / Oakland, CA 94611. The accompanying study guide is available for $5.00 or can be downloaded for free at www.shippingoutvideo.com.

Independent filmmaker and activist, Amie Williams has recently finished the film “Eye of the Storm” on the 2002 ILWU longshore lockout and contract negotiations and a film for PBS about American Apparel, titled “No Sweat!” You can see more about her work at www.balmainedfims.com.
Notice of Nomination and Primary Elections at ILWU Convention and Longshore Division Caucus

The tri-annual convention will be held at the Hyatt Regency Hotel, 655 Burrard Street in Vancouver, British Columbia, beginning at 10:00 a.m. on Monday, May 15, 2006, and closing on Friday, May 19, 2006. The executive board of the International Longshore and Warehouse Union (ILWU), pursuant to the ILWU International Constitution, nominations and primary elections for the offices of the International President, International Vice President (Maritime), International Vice President (Hawaii), International Secretary-Treasurer and for approximately 19 executive International Board members will be held on the last day of the convention, which is expected to be on Friday, May 19, 2006.

All Convention delegates have the right to nominate candidates for titles office. Nominations shall be from the floor and shall be conducted separately for each office. No nominating petition shall be required to nominate a candidate for any office. Any person working as a rank-and-file worker under jurisdiction of the ILWU for at least two (2) years, who is an ILWU member in good standing, may make a nomination from the floor. Any person working as a rank-and-file worker under jurisdiction of the ILWU for at least two (2) years, who is an ILWU member in good standing, may make a nomination from the floor. The International will send each of the locals copies of all resolutions, statements of policy, and Constitutional amendments for distribution to their delegates at least two (2) weeks prior to the beginning of the convention.

All members in good standing of any affiliate of the ILWU shall be eligible to vote in the election in accordance with such affiliate's established rules defining membership in good standing.

Pursuant to Rule 6.0 of the ILWU Election Rules, which are an Appendix to the ILWU Constitution, any accredited delegate to the International Convention, who has an intention to run for International office may request from the International Union a list of delegates or members of the Union.

Any accredited delegate to the International Convention who publicly declares an intention to run for International office may designate an individual to view the delegate list and the same individual shall be signed by the delegate; the individual so designated by a candidate must be an ILWU member in good standing; 3) the rules governing the inspection of the delegate list shall be applied to the designated representative; and 4) if the candidate's designated representative shall be conducted for titled officers by the Convention, provided that no more than twice the number of Executive Board members to be elected from the same area shall be declared nominated at the primary election. Executive Board members shall in no case be a candidate to succeed themselves unless they are accredited delegates from their own local at the time of nomination. A referendum ballot shall be conducted for each office to be filled by the Longshore Division Caucus, which will convene on Monday, May 15, 2006, at 2:00 p.m., and between 2:00 p.m. and 5:00 p.m., Monday through Friday.

At the Convention, caucuses of the delegates from each geographical area shall be held at appointment of Executive Board members. The nominations and primary election of Executive Board members shall be conducted by each caucus in the same manner as for the election of Executive Board members shall be conducted for titled officers by the Convention, provided that no more than twice the number of Executive Board members to be elected from the respective area shall be declared nominated at the primary election. Executive Board members shall in no case be a candidate to succeed themselves unless they are accredited delegates from their own local at the time of nomination. A referendum ballot shall be conducted for each office to be filled by the Longshore Division Caucus, which will convene on Monday, May 15, 2006, at 2:00 p.m., and between 2:00 p.m. and 5:00 p.m., Monday through Friday.

Each Convention delegate may vote for up to two (2) nominees in the primary election. A role of any Convention delegate in the conduct of the election of Executive Board members shall be limited to the rights and duties of an affiliate as determined by the procedures of each affiliate.

No person may be a nominee for more than one Coast Committeeman position. There shall be no limit to the number of nominees. No one not an accredited delegate from his/her own local to the International Convention may be nominated, except that titled officers who by virtue of having held an office in the International budget, proposed increases in per-capita rates, as well as policies and direction of the International Union for inspection. The International Union will not provide copies of the addresses of delegates or members of the Union. The International will send each of the locals copies of all resolutions, statements of policy, and Constitutional amendments for distribution to their delegates at least two (2) weeks prior to the beginning of the convention.

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Ed Flynn—tough negotiator, true peacemaker

by Tom Price

T he maritime industry lost one of its old-style cooperation-over-conflict employer representative, 11 when Edmund Flynn died at the age of 89. In life he earned the respect of two antago nistic entities, the Pacific Maritime Assn., of which he was president, and the ILWU under Harry Bridges.

B orn of poor Irish immigrant parents, Flynn grew up in New York City and Long Island. He won a scholar ship to Indiana University, where he met and married his first wife, Jean. They would be together for 50 more years until he died in 1992.

Flynn’s education was interrupted by WWII and service in the Army Air Force. After the war he earned a law degree from Harvard in 1946 and went to work in the National Labor Relations Board.

Flynn worked as an attorney on both the labor and management sides and was president of the PMA from 1969 to 1981, coming on in time for the 134-day strike of 1971-1972.

While bridges would be the first to characterize the long strike as a battle between labor and capital, it was also a battle of two titans, Bridges vs. Flynn.

Funny thing was, Bridges, the Australian immigrant seafarer who rose through the ranks and was bap tized by the blood of the 1934 strike, became close friends with Harvard law graduate Sam Kagel as they steered their orga nizations through stormy but produc tive years.

“We didn’t go to bed with the employer. It was a relationship we reestablished and we knew the rules—they were employers, we were work ers. We understood the two never did meet, but we had to get along to survive,” former longshore Local 10 President Cleophas Williams said.

“The union wanted jurisdiction of Container Freight Stations and the employer said, ‘No,’” former Coast Committeeman Bill Ward said of the 1971-1972 strike. Other issues included wages and the role of steady workers. Ward remembers a typical bargaining session.

“Flynn would say ‘When are you guys going to let yourselves back to work?’ and Harry would say, ‘As soon as you meet our demands,’ ” Ward recalled.

The union also took on the feder al government in October 1971 when President Nixon invoked the Taft-Hartley Act to force striking dockers back to work. After the 80-day “cooling off period” the workers struck again Jan. 17, 1972. Then Nixon tried to ram compulsory arbitration bills through Congress. Bridges testified before the House and Senate Labor Committees in early February 1972.

“We have these blokes [the PMA] on the ropes,” Bridges said. “We’re going to whip them, and they’re dependent upon you to save them.”

Bridges and Flynn led marathon negotiations over a long weekend, with the nation watching. Sam Kagel sitting in as mediator. The strike ended after workers accepted an agreement reached Feb. 8, 1972. The deal raised wages by 10 to 15 percent the first year, increased pensions, and improved health and drug use guarantees for those who lost work due to automation.

But Nixon had instituted wage and price controls by executive order, and, not surprisingly, his Cost of Living Adjustment committee the settle ment gave the workers too much. Rather than take the windfall for the workers, Flynn suggested the increases before the Pay Board.

“Nixon’s Council took 30 cents an hour away from us,” former International Vice President Rudy Rubio said. “Harry said to Flynn, "You still owe us that 30 cents." I firmly believe that Ed and Harry kept that in mind, because it was right after that we got those $1.25 an hour wage increases.”

Rubio was president of Local 13 at that time and in that role bar gained with Bridges across the table from Flynn.

“We kept bargaining for retiree dental, and Flynn kept saying no.” Rubio said. "In 1975 we got one of our best pay raises. Well, it was three o'clock in the morning on July 1, we had gone all night and the contract expired, and still—no dental. Harry took Bill Ward and me to see Flynn. Flynn said, as we were going out, 'Harry, I gave you too much money. I need a nickel an hour back.' And Harry says, 'You can't have it.' Flynn says, 'You give back a nickel and you've got your pensioners' dental.' We did.

One of the things Flynn did was use his executive power to help set up the ILWU-PMA Alcohol and Drug Recovery Program (ADRIP).

"Here was a man who was realy compassionate about recovery," for mer ADRIP Coast Director George Cobbs said. "A lot of things he did were without the approval of the [PMA] steering committee. He just did it because he believed this could help people.

Cobbs remembers Flynn as a tough negotiator.

"He would kick your ass when you got down to labor relations, or try to," Cobbs said. "But when it came to dealing with people, he had a lot of compassion."

 Families helped Cobbs become a representative of the ADRIP.

"He was nice and I went to his house for a no-agenda dinner, he was just inviting people over,” Cobbs said. “He really wanted to get to know me, and give me a chance to know him. He really believed that people could get sober.

Flynn stayed involved with the program even after he retired.


"He taught me some pointers in golf that I still haven’t mastered,” Ward said. “Every time I go play I think of him. I used to take him salmon fishing on my boat and we had more fun than a barrel of monkeys. He said, ‘I always got seasick until I went fishing with you.’ He would throw a big barbeque, and if you knew Flynn you were invited.”

Ed Flynn is survived by his daugh hers Kathy, Jennifer and Laura, sons Steven and Frank, four grandchil dren and five great grandchildren. The family suggests any memorial contributions be sent to the San Francisco State Univ. Labor Archives and Research Center, 480 Winston Dr., San Francisco, CA 94132.
Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS:**

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- **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 VHS 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. **$28.00**

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