

MAY is MEDICAL/DENTAL
CHOICE Month
see page 3



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AP photo by Pablo Martinez Monsivais

Labor honors Congresswoman Juanita Millender-McDonald's passing

Democratic Congresswoman Juanita Millender-McDonald fought for working people almost to the moment she died of cancer April 22. Her support for working families should be no surprise—she was a working mother who, with her husband James McDonald, raised five children. She also had five grandchildren.

As a very private person, she kept her illness to herself until she asked for a leave of absence April 18.

“She was known in Washington as a tough, serious legislator with expertise on transportation issues,” ILWU Legislative Director Lindsay McLaughlin said. “As a powerful member of the

House Transportation Committee, she pushed through legislation authorizing the Alameda Corridor, a twenty mile railway expressway connecting the Ports of Los Angeles /Long Beach to the transcontinental railroads.”

She spoke at several ILWU legislative conferences in Washington, D.C., discussing and promoting policies affecting the nation's transportation system. She founded the “Goods Movement” caucus in the House, which promoted using highway funds specifically to address the growing congestion at the ports. In 2005, Millender-McDonald introduced the Secure Container Partnership Act to mandate seals on empty

containers. She introduced the “empty container” legislation after hearing from longshore workers regarding the threat of un-inspected and unsealed empties.

She was born Sept. 7, 1938 in Birmingham, Ala. After her children grew up she returned to school, earning a bachelor's degree from the Univ. of Redlands in 1981. She earned a master's from California State, Los Angeles in 1988 and attended USC. While working for the school district, she edited a textbook designed to enhance the self-esteem of young women.

Her local voters elected her to the Carson City city council in 1990 and mayor pro tempore from

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John Showalter

**Congressman Jerry McNerney
addresses the Executive Board, page 4**



Holly Hüscher

**Local 23 members march for their
community, page 3**

Tacoma Local Honored for Community Service

By John Showalter

The United Way of Pierce County, Wash. honored longshore Local 23 with its Community Partner of the Year Award in the “labor union” category. Local 23 President Conrad Spell accepted the inaugural award at an April 17 ceremony at the Greater Tacoma Convention and Trade Center. Tacoma Mayor Bill Baarsma, Pierce County Council Vice Chair Calvin Goings, and Tacoma City Council members, among others, also attended.

The award recognizes the local’s “...outstanding community partnership with United Way, whose efforts have changed reality for residents of Pierce County in dynamic, sustainable ways.” The Award Review Committee—comprised of elected officials, business and labor leaders—considered applicants’ contribution to the United Way’s three major goals: housing availability, children and youth needs, and health care access.

Local 23 received high marks in all three categories. According to Emma Faidley, Director of Labor Participation and AFL-CIO Community Services Liaison for United Way of Pierce County, the local impressed the committee with charitable activities that touched every area of the organization’s goals.

“That’s phenomenal, unheard of in our experience,” said Faidley, “Community leaders were amazed that the longshore union is out there doing this work. I’ve never known a union local of only 900 members doing so much in their community.”

Faidley referred to Local 23’s work with the Mary Bridge Children’s Hospital Trauma Center, with the Tacoma and Fife public schools, with local soup kitchens, and with community activities such as the Paint Tacoma Beautiful program. Todd Kelley, a spokesman for Mary Bridge, said Local 23 recently donated \$50,000 towards building 30 new units to house the families of children in emergency care at the hospital. The hospital serves as the regional referral center for acute pediatric care in Southwestern Washington. Construction of the units will begin in 2009.

“This donation is a great testa-



Local 23 on the march: Brad Filbert, Cathy Sherrill, George Gorder, Julie Moore, Sean Shelton, son Evan and dog Otto.

ment to what labor can do in the community,” said Frank Colarusso, Executive Director of the Mary Bridge Children’s Foundation, a nonprofit organization that raises funds for the hospital’s capital projects.

The local’s relationship with the hospital dates back many years. Nick Engels, Sr., a Local 23 pensioner, helped finance construction of the hospital’s original 12 parent units. In 1993, Engels proposed to the trade unions, Local 23 and Mary Bridges Hospital to build a wing for families whose children are in the intensive care unit. The funds paid for the renovation of a nearby 20-unit hotel. Engels donated \$60,000 from his own savings towards the renovation.

Dragan Butorac, Local 23’s

Director of Charitable Giving, explained that the local is particularly pleased that its members have been able to help public school children. The local’s Family of Need Program has given \$200 checks to the parents of academically achieving, economically disadvantaged families in 38 grade schools in Tacoma since 2000. In 2006 alone, the local handed out approximately \$10,000 in checks to Tacoma students’ families, and \$1,200 to Fife students, as well as more than 50 individual family requests. Families receive this money during the December Holiday season with a card from the members wishing them well and reminding the children that “knowledge is power.”

In addition to their donations, Local 23 members have given time and energy to their community for many years. Members volunteer monthly at St. Leo’s Church’s Hospitality Kitchen in Tacoma’s Hilltop neighborhood, give blood monthly at their hall, and raise money while walking against cancer and other diseases. George Ginnis, a deceased Local 23 member, initiated fundraising efforts for the Hospitality Kitchen more than 20 years ago. The local still works closely with the Emergency Food Network of Pierce County to distribute food to regional food banks. Between five and 10 members volunteer monthly to feed 400-500 people at the center, led by member Byron Baydo. Mike Jagielski leads the monthly blood drive and bone marrow screening in the local’s parking lot.

Fifteen years ago, Gail Ross, then a ‘B’-registrant, got together with the local’s baseball team and volunteer

casual longshore workers to paint the homes of underprivileged people in Tacoma. This spontaneous action grew into the annual Paint Tacoma Beautiful event, where volunteers break out their brushes and give old homes a fresh coat that brightens up the city.

Holly Hulscher and Mandy Peterson, who are sisters, organize fellow members for the annual Multiple Sclerosis Walk. In 2006 and 2007, the local gave \$1,500 to the cause. Eighty-five members raised more than \$7,300 in 2006, and in 2007, more than 120 walkers are expected to participate. Another medical fundraiser, the Relay of Life, started in Tacoma in 1984. It brings out dozens of members to walk for 24 hours raising funds to fight cancer.

In addition, Local 23 contributes food and barbecues approximately 5,000 hamburgers each year for Tacoma’s Rainbow Festival and its Rainier School Picnic, area-wide parties for developmentally disabled people.

The United Way has honored the local in 2006 with its Working Together Award, which the local received for its community work with terminal operator Totem Ocean Trailer Express (TOTE) and its CEO Robert Magee, a prominent philanthropist.

“The membership of Local 23 is honored to receive this award from United Way,” Conrad Spell said. “Our local has a long history of giving back something positive to our community. We as longshore workers are so blessed to have a lifestyle that few working Americans enjoy.”



Local 23 member Matt Michael Jr.; Brittinni Michael; Local 23 member Holly Hulscher, Local 98 member Marty Hulscher; and Local 23 member Mandy Peterson

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Gangway! Local 26 wins eight arbitrations and appeals

by Tom Price

Warehouse Local 26 members stand guard duty on ships' gangways in Los Angeles and Long Beach. In rain or shine, hot or cold, they have to stand at the gangway making sure the ship is secure and only the people properly allowed on the ship get aboard.

These days they have to have the same kind of vigilance—and their contract's grievance machinery—to stand watch over their own jurisdiction and working conditions. The union held fast against the employer's attempts to use 9-11 to pass their jobs onto ship's crew and fought four arbitrations and four appeals to save their jurisdiction.

There have been similar problems with the employers over the years. Back in 1985, one of the employers wanted to use ship's crew for the job.

"I took that to arbitration," Local 26 President Luisa Gratz said. "The local arbitrator ruled in favor of the employer, we took it up to Coast Arbitrator Sam Kagel, and he ruled in favor of Local 26. Since then it's been put in the contract."

All employers were in compliance until 9-11, Gratz said. After that, there were mandates under Homeland Security regulations that ships' captains had to make sure the entrance to the ship was protected by gangway watches. Some of the employers looked the other way and said they didn't need to hire Local 26 guards since ships' crew were doing the watch. But this was not what the contract said, nor did the regulations.

Two other Local 26/PMA employers, APM and SSA at C-60, did continue to respect the contract because of the vigilance of Local 26 members at those terminals, Gratz said.

Workers set up an informational picket line a couple years ago and dockworkers stood by until the arbitrator ruled it wasn't a legitimate picket line.

"The Kagel arbitration and the contract explicitly covered gangway watches as Local 26 work," Gratz said. "Some of the employers were in compliance. Hanjin blatantly refused. They made no excuses, they just said 'we're not going to hire your people, we're not required to hire your people, it doesn't matter what your contract says.'"

"Hanjin's case was a loser, but this was the game they tried to play," Gratz continued. "Since Hanjin subcontracts their operations to Total Terminals, which along with Marine Terminals is its alter-ego. TTI further subdivides dock and ship operations, maintenance and security to another alter ego."

The company argued that the ship hires the gangway watch, even though the contract says it's Local 26 work. Hanjin questioned: who is going to pay for it? Local 26 filed another grievance and won with the area arbitrator. The grievance said the employer permitted persons not covered by the contract to perform bargaining unit work. The union requested lost wages for straight time, overtime, and holiday pay, for each shift and incident.

"Initially Hanjin had agreed to



Guard Israel Valenzuela checks ID cards.

pay at the LRC level, but there was still an argument between alter egos," Gratz said. "Our contract was with Hanjin, our grievance was against Hanjin, not their alter egos. Local 26 won at the area arbitrator level. Area Arbitrator Art Almeida ruled any employer in violation of the contract was liable for the work opportunities that were denied by these violations."

The employers appealed to Coast Arbitrator John Kagel, who sustained the union's grievance based on contract language, and ordered the case back to the area arbitrator for implementation. When PMA wanted to pay the time in lieu at the straight time rate the union once again arbitrated this violation. Coast Arbitrator John Kagel had then ruled that the employers had to pay at the contract rate for overtime, holiday and straight time wage rates when they made their time in lieu payments, which were from April 20, 2005 through Oct. 2005 until compliance.

The employers then said the grievance did not explicitly name Long

Beach Container Terminal, though the union had used language saying "all other employers who were not in compliance." Another arbitration ensued, and Local 26 won that one too.

The union initially estimated the calculations regarding how much in lieu wages the companies owed. The arbitrator had ruled they would pay 'until compliance.' Then Hanjin and SSA said they would only pay when longshore workers actually worked the ship. The arbitrator disagreed and ruled in favor of the contract.

"On April 12 we finally resolved how many shifts, we have a signed agreement on the shifts, and we have to get agreement on their payment," Gratz said. Even after eight arbitration and appeal victories, one issue remains for the union.

"When we set up our area standards picket line the employer wanted to suspend Antoine Weldon and Edgar Cruz for 30 days each for an unlawful picket, we got it down to two weeks. They haven't taken their time off yet, we told the employer we wanted to see the money first."

French dockers save jobs from privatization



French dockers march through the streets of Marseille.

Dockers at the southern French port of Marseille continued their long tradition of militancy and beat back recent attempts to privatize their jobs.

They went on strike March 14 when the government-owned company Gaz de France would not come to terms on staffing issues. Their union, the Confédération Générale du Travail, demanded that union workers would get the jobs at a new natural gas terminal at the port. Gaz de France, which will soon be privatized, wanted to use its own workers to discharge liquefied natural gas at its new terminal for what it called "safety and security" reasons. The union saw this as a foot-in-the-door for possible further job losses.

The French petroleum industry slowed down immediately when workers at Marseille's Fos-Lavera terminals, the world's third largest oil products hub, refused to discharge oil and gas. That plant handles more than 64 million metric tons of crude oil each year.

Soon 60 ships anchored in the harbor or cruised off the coast. The French business daily *Les Echos* reported government officials had met with the company and union to mediate a settlement. Meanwhile refineries in France, Switzerland and Germany were running out of oil. Far-right leader Jean-Marie Le Pen criticized the government as "powerless" to stop the strike at the Marseille port, calling the strike "illegal and illegitimate." Newspaper editorials speculated that the French government, which owns 70 percent of Gaz de France, did not want to go into an election April 22 with the issues of privatization, union busting and a gas shortage all over the media. The union and company met for 10 hours March 29 and a settlement was hammered out the following day. CGT workers would get the jobs.

By Saturday, March 31 the workers had what they wanted and voted to immediately go back to work.

—Tom Price

Important notice from longshore benefits office: MAY IS MEDICAL, DENTAL CHOICE MONTH

Active and retired longshore families in the ports where members have a choice can change medical and/or dental plans during the open enrollment period May 1 to May 31, 2007. The change will be effective July 1, 2007. In addition to the May open enrollment period, members may change their health/dental coverage once at any time during the Plan Year (July 1-June 30).

The July 1, 2002 Memorandum of Understanding between the ILWU and PMA provides that new registrants in the ports where members have a choice of medical plans shall be assigned Kaiser HMO Plan or Group Health Cooperative HMO Plan for the first 18 months of registration. After 18 months, those registrants who have qualified for continued eligibility under Mid-Year/Annual Review hours requirement will have a choice of medical plans. New registrants in San Francisco, Sacramento, Stockton, Los Angeles, Portland/Vancouver and Washington will have a choice of dental plans on the first of the month following registration, and may change dental plans during the Open Enrollment period and one additional time during the Plan Year.

MEDICAL CHOICE: The medical plan choice is between Kaiser Foundation Health Plan and the ILWU-PMA Coastwise Indemnity Plan for Southern California Locals 13, 26, 29, 63 and 94; Northern California Locals 10, 18, 34 (San

Francisco), 34 (Stockton), 54, 75 and 91; and Oregon-Columbia River Locals 4, 8, 40, and 92. In the Washington State area, the choices for Locals 19, 23, 32, 47, 52 and 98 are Group Health Cooperative and the ILWU-PMA Coastwise Indemnity Plan.

DENTAL PLANS: For Los Angeles Locals dental choice is between Delta Dental and the Harbor Dental Associates (formerly Sakai, Simms) group plan. For San Francisco Locals dental choice is between Delta Dental, City Center Dental, Dental Health Services, and Gentle Dental San Francisco group plan. For Sacramento and Stockton Locals dental choice is between Delta Dental and Dental Health Services. For Portland/Vancouver Locals dental choice is between Blue Cross of Oregon Dentacare, Oregon Kaiser Dental Plan and Oregon/Washington Dental Service. For Washington Locals dental choice is between Washington Dental Service and Dental Health Services.

Information on the dental plans, and Coastwise Indemnity Plan, Kaiser and Group Health Cooperative medical plans, and forms to change plans can be obtained at the Locals and the ILWU-PMA Benefit Plans office.

All enrollment cards must be completed and submitted to the Benefit Plans office by May 31 for the change to be effective July 1.



Local 63 OCU President John Fageaux and International President Bob McEllrath.

by Tom Price, photos by Frank Wilder

Members of the International Executive Board (IEB) converged on the Harry Bridges Building in San Francisco April 12 and 13 to review policies, debate issues, pass resolutions and set the course of the International Union. The IEB acts as the second highest decision making body in the union, topped only by the triennial International Convention.

ILWU members elect IEB representatives by geographical region. Members also elect one board member each from the autonomous ILWU Canada, the Mining Division and the

Inlandboatmen’s Union, the ILWU’s Marine Division. The International titled officers preside over the meeting and report on their activities in performance of their duties. Board members report on their areas and receive support from the other areas in times of distress.

Political action report

With California’s presidential primary election coming up next February, ILWU workers will finally have a say in selecting presidential candidates. The state actually has been gaining in union density, that is, the portion of workers with union representation. That means union



International Secretary-Treasurer Willie Adams, International President Bob McEllrath, M...

voters will be a large portion of the electorate.

Local 63 Secretary-Treasurer Peter Peyton led off with a slide show on the state of federal policy under the Republicans. The images juxtaposed Republican tax cuts for the rich and spending cuts for everyone else. One example: abolishing the estate tax will save the Walton family, owners of Wal-Mart, \$32.7 billion over 10 years. At the same time Medicaid will be slashed \$28 billion, if the Republicans have their way.

Peyton discussed the “AFL-CIO Presidential Endorsement Process,” a document from the federation’s Executive Council, explaining the AFL-CIO’s endorsement process.

The board enthusiastically greeted Congressman Jerry McNerney (D-CA), who came from behind in last November’s election to beat Republican Richard Pombo. The ILWU was one of the very first unions to support him.

“We need to have our friends in Congress,” McNerney said. “Now we have a choice—and a voice—and we need to build a strong position in Congress.”

ORGANIZING REPORT

International Vice President Joe Radisich drafted the organizing report outlining an action agenda for 2007. In Southern Calif., the Rite Aid organizing campaign gathers momentum. The union has filed more than 50 unfair labor practices charges and the NLRB is poised to authorize 49 complaints against the company. This

year, the union’s strategy includes pressuring Rite Aid on its unlawful implementation of flextime, its violation of the Cedillo Bill, a law that prohibits a company that receives state funds from employing union busters, and its relationship with GNC, a company owned by the Teacher’s Pension Plan of Ontario, Canada. The union will meet with Canadian shareholder responsibility groups and let them know of the organizing drive.

Director of Organizing Peter Olney gave a slide show report on both the Blue Diamond and Rite Aid campaigns. At Blue Diamond the organizers have gained support from the public in an informational hand billing campaign at See’s Candies, a major customer for this giant almond processor. The organizers also announced a new website, www.bluediamond.org that highlights the campaign.

While the labor movement mobilizes in support of the Employee Free Choice Act, the union cannot wait until after Bush leaves office to get on with organizing. EFCA, however, would allow union recognition when a majority of workers sign representation cards. The act would also provide for binding arbitration in first contracts and put teeth into penalties against employers that violate organizing rights.

Project Organizer Jan Gilbrecht gave a power point presentation reporting on Alaska organizing. She pointed out the prospects of increased seaborne trade through the Arctic as the Arctic Ocean becomes passable

STATEMENT OF POLICY IN SUPPORT OF ILWU CANADA LONGSHORE NEGOTIATIONS

WHEREAS: The International Executive Board of the International Longshore and Warehouse Union sends this letter of support for ILWU Canada longshore workers who have been in negotiations with their employer, the British Columbia Maritime Employers’ Association, since December 2006 and;

WHEREAS: The entire ILWU recognizes and supports ILWU Canada’s struggle against the BCMEA’s attempts to impose fundamental changes on Canada’s West Coast waterfront that would alter basic conditions of production and employment. ILWU Canada has represented waterfront workers since 1944 and has provided the employers with efficient, highly skilled labor while it provides workers with living wages, safety and benefits. Canadian waterfront workers have struggled for nearly a century for union rights, fair bargaining and safe conditions and these will not be abolished by the employer group’s shortsighted pursuit of profits at the expense of workers’ living standards and;

WHEREAS: The International Executive Board condemns the BCMEA’s efforts at throwing out a long-standing productive relationship and replacing it with chaos in the name of profits;

THEREFORE BE IT RESOLVED: That the ILWU International Union, representing dockers in California, Oregon, Washington, Alaska and Hawaii, pledges its support to our brothers and sisters in ILWU Canada in their drive for a fair contract that benefits all in the Canadian maritime industry.



Luisa Gratz, Local 26, listens to the discussion.



IEB getting down to business.



Mainland International Vice President Joe Radisich.

because of global warming. This will increase the importance of Dutch Harbor as a possible major container shipping center.

HAWAII VICE PRESIDENT’S REPORT

Wesley Furtado, International Vice President Hawaii, reported on activities in the Islands. Local 142 has an active organizing program and has victories at the Kaluakoi Golf Course, Molokai Ranch and Lodge and Mauna Lani Spa. First contract negotiations affecting 450 workers at the Pacific Beach Hotel on Oahu are continuing. Princeville Resort on Kauai, with 300 workers, is also still in the organizing stage.

Furtado has also worked on port security issues, the state AFL-CIO, and jurisdictional issues with UFCW. Local 142’s political action campaign also supported the Employee Free Choice Act.

ILWU CANADA REPORT

ILWU Canada President Tom Dufresne reported on longshore negotiations, which began Jan. 8. The contract expired March 31, and the employers have made 100 proposals, many of them representing seriously unacceptable changes in union rights and in the traditional longshore work processes. Many of the employers have been bought out by financial corporations who have no relation to the maritime industry.

The IEB passed the resolution [printed below] in support of Canadian workers, and the IEB will meet in Canada in September.

IBU REPORT

IBU President Alan Coté reported on the tragic accident that took the life of an IBU member [obituary on page 7]. He also discussed the on-going campaign to get union crews onto Alcatraz ferries on San Francisco Bay.

The employer, Hornblower Yachts, has its sights on other ferry services in ILWU waters, with intent to privatize and de-unionize the operations.

AREA REPORTS

In northern Calif. IEB member Fred Pecker reported on opening master contract bargaining. The Port of West Sacramento is leaving warehousing and instead contracting out to SSA. Member Richard Cavalli reported that little information is available on the TWIC cards and Member Lawrence Thibeaux reported on efforts to gentrify the Port of Richmond, Calif.

IEB Member Pete Hendrickson gave the Alaska report. The union supported the Teamsters in a fuel docks beef and is concerned about possible non-union competition moving in. Work on fishing and oil transport will increase, Hendrickson said.

IEB Member George O’Neill reported on the Oregon-Columbia River area. Local 4 is booming with windmill imports and adding new ‘B’ workers. Local 5 will enter negotiations with Powell’s Books in July. Coos Bay might see a new Maersk terminal in its future. Member Jerry Ylonen reported the Columbia River will soon be dredged to 43 feet, thanks to an additional \$30 million in funding.

IEB Member Max Vekich Jr. reported on the Puget Sound area. The area will see increased grain shipments, as grain has become far less seasonal than in the past. Longshore Local 19 reports more registrations and an increase in cruise ship work, especially when a new cruise terminal opens in 2009.

IEB Member Luisa Gratz reported on the Southern California area. Local 26 has seen the loss of some jobs and the victory in winning guards’ gangway arbitrations [see story, p. 3]. Member John Tousseau reported on



Local 63 Secretary-Treasurer Peter Peyton

increased container work and registration in marine clerks’ Local 63.

IEB Member Mike Davenport reported on the successful participation of the International Union in stewards training for Local 30.

IEB Member and Local 142 President Fred Galdones reported on increases in production of Maui

Brand Sugar, the company will produce 20,000 tons of sugar this year. On March 21, the Hawaii Labor Relations Board ruled that Del Monte had bargained in bad faith and ordered them to pay severance up to Dec. 2008 and extend medical coverage for a year beyond the closing date of their pineapple production facilities.



International Vice President Hawaii Wesley Furtado, International Secretary-Treasurer Willie Adams, Congressman Jerry McNerney, Bob McEllrath, Mainland International Vice President Joe Radisich.

MOTION ADOPTED ON CIRCUIT CITY LABOR POLICIES

BE IT RESOLVED that the ILWU go on record that it protests the recent action by Circuit City in firing its higher paid workers and replacing them with lower paid ones, and
BE IT FURTHER RESOLVED that the ILWU urge its members to boycott Circuit City until it reverses this anti-worker and inhumane policy.



IEB studying motions.



Conrad Spell, Local 23; Max Vekich Jr., Local 24; Jerry Ylonen, Local 8.

Book Review

Labor history takes to song in expanded IWW songbook

“The Big Red Songbook—250 IWW Songs” Edited by Archie Green, David Roediger, Franklin Rosemont and Salvatore Salerno. Charles H Kerr publishers, \$36.00. Available at *www.akpress.org*.

Reviewed by Maria Brooks

Many years ago, before there was an ILWU, workers across America organized themselves into the Industrial Workers of the World (IWW). Most people called them the “Wobblies.” They were spirited and revolutionary, and traveling among them for a time was Harry Bridges. Although we don’t know for sure, chances are that he, like most Wobblies, carried a “Little Red Songbook.”

Now, a century later, the “Little Red Songbook” is back as the “Big Red Songbook—250 IWW Songs.” Archie Green, at age 89, co-edited the book. The book is filled with of songs, drawings, poems and photographs—all produced by workers.

“The Wobblies have been singing for a century,” Green said from his home in San Francisco. “They didn’t give a damn if these songs became popular or not. They wanted to educate workers about their revolutionary vision.”

Green, a one-time shipwright and carpenter, has spent the last forty years writing books about what he calls “laborlore”—the culture of America’s working people. For Green, the IWW is a harvest of material.

Green often greets visitors interested in labor culture. Recently he welcomed Samantha Levens, [pictured above] a member of the Inlandboatmen’s Union. Levens is also an active IWW member. Levens heard about Green’s new book at the Wobbly meetinghouse, where historical lore is part of the atmosphere and is never forgotten.

The heyday of the IWW was between 1905 and 1920. Nobody can remember how they picked up the name “Wobblies,” or “Wobs” for short. But it stuck.

They wanted to create One Big Union for all workers, skilled and unskilled together. There would be no bosses—no government. Capitalism would be abolished. Workers would control the means of production and distribution.

Individuals drawn to the IWW usually had little stake in society. They had often been shoved aside by organized labor. At the time, the American Federation of Labor primarily represented skilled white men. Wobblies were poor and usually unskilled. Some were immigrants and African Americans, and working women. Many were disenfranchised—Southern blacks and women weren’t allowed to vote. Without the IWW, these people had no voice at all.

It was never a large movement but the Wobs were zealous. They demanded free speech. They organized on ships, in lumber camps, on farms and on the docks. They struck all over the country—for textile workers at Lawrence, Massachusetts, for ironworkers on the Mesabi Range and for miners in Goldfield, Nevada.

These actions angered Big Business. The Robber Barons put the muscle on their allies in the federal government to silence these radical troublemakers.

To make matters worse, the Wobblies opposed America’s involvement in World War I. In 1919 the Wobblies found themselves in the cross hairs of United States Attorney General A. Mitchell Palmer. He sent out federal agents to silence the union once and for all. This purge became known as the Palmer Raids.

Wobbly leaders were rounded up. They were imprisoned, or deported. Wobbly libraries were burned, their union halls were ransacked. The goons destroyed their presses. Wobblies were beaten, tarred and feathered, and sometimes, lynched. Vigilantes did some of the dirty work—often backed up by the state militia and the local police.

Their banner read, “An Injury to One is an Injury to all”, but the Wobblies had suffered a lethal blow from the Palmer Raids. The movement would never fully recover.

Two years after the Palmer Raids, Harry Bridges was in New Orleans, alone in America’s heartland for the first time. He was 19, a tall, skinny sailor with an intense curiosity.

But even after the broadside attack from the government, a few Wobblies kept organizing. In some states, being in possession of an IWW union card was grounds for arrest. But Wobblies eased on to the New Orleans docks in 1921 and Harry Bridges was there to listen.

Bridges knew their radical bent. He had met them before on ships in Australia. And even though it was risky for him as a foreigner to be associated with these people, Bridges became a member of the IWW on this trip to Louisiana.

For the next few months, Bridges tramped around the backcountry with three fellow Wobblies. Together they attempted to organize levee workers on the Mississippi Delta but they were driven off by an irate sheriff. They tried again with workers at a Shrimp Factory, but they were harassed by Southern cops.

The reasons Bridges decided to align himself with this radical union are unknown. He may have been attracted to its lack of racial discrimination, which made IWW unique at the time. He may also have appreciated its industrial unionism and its rank and file democracy, the bedrock of the Wobblies’ vision.

After riding the rails through Mexico, Bridges caught a ship back to the West Coast. The waterfront was in turmoil. Bridges was a member of the Sailor’s Union of the Pacific (SUP). Within a few months, he drifted away from the IWW. Some have speculated that Bridges’ attraction to the IWW declined because of their opposition to signed contracts.

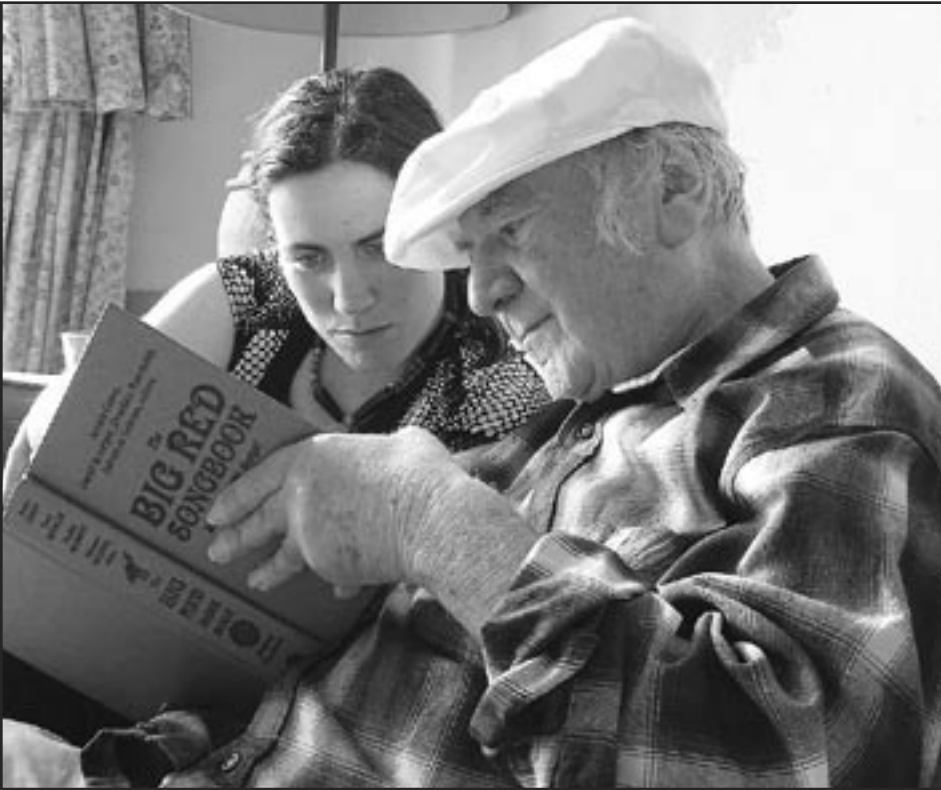
Wobblies, far more than other unions at the time, concentrated on educating workers. They published newspapers, some in foreign languages. They printed pamphlets, articles and cartoons. But their favorite means of affecting people’s hearts and minds were with songs.

“Only people who feel strongly—and greatly—break into song”, wrote an editor in Wobbly paper, *The Industrial Worker*. Songs memorialize great movements in history—civil rights, civil war and labor struggle.

“These songs are capsules of emotions,” Green said. He doesn’t hide his affection for the IWW. “The Wobblies remain an ideal within the labor movement. They represent decent democratic, rank and file unionism.”

Any worker was free to write songs, and a few individuals became very good at it. Joe Hill and Ralph Chaplin became famous songwriters. Chaplin worked as a newspaper editor for the IWW. He was also a commercial artist and a poet. Chaplin composed the song that has been adopted by the unions across America—*Solidarity Forever*.

....It is we who plowed the prairies, built the cities where they trade,
Dug the mines and built the workshops; endless miles of railroads laid.



Samantha Levens and Archie Green.

Now we stand outcast and starving, ‘mid the wonders we have made;
But the Union makes us strong.
(chorus)
Solidarity forever!
Solidarity forever!
Solidarity forever!
For the Union makes us strong.

In 1917, Harry Chaplin was handcuffed to his desk when federal agents stormed the IWW building in Chicago. They arrested the leaders and most of the staff. Agents ransacked the building, seizing letters and destroying equipment. The original manuscript of, “*Solidarity Forever*” was grabbed up with a stack of poems and never seen again.

In Archie Green’s front room, Samantha Levens fingered the pages of “The Big Red Song Book”. At 27, Levens has been an IWW member for several years. As a political activist, she has been arrested in street demonstrations. Following a Wobbly tradition, in jail, she sang with other prisoners.

“*Solidarity Forever*” was one of our songs,” Levens remembered. “I learned the words in jail.”

Wobblies weren’t glum people or pessimistic. They showed a sense humor. They liked to lampoon self-righteousness. Their favorite targets were hypocritical preachers or glad handed politicians and smug church ladies. If someone yelled at them, “Get a job, you Bums!” Wobblies might respond in a robust chorus:

O, why don’t you work
As other men do?
How in Hell can I work
When there’s no work to do?

“Hallelujah, I’m a bum!
Hallelujah, bum again!
Hallelujah, give us a handout –
To revive us again.

The IWW went into decline around 1924 but the union never died out completely. Labor historians often recall the IWW, nodding to a movement that was unbending in its principles. The IWW never compromised with the “employer class”. It never betrayed its core beliefs even at the point of gun.

But its significance to modern workers is its largely in its lively culture. Archie Green and his associates have collected the known songs of the IWW in “The Big Red Songbook”. These pages reflect a proud heritage of American workers.

Green and Levens sat on a sofa huddled over the book. Samantha Levens’ parents were factory workers in Philadelphia. She was the first in her extended family to go to college. While working her way through school, she met IWW organizers.

“It was a period of political resurgence for the IWW,” she said. “The union was really devastated in the past. History is important - but we want to make the IWW relevant for today. Modern Wobs are struggling with this.”

Archie Green smiled. The past and present often merge. The “Big Red Songbook” shows us this. It also reveals that working people have great hearts and dauntless courage in their fight for a better society.

Passion is in the songs. Given encouragement, most of us don’t need a picket line to remember. When we hear the melody, we take a hefty breath and join our fellow workers for all to hear.

“There is power, there is power
In a band of workingmen,
When they stand hand in hand.....”



Illustration from the book.



Piper Cameron doing the job she loved.

IBU deckhand fatally injured in tug accident

Piper Cameron’s family had worked in the maritime industry since her grandfather’s day, and she would have it no other way. But at the age of 26, the Inlandboatmen’s Union member’s life was cut short by an accident on the tug *Emma Foss* in southern California.

She was working as a deckhand on the stern of the boat off Marina del Rey when a Kevlar line made fast to the barge *Emma* was towing swept across the deck, hitting her and ending her life. She was only a few days from getting her masters’ license and a mate’s position on another boat. Her shipmate Scott Dekraai was also seriously injured when the line hit him.

Cameron, originally from Catalina Island, lived in Huntington Beach. She had worked for the company

since 2001.

“More than 400 mourners listened to eloquent and sometimes tearful eulogies from her father, mother, sister, coworkers and friends,” IBU President Alan Coté said of the memorial he attended. “We heard amazing accounts of Piper’s uniqueness and talent for making hard and fast friends, intermingled with heartfelt sorrow of her untimely passing. All who worked with her recounted her untiring thirst for knowledge about her job and her ability to out work and out think most of her male peers.”

Also attending was her shipmate, Scott Dekraai, who left critical care to be with his friend.

“Scott tried to save Piper without regard to his own safety,” Coté said.

—Tom Price

CLARIFYING ILWU’S CRITICISM OF ISRAEL AND IN DEFENSE OF PALESTINIAN RIGHTS

We, members of the International Longshore and Warehouse Union, are writing in response to an article by ILWU International Secretary Treasurer, Willie Adams, in the January issue of *The Dispatcher*. His article ignores the suffering of the Palestinian people, driven from their homes in 1948 and again in 1967. It also ignores the Israeli-orchestrated massacre of Palestinian refugees in the Sabra and Shatila refugee camps in 1982 in Lebanon. Many Palestinians have lived under military occupation in the West Bank and Gaza Strip since 1967. A huge “apartheid wall” is carving up the West Bank in violation of international law. And three weeks before Adams’ visit 18 Palestinian civilians were killed in their sleep by Israeli shelling as the Zionist military siege escalated in Gaza.

Adams article is at variance with the official position of our union passed at Conventions in 1988 and 1991. These resolutions characterize the Israeli oppression of Palestinians as “state-sponsored terrorism” and criticize the Israeli trade union federation, Histadrut, for discriminating against Palestinian workers. The 1991 resolution condemns Israeli “suppression of basic freedoms of speech and assembly” of Palestinians, while calling for “the right of self-determination for the Palestinian people”. None of this is mentioned in Adams’ *Dispatcher* article, nor was it explained that his trip was organized by the Israeli government. We are concerned that this article appears as though it is the official position of the ILWU without any disclaimer.

The ILWU has a proud history of solidarity with the oppressed, most notably our 1980’s anti-apartheid boycott actions against ships from South Africa. And South African workers today are in the forefront of the struggle to defend Palestinian rights against Israeli apartheid. A *Dispatcher* article supporting Israel just after the recent Zionist attack on civilians in Lebanon and Gaza undermines and causes confusion as to ILWU’s position, a change which can only be made by the Convention, the highest elected body of our union. In the meantime an article clarifying ILWU’s official position is warranted in *The Dispatcher*.

Jack Heyman #8780 (Local 10), Larry Wright #8534 (Local 91), Al Engler, retired, Past President Local 400, Deborah Stringfellow #82031 (Local 8), Steve Barlow #8301 (Local 34), Michael Hoard #57290 (Local 52), Steve Ongerth #3781 (IBU), McKay Cater #9677 (Local 10), Gabriel Prawl #57304 (Local 19), Robert Irminger (IBU), Ken Hiebert #38848 (Local 500), Nate Thornton #13317 (Local 34 retired), Corine Thornton, SF Bay Area ILWU Pensioners, Ruth Harer, widow of Asher Harer #2436 (Locals 10 & 34), ('46 & '48 Strike Com.) SF Bay Area ILWU Pensioner, Peter Parks #82068 (Local 8), Asif Husain, #33781 (Local 500), Jack Mulcahy #82031 (Local 8), Howard Keylor #20447 (Local 10 retired), Clarence Thomas #8718 (Local 10), Leo Robinson #6461 (Local 10 retired), Mike Vawter #8145 (Local 10), Mario Siguenza #8524 (Local 34), Stan Woods #24873 (Local 6), Terandy Hudson #81780 (Local 8), Jerry Lawrence #81878 (Local 8), Delbert Newton # 78244 (Local), Gary Sykes #82585 (Local 8), Charlie Prom #82586 (Local 8), James Lea #82616 (Local 8), Ronald Woods #82577 (Local 8), Roderick Demming #57581 (Local 19), Mikal Ritzhie #82584 (Local 8), Jimmy Lei #82583 (Local 8), Glen Ramiskey #65256 (Local 34), Stan Gow #4498 (Local 10 retired), Rosemarie Wiegman #60953 (Local 98), Bob Gregg (IBU), Mark Downs #55118 (Local 19 retired).



Joe Aliseo and his union hall.

Local 19 worker killed at APL intermodal yard

Joe Aliseo was the victim of a tragic accident at the APL Intermodal rail yard in Seattle on April 19. He was locking and unlocking chassis as they pulled up for loading when he was run over by a top loader and killed. The accident happened at 7:45 p.m.

Joe Aliseo was born Sept. 15, 1964 and grew up in Philadelphia, where many in his family still reside. Despite the distance, Joe stayed in touch and was known for his support for family traditions. His adventurous nature led him to many jobs and activities, from paintball games to bartending, even to Microsoft Corp. He was known for his ready laugh and quick wit, which earned him many friends.

He had a stellar work record, according to longshore Local 19 President Herald Ugles, which began in 2002. He got his ‘B’ registration in May 2005.

“I asked him to volunteer on the phone banks in the last election, and we really had some successes in the election,” Paul Pemberton, a Local 19 Executive Board member said. “He was willing to work the trenches for the local candidates and he really knew how important that was.”

The accident is under investigation by the Washington State Labor and Industries Dept.

Joe is survived by his partner Kym and her sons Ryon and Hawken Downs. Kym and Joe also had a son Aydin, who is six years old. He is also survived by his mother Janet and father Joseph Sr., and his grandmother Mildred Johnson and his sister Laura. Joe’s union brothers and sisters have set up a fund in their honor at the Waterfront Federal Credit Union at 2414 SW Andover St. Ste. E-100; Seattle, WA 98106. Pay to “Memorial Fund for Joseph Aliseo.”

—Tom Price

Congresswoman Juanita Millender-McDonald passes

continued from page 1



Juanita Millender-McDonald speaking to striking and locked out grocery workers in front of a hotel housing scabs, Dec. 2003.

1991-1992. She served as an educator in the Los Angeles schools and as a member of the state assembly between 1993-1996. She won election to the 104th Congress by special election to fill the vacancy caused by the resignation of Representative Walter Tucker III. Her 37th District voters reelected her to six terms from March 1996 until last November, when she received 82 percent of the vote. She served as the first African American woman to chair the Committee on House Administration.

House District 37 encompasses Long Beach, South Central LA, Carson and Compton. She had the support of ILWU members and other unionists. Juanita was considered a front-runner for the post of Commerce Secretary in John Kerry’s administration if he had won in 2004.

She was not known to avoid controversy. In 1996, she took then-CIA director John Deutch to Watts to address the community following a newspaper report alleging that profits from domestic sales of crack-cocaine were being funneled to the CIA-backed Contras in Nicaragua. That incident, according to the *Los Angeles Times*, led *Glamour* magazine to declare Juanita as “one of 11 women who will change the world.”

Some of her last efforts went into election reform and opposing the genocide in Darfur.

House Speaker Nancy Pelosi (D-San Francisco) praised Juanita as “a trailblazer, always advocating for the full participation of all Americans in the success and prosperity of our country.”

—Tom Price

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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 (powellsunion.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.

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