



THE DISPATCHER

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Trouble with TWIC: Local 10 members (L-R) Frank Harris, Christopher Christensen, Frank Cresci and Fredrick Brown are among 20,000 ILWU members forced to buy expensive – and worthless – TWIC cards in order to work on the docks.

TWIC flunks latest test

Every longshore worker already knows what government investigators recently told Congress: the TWIC system is a failure.

GAO flunks TWIC

A report released in early May by the Government Accounting Office (GAO) confirmed the failure of expensive new scanners that were supposed to read Transit Worker Identification Credentials, or TWIC cards. The GAO described the results as “incomplete, inaccurate and unreliable.”

Bogus biometric scanners

The scanners were supposed to read and confirm special “biometric” data in each card – a feature promoted in the 2002 legislation that Congress passed as a misguided effort to safeguard America’s ports from terror attacks after 9/11. The expensive cards – costing workers \$132.50 each – were touted as “state-of-the-art” because they included the cardholder’s fingerprint and other personal data on microchips that were embedded into

each card, backed-up in massive computer databases, and scannable by sophisticated card readers in order to confirm the identity of dockworkers and other maritime employees.

Congress was warned

Before the ill-fated program was even launched, ILWU officials warned Congress that requiring TWIC cards was the wrong approach. Instead, the ILWU urged legislators to focus on the systematic inspection of containers. But giant retailers, including Target and Wal-Mart opposed more container inspections because they claimed it would raise costs and increase delays. Congress quickly capitulated to these industry concerns, and focused instead on the TWIC program.

Technical experts warned Congress that the technology promised by corporate contractors backing TWIC was premature and unlikely to work as advertised. But Congress was desperate to score political points and show some progress in protecting America’s ports from terrorists, so TWIC cards became a default decision, based on faulty

premises, misleading capabilities and capitulation to big business interests. The result now is that taxpayers have been saddled with an expensive system that doesn’t work, does nothing to improve the security at the ports, and compromises the civil liberties of ILWU members and other maritime industry workers.

Profiteering on Port Security

In 2007, Congress estimated it would cost \$3.2 billion to fully implement their TWIC program – not counting costs for the expensive card readers. The money that’s been spent so far has enriched private corporations, including defense giant Lockheed-Martin and temp-employer Kelly Services, who were awarded lucrative contracts. And dockworkers are still required to buy and carry the expensive TWIC cards – shelling out an estimated \$288 million – in order to keep their jobs, while the card’s practical value is less than a driver’s license.

“TWIC has been a joke from the time it started 11 years ago,” said ILWU Coast Committeeman Leal Sundet. “It totally ignores the fact that

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LETTERS TO THE DISPATCHER

Dear Editor,

ILWU Longshore division members may be interested in knowing that former Executive Director of the ILWU-PMA Benefit Plans, John J. Dee, passed away on May 31, 2013, at his home in Petaluma, CA.

John became Executive Director of the Plan on May 1, 1968 and served in that capacity until his retirement on January 1, 1995. He was known as a careful and thoughtful leader of the Benefit Plans Office. He always wanted to do the right thing by the members. He is also remembered for his love of classical music, theater, baseball and his golf games.

John leaves his wife Mary Patricia "Pat" and their two sons, Andrew and Michael Dee along with two granddaughters.

**Gail Lorentz, Interim Manager, ILWU-PMA Welfare Plans
San Francisco, CA**

Dear Editor,

On the lighter side of what some locals are doing, Local 14 contributed to Eureka's oldest golf tournament that has been losing participants over the years because of dwindling sponsors for the event. Because the cornerstone of what the ILWU is, in part, about coming to the aid for social and working conditions for everyone, our local decided it would be nice if more of the public had a better understanding of what the ILWU stands for and what we do.



Pictured on the left of the photo is Mike Richards, who just won the Rhododendron Tournament golf championship for the fifth year in a row. Mike received a plaque from Local 14 which has the ILWU logo on the lower right-hand side. Golf Pro Dave Lovfald had this plaque made and before presenting the award, and Dave reminded the players that this year's prize purse would not have happened without the generous contribution of the Local 14 members.

Winner Mike Richards explained "Because of contributions from Local 14, more people are talking about the tournament and more players are participating, and I want to thank you." I informed Mike that this would not have happened without the approval of Local 14's membership. Eureka's superintendent, Chris Gray, sent a letter to our local Times Standard newspaper thanking Local 14 members as well. Local 14 is pleased that we are able to breathe new life back into this tournament that has grown in participants over the past few years thanks to our members.

Mike is not only a five-time champion but he is a local school teacher as well. Congratulations again to Mike who requested a copy of *The Dispatcher*. He jokingly said he'd like to prove to his wife that this time on the golf course is well spent. I would personally like to thank Local 14 members for voting this as a worthwhile endeavor for the past 3 years.

**Perry Bressman, Local 14 Secretary-Treasurer
Eureka, CA**



Bay Area Blood Thursday: The Bay Area Bloody Thursday event will take place on July 5th at the Local 10 hall in San Francisco starting with a wreath-laying ceremony to honor those killed in the 1934 West Coast strikes. Lunch will be served at noon. There will be music and fun for the whole family.

Dear Editor,

Jack Halcumb, a member of ILWU Local 4, wrote this poem. I think it would be nice to see it in the next *Dispatcher*.

**Thank you,
David Scott, Local 4
Vancouver, WA**

The strike of 1934, less a strike and more a war

Bloody Thursday still lives on

Two men dead but never gone

We fought and did what we had to do

ILWU

Another strike in '71, but union men don't cut and run

Many workers out of jobs

Standing up to greedy slob

We all stood strong and made it through

ILWU

Years went by they locked us out

We'd get back in we had no doubt

We held the line, we all stood strong

That one didn't take too long

We fought and won, 2002

ILWU

Now we stand in present day

Locked out again, the past replayed

A company run from overseas

seeks to bring us to our knees

Security guards from out of state

and other unions cross our gate

They wink and smile, they think it's fun

We'll see who's laughing when it's done

Historically fighters, we'll win this too

ILWU

Send your letters to the editor to: *The Dispatcher*, 1188 Franklin St., San Francisco, CA 94109-6800 or email to editor@ilwu.org

SoCal ILWU members will mark the 79th Annual Blood Thursday Anniversary with a memorial procession and picnic

Local 13 will be honoring the 79th anniversary of Bloody Thursday this year with the 3rd annual "First Blood" memorial procession at the Roosevelt Park cemetery in Gardena on July 5 starting at 9:00 a.m. by paying respects to our fallen brothers Dickie Parker and John Knudson.

The procession evolved out of a roundtable discussion of the Organizing Committee about ways to bring home the true meaning of Bloody Thursday. The morning starts with a service at the cemetery, officiated by our fellow longshoreman Pastor Leon Dool. Following the service, there will be a procession to Harry Bridges Memorial Park in Long Beach. The memorial started 3 years ago with 100 participants which grew to over 350 last year. The Organizing Committee for the event believes we have a responsibility to honor our fallen brothers and to show the membership the importance of never forgetting our history.

The festivities at Harry Bridges Memorial Park will begin at 10:00 a.m. (some brothers stake their claim as early as 5:00 a.m. to insure they have the perfect spot). Food, music and brotherhood tops the agenda. We do it in a big way—averaging 4,000 people the last 3 years.

There will be a smorgasbord of international foods and barbecues of every configuration that you can imagine, including famous "Volkswagen barbecue."

We will have music, dancing and food to your heart's content and a special VIP canopy for our Pensioners and Federated Auxiliary. The three SoCal Longshore Locals: 13, 63, and 94 as well as Locals 56 and 26 will be well-represented. We look forward to this event every year. If any brothers and sisters find yourselves in So Cal this year, give me a call. We would be happy to have you spend Bloody Thursday with us.

— "Nacho" Jesse Enriquez, Local 13

DISPATCHER

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ILWU Legislative Conference aims for political accountability

The Longshore Division Coast Committee, ILWU International officers, and Longshore Legislative Action Committee members and Pensioners gathered on May 20-24 for the union's 2013 Legislative Conference in Washington, DC.

The goal was to convey the concerns of Longshore Division members to Congress in more than 50 meetings that were scheduled on Capitol Hill during the four-day event.

Key issues

Among the issues discussed were the Harbor Maintenance Trust Fund; transportation funding to improve ports and promote union jobs; opposing cuts to Social Security, Medicare and Medicaid; the Food for Peace program; port security issues including the troubled TWIC program (Transit Worker Identification Credential); international trade agreements; challenges facing sugar workers in Hawaii; and the lockout against ILWU members by the foreign-owned grain merchants Marubeni/Columbia in Portland and Mitsui/United in Vancouver, WA.

Discussions & speakers

Before lobbying on Capitol Hill, each day started with speakers and discussions. U.S. Representative Keith Ellison of Minnesota attended the discussion on Tuesday morning to discuss proposed cuts to healthcare and the danger to civil liberties posed by TWIC and background check programs. Ellison Co-Chairs the network of pro-union representatives who belong to the Progressive Caucus.

Controversial trade agreements

A discussion of trade issues, including the latest round of pro-corporate agreements, was reviewed by Brett Gibson of the AFL-CIO, and Lori-Wallach and Celeste Drake of Public Citizen. They explained how the proposed Trans-Pacific Partnership deal has been designed just like NAFTA to benefit big business at the expense of workers, consumers and the environment.

Port funding

Representative Nick Joe Rahall of West Virginia was invited to speak Wednesday morning. As the "ranking member" with high seniority serving on the House Committee on Transportation and Infrastructure, he provided details about the Harbor Maintenance Tax Fund that affects ports and related transportation issues. Ed Wytkind, President of the Transportation and Trades Department of the AFL-CIO also joined the discussion.

TWIC & background checks

Representative Bennie Thompson of Mississippi, Ranking Member on the Committee on Homeland Security, participated in a Thursday morning discussion about the TWIC program and how it raises serious civil liberty concerns. Also joining the discussion were John Schwartz of the Transportation Security Administration (TSA), Captain Drew Tucci of the United States Coast Guard (USGC), and Alex Mrazik of the Federal Emergency Management Agency (FEMA). Hot topics included the controversial TWIC requirements and recent failures of the program's card-reader technology, and the Coast Guard imposed Security Zones established around locked-out grain facilities and grain ships in the Pacific Northwest.



Working class fighters: ILWU International President Bob McEllrath led the Longshore Legislative Conference that met in Washington, DC on May 20-24. The group met with dozens of legislators and staff, including House member George Miller from California who has a long record of supporting unions, including the ILWU.



Strong ally for good union jobs: ILWU Pacific Coast Pensioner Association President Rich Austin was part of the Longshore Legislative Conference delegation. He met with members of Congress, including Marcy Kaptur of Ohio who advocates for unions and good-paying jobs – and often spars against Wall Street and big banks.



Friends in Congress: ILWU members have developed strong relationships with members of Congress who are willing to stand up for working families and unions. Pictured with ILWU International President Bob McEllrath are (L-R) House members Suzanne Bonamici of Oregon, Loretta Sanchez of Orange County, and Janice Hahn who represents the LA/Long Beach Harbor area.

After a week spent in dozens of discussions with lawmakers and staff, the Legislative Action Committee adjourned their 2013 meeting with a list of follow-up items that will be addressed by the ILWU Legislative Director and Assistant, including:

1. Addressing concerns that the pending Immigration Reform Act could include provisions that impact longshore workers.
2. Reaffirming the ILWU's continued opposition to the failed TWIC program, and secure support from legislators who are willing to join us in questioning

and opposing the program – including recent failures of the card-reader technology.

3. Closing a loophole in the Harbor Maintenance Tax that imposes fees on all containers arriving at U.S. ports – but exempts containers arriving on rail from Mexico or Canada.
4. Educating members of Congress about the lockout of ILWU members by foreign-owned Mitsui/United in Vancouver, WA and Marubeni/Columbia in Portland.

Standing strong against grain lockout



Grain lockout solidarity at home & abroad: Japanese union leader Fusao Ohori joined ILWU members from Locals 4, 8, 19, 21 and 91 on June 14 at a picket line that's been holding firm for three months outside the Mitsui/United Grain terminal at the Port of Vancouver. Ohori is a member of the All-Japan Seamen's Union and representative of the International Transport Workers Federation (ITF), who arrived from Tokyo with a message from his union that criticized the "unjust treatment and demands" by grain terminal operators in the Pacific Northwest who initiated lockouts against ILWU members. Both grain terminals – Mitsui/United in Vancouver, WA and Marubeni/Columbia at the Port of Portland – are owned by large Japanese corporations. Rich Austin, Jr., who met with Ohori and Co-Chairs the ILWU Grain Negotiating Committee, said: "Workers around the world share the same concerns – and we must be concerted in our actions, just like the employers are in theirs. This shows solidarity in the spirit of our motto – an injury to one is an injury to all."

District Court overturns ruling against ILWU



On June 17, U.S. District Court Judge Michael W. Mosman overturned last summer's ruling by the National Labor Relations Board (NLRB) that awarded work to public employees at ICTSI's facility at the Port of Portland. The judge concluded that the NLRB "violated clear statutory mandate" by intervening last year in favor of the public employees.

"This is an extraordinary step for the District Court to take, and it highlights the fact that the Board had no right to interject itself in this manner on behalf of ICTSI," said ILWU Coast Committeeman Leal Sundet. "The ILWU is in a dispute with ICTSI about whether or not ICTSI will comply with the collective bargaining agreement that it signed onto by voluntarily becoming a PMA member back in 2010. ICTSI then turned around and declared that it didn't have to abide by its labor agreement with the ILWU – and sought help from the NLRB and Port of Portland to avoid adverse arbitration decisions. The court order vacating the NLRB's action confirms what our union has been saying all along – that the Board's authority is limited, and that in this case it should have respected our internal dispute resolution process to which both ICTSI and the ILWU are bound. Neither the NLRB nor the Port of Portland should be using public assets to assist a private corporation that refuses to honor its express commitments to its workforce."

In 2010, ICTSI Oregon leased Terminal 6 from the Port of Portland. The Port then privatized Terminal 6, and in so doing, handed over control of the facility to the Philippines-based ICTSI, which also operates terminals in the Philippines, Brazil, Poland, Japan, Madagascar, Indonesia, Syria, China, Georgia, Colombia, Brunei, Mexico, Ecuador, Argentina, Croatia and India.



Strong picket line at the Port of Portland: Ohori also visited Local 8 members on the picket line at Marubeni's Columbia Grain Terminal at the Port of Portland (shown here on Saturday morning June 8 – a week before Ohori's arrival). In addition to bringing a solidarity message, Ohori announced a contribution of \$1 million Japanese Yen from members of the All-Japan Seamen's Union – worth over \$10,000 U.S. dollars – that will be used to help defray lockout costs. The contribution and visit generated positive media coverage for ILWU members who are resisting lockouts by both Mitsui/United and Marubeni/Columbia. An article from Vancouver's Columbian newspaper can be seen on the ILWU website.

Pacific Tugboat Service workers join union

Thirty workers at Pacific Tugboat Service (PTS) are now members of the ILWU's Marine Division, the Inlandboatmen's Union (IBU). On May 30th, the company agreed to recognize the union following a successful organizing effort by PTS workers that was coordinated by IBU President Alan Cote and IBU Southern California Regional Director John Skow with critical support from IBU members and help from the ILWU International Organizing Department.

"I was so excited that I wore my IBU colors today," said Tom Manson, an Engineer at PTS who supported the organizing effort. "I look forward to be part of this great organization that cares about the workers' rights."

3-year organizing effort

The organizing process started at the IBU convention in October 2009 when delegates adopted a resolution noting the concerns of PTS workers – including their frustration with being unable to secure government work projects in Southern California because they fell short of area standards requirements without a union.

Support & mentoring

During the following years, IBU's Southern California Region adopted an organizing plan to involve and connect PTS employees with IBU members who volunteered to support the union effort.

Two of the IBU members who volunteered their leadership skills to help the PTS workers were Adam Dalton, who works at Manson Construction and Chairs the IBU Southern California Region, along with



Workers at Pacific Tug operate over 20 vessels for commercial and government clients who need towing, crew boats, barges, salvage and marine construction services.

Kenyatta Whittworth, who works at Foss Maritime and serves as Vice-Chair for IBU's Southern California Region. These and other IBU members held "one-on-one" meetings with PTS workers to encourage and mentor them until a core group of supporters was established. After the PTS Organizing Committee was in place, regular meetings were held to provide ongoing advice and support until other co-workers were onboard with the union.

"The PTS employees will be a great addition to the Southern California Region and the ILWU family," said Dalton, who praised the PTS brothers for their determination and patience.

Humble origins

PTS started three decades ago with two small tugs and six employees. Since then it has grown into a multi-million-dollar business that provides harbor and ocean towing, crew boat and launch services, barge and roll-on/roll-off vessels, marine construction, ship assist and husbandry services.

PTS is based in San Diego with operations in Long Beach, allowing them to work throughout Southern California and beyond. Their fleet now includes 11 tugs, 4 crew boats, 2 landing craft, 2 workboats and 2 skiffs.

"We're excited about welcoming these new IBU members to our union and hope to build a mutually-respectful relationship with Pacific Tug Boat Service management. We wouldn't be celebrating with PTS workers today without the support from by Adam Dalton, Kenyatta Whittworth and other IBU volunteers who stepped forward to help. This was a team effort."

Workers will soon conduct an election to select the co-workers who will serve on a Bargaining Committee, then develop proposals for their first union contract.

Trabajadores de Pacific Tugboat Service se unen al sindicato

Treinta trabajadores de Pacific Tugboat Service (PTS) ahora son miembros del Sindicato de Barqueros de Aguas Internas (Inlandboatmen's Union-IBU) de la Sección Marítima de ILWU. El 30 de mayo, la compañía acordó reconocer al sindicato, después de una campaña de organización exitosa llevada por los trabajadores de PTS con la coordinación de Alan Cote, Presidente de IBU y John Skow, Director Regional del Sur de California de IBU. El apoyo de los afiliados de IBU y la ayuda del Departamento de Organización del ILWU Internacional fueron de importancia fundamental.

"Me emocioné tanto que me vestí con los colores de IBU hoy," dijo Tom Manson, un ingeniero de PTS que apoyó la campaña de sindicalización. "Me interesa mucho ser parte de esta

gran organización que hace valer los derechos de los trabajadores."

Una campaña de sindicalización de 3 años

El proceso de organización empezó en la convención de IBU en octubre de 2009 cuando los delegados adoptaron una resolución sobre las inquietudes de los trabajadores de PTS – incluso su frustración por el hecho de que no calificaban para los proyectos de trabajo gubernamentales debido a que no cumplían las normas de trabajo del área por no tener sindicato.

Apoyo y orientación

Durante los siguientes años, la Región del Sur de California de IBU adoptó un plan de sindicalización que implicaba captar empleados de PTS y conectarlos con afiliados de IBU que se prestaran de voluntarios para apoyar la sindicalización.

Dos de los afiliados de IBU que compartieron su experiencia como líderes con los trabajadores de PTS fueron Adam Dalton, que trabaja en Manson Construction y presidente de

la Región del Sur de California de IBU, y Kenyatta Whittworth, que trabaja en Foss Maritime y es la vice presidenta de dicha Región. Estos y otros afiliados de IBU se reunieron individualmente con trabajadores de PTS para animar y orientarlos hasta que formaron un grupo de simpatizantes comprometidos. Después de establecerse el comité de organización de PTS, se celebraron reuniones con regularidad para dar apoyo y consejos continuamente hasta que los demás compañeros de trabajo se decidieron unirse al sindicato.

"Los empleados de PTS van a ser un excelente complemento a la Región del Sur de California y muy bien recibidos como parte de la familia de ILWU," dijo Dalton, que halagó a los compañeros de PTS por su determinación y paciencia.

Orígenes humildes

PTS empezó hace tres décadas con solo dos remolques y seis empleados. Desde entonces se ha convertido en un negocio multimillonario que ofrece servicio de remolque en los puertos y altamar, transporte de tripulación y servicio de botadura, barcasas y naves

para el embarque y desembarque rodado, construcción marítima, servicios de administración de naves y de asistencia.

PTS tiene su sede en San Diego y operaciones en Long Beach, lo que le permite trabajar en todo el sur de California y más allá. Su flota ahora incluye 11 remolques, 4 barcos de tripulación, 2 naves de desembarque, 2 buques de trabajo y 2 esquifes.

"Estamos muy complacidos de recibir a estos nuevos afiliados de IBU a nuestro sindicato y esperamos desarrollar un relación de respeto mutuo con la administración de Pacific Tug Boat Service. Estamos hoy celebrando con los trabajadores de PTS gracias a Adam Dalton, Kenyatta Whittworth y otros voluntarios de IBU que estuvieron dispuestos a prestar su apoyo. Esto se logró con el trabajo de equipo."

Los trabajadores pronto tendrán una elección para escoger a sus compañeros de trabajo que participarán en el comité de negociaciones, y luego harán propuestas para su primero contrato colectivo de trabajo.

Bill Kemp, longtime Canadian ILWU activist, passes away at the age of 86

Bill's ILWU career spanned a period of almost 40 years between 1951 until his retirement in 1992. He served as Executive Board member and Vice-President of the old Vancouver Deepsea Local 501, and was elected to serve as Business Agent for 17 years in the amalgamated Local 500. He rounded out his career as ILWU Canada's 1st Vice-President from 1988 to 1992.

His dedication to worker's issues was formed early. As a boy, he saw his father, Charlie, blacklisted by waterfront employers for playing a leadership role in the ill-fated 1935 strike.

Bill faced a personal setback at the age of 16 during his first job at a North Vancouver shipyard where he fell down a hatch and shattered his right hip. He

recovered after a year in the hospital but was burdened by a major limp for the rest of his life. A lesser man may have sought light employment, but not Bill; he started longshoring and took-on the backbreaking labour of that era.

Throughout his life, Bill never let the disability slow him down.

He found his calling as a Business Agent at Local 500.

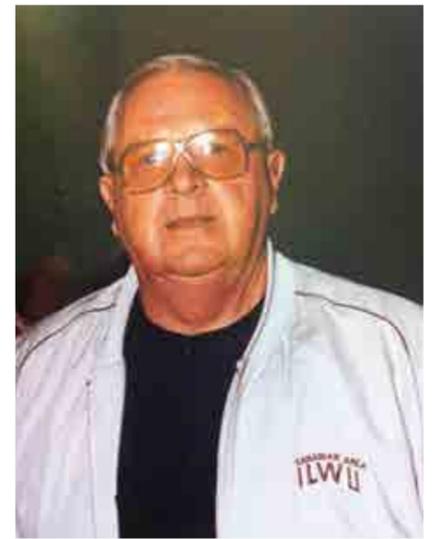
His gruff and uncompromising demeanor caused many a foreman and superintendent to back down during a dispute. His own members would sometimes feel his wrath when they were wrong and wanted to debate the issue. This however, was his game face; beneath the gruff exterior he was caring and compassionate, and always went to bat for the underdog.

In addition to his full time positions, Bill was served four years on the ILWU International Executive Board; was elected as a delegate to 6

International Conventions, numerous ILWU Canada Conventions and many Longshore Bargaining Caucuses.

"Even though he retired over 20 years ago, Bill Kemp's legacy is still with us," according to ILWU Local 500 Secretary-Treasurer Peter Haines "Bill trained many of the leaders that followed him into office in Local 500. There was nothing like a formal training program, but we learned from Bill by watching him do his job. Bill never had to write anything down or consult any records; he had an incredible memory for events and decisions. He taught us to never lose sight of the fact that you were working for the membership."

"In almost 30 years, Bill never lost an election," continued Haines. "This record is unprecedented in our Local and will likely stand a long time with the highly competitive nature of Local 500 politics. Bill never lost site of who he was working for – and the membership rewarded him accordingly."



To celebrate his retirement in 1991, and recognize his outstanding service to the ILWU and longshore industry, an overflow crowd of more than 600 people attended a Retirement Roast at the Maritime Labour Centre. It was a raucous event attended by longshore, foremen and some management representatives who had gained huge respect for his fair and balanced approach.

Bill leaves Faye, his wife of 63 years, son Danny, daughter Kathy and their families.

– Dan Cole, ILWU Local 500, retired



Stepping up for Vancouver Children's Hospital: ILWU Local 502 launched their third annual Vancouver Children's Hospital fundraiser earlier this year. In the past two years, Local 502 members have raised over \$52,000 dollars for the Children's Hospital. The added incentive to help with the fundraising this year is a chance to receive a Vancouver Canucks jersey signed and provided by the team, a Steve Nash Fitnessworld gym membership, and various other prizes.

As they have done every year the local issued a challenge to all unions and groups to meet or beat their fundraising total. The annual telethon will be broadcast live on Global TV June 1 and 2 and is expected to raise over \$18 million. Local 502 will once again make an appearance on live TV and be a part of the presentation.

Photo: (L - R) Carl Bye, Amrik Shergill, Jason Franklin, Murray Franklin, and Sunny Grewal (Sunny raised thousands of dollars as part of the "Ride2Survive 2012" for the Cancer Society by cycling nearly 400 km (250 miles) from Kelowna to Delta).



Walking for a cure: ILWU Local 23's Multiple Sclerosis fundraising team had over 60 walkers on Saturday April 13th. Longshore, family and friends proudly wore union made Local 23 MS Walk shirts and walked along the scenic Chamber's Bay Golf Course. The team raised a total of over \$6,700 (including \$1,100 raised through a spaghetti fundraiser at the Local 23 hall) to help fight Multiple Sclerosis.



ILWU 'Walk the Coast' was a Top 100 Fundraiser for Alex's Lemonade Stand in 2012

Last year's ILWU "Walk the Coast" event in Southern California raised \$95,000 to benefit Alex's Lemonade Stand (ALSF), a charity which fights childhood cancers. This impressive total made ILWU Walk the Coast a Top 100 Fundraiser for ALSF—out of 6,000 participants—in 2012.

This year's Walk the Coast events will be in August up and down the Coast. The SeaTac area event will be held on August 11th at the Foss Waterway Seaport and will be raising money for Pancreatic Cancer research.

The Columbia River Area will raise donations for the Ovarian Cancer National Alliance. ILWU Locals in San Francisco, Port Hueneme, San Diego, and San Pedro will support Alex's Lemonade Stand.

The Southern California event will take place in San Pedro in the working warehouse at 22nd and Harbor Blvd. - Berth OH 55. Festivities begin at 9:30 am with the family-friendly walk along the marina in San Pedro, "Walking a Mile for Alex." There will be a six-plane Tiger Squadron flyover accompanied by a full Los Angeles City fire boat water display, bands, entertainment, classic car show and food.

Details for the San Francisco and San Diego events are coming soon. ILWU Local 46 Port Hueneme is hosting a walk that begins at 10:00 am from the Dorrill B. Wright Cultural Center located on the beach in Port Hueneme in the Oceanview Pavilion at 575 Surfside Drive, 93041. Registration is \$25. Afterwards there will be food and entertainment. All events provide fun for the whole family. For more information about these events please visit www.ilwuwalkthecoast.org.

Alex's Lemonade Stand
FOUNDATION FOR CHILDHOOD CANCER

ILWU
The Walkcoast

Hosted By: NBC's **Fritz Coleman**

FREE EVENT
Come Help Us Fight Childhood Cancer.

Saturday August 10, 2013
BERTH 55 (22nd & Harbor Blvd) San Pedro, CA

WALK For ALEX: 9:30am FESTIVITIES Start at: 11am-3pm

Food & Fun for The Whole Family!

Live MUSIC | Pro Jumpers FOR KIDS | Fire Boat DISPLAY | Silent AUCTION | Classic CAR SHOW | Tiger Squadron AIR SHOW

www.ilwuwalkthecoast.org

EMT's in Portland win election to join ILWU

A group of Emergency Medical Technician (EMTs) who keep Portland residents and visitors safe at the Convention Center and other public facilities recently won a victory for themselves and the public they serve by joining the ILWU.

After years of working alongside ILWU Local 28 security officers employed by the Metropolitan Exposition and Recreation Commission (MERC), the EMTs decided to become a part of ILWU Local 28. Next, they petitioned Oregon's Employment Relations Board for a union-recognition election.

With almost every person voting for the union, the ILWU Local 28 election victory at MERC was certified by the state of Oregon on June 3rd. The issues that motivated workers to join the union included proper staffing and protection of quality public service.

"Mismanagement had become such a big problem in our workplace that we had to fight just to do our jobs well," said Christine Leonard, who helped launch the union campaign with her co-workers. "Scheduling an on-call workforce for consistent, full emergency response coverage at some of Oregon's largest public event sites shouldn't be that difficult, but it often seemed that we were either swamped or starving without enough hours."

Fellow EMT and firefighter Joel Kasprzak worried about the risks that poor scheduling posed to Convention



Center visitors. "It's the kids coming for a gymnastics tournament or families attending a concert that may suffer," he said. "Uneven coverage at big events could prevent someone from getting life-saving attention if EMTs are spread too thin."

In addition to the frustrating staffing problem, EMTs were digging into their

own pockets to help cover the public agency's operating costs. "Our wages have remained stagnant for at least the last ten years at MERC, and we've been using our own funds to keep up our paramedic or emergency response certifications," noted Nikki Barone, an EMT. "The certification costs can add up to thousands of dollars."

"I'm so glad that we finally decided to come together as a group and speak with one voice," said Christine Leonard. "All ten of us really have each others' backs now, and we're ready to fight for our rights in a good contract."

TWIC fails another test

continued from page 1

marine terminals are not a high-value target for terrorists and that longshore workers on container terminals have no real access to the cargo."

"Second," he continued, "it abuses our civil liberties by subjecting us to intrusive and inaccurate background checks in order to keep our jobs," said Sundet.

Price paid for TWIC errors

Some longshore workers have paid a heavy price for being unfairly denied a TWIC card, despite successful efforts by the ILWU to secure due process rights. While nearly 75% of those who were initially rejected decided to appeal – amounting to 50,000 applicants – and 99% of them won their appeals, the process takes around 6 months and they can't work while their case is being appealed.

ILWU member William Ericson had his application for a TWIC card rejected in 2009 because a background check wrongly showed he was involved in a forgery case. Ericson had worked at the Port of Seattle for 12 years, but couldn't work for 6 months, exhausted his savings, and came very close to losing his house through foreclosure. Another longshoreman from Seattle was denied because he was born on a military base overseas,

and lacked a birth certificate to prove that he was an American citizen. He also exhausted his life savings while waiting for his documentation from the military to satisfy the TWIC requirements.

Coast Guard ignores failure

One government agency – the Coast Guard – continues to enthusiastically defend TWIC despite mounting evidence that the program is a bust.

"TWIC has been a joke from the time it started 11 years ago," said ILWU Coast Committeeman Leal Sundet. "It totally ignores the fact that marine terminals are not a high-value target for terrorists and that longshore workers on container terminals have no real access to the cargo."

A week after the GAO's report panned the TWIC scanners, Coast Guard Captain Paul Thomas said his agency would pay little attention to those failures.

"We don't see the GAO report as significantly impacting our way forward with TWIC," said Thomas, the Coast Guard's Director of Inspections and Compliance.

Guard lowers bar

The Coast Guard announced a creative response to the test failure by modifying original plans to put scanners everywhere; it now proposes only to require them at a limited number of facilities that handle dangerous bulk commodities and at terminals handling more than 1,000 passengers at a time. If implemented, the proposed Coast Guard rule would exclude most container ports from installing card readers.

Congress failed

Congress deserves blame for rushing into the ill-conceived TWIC program that imposed significant costs on workers and taxpayers. By rejecting the need for real container and cargo inspections, Congress allowed corporations to use "business-friendly" security schemes based on voluntary compliance, self-inspection and self-regulation to protect the public.

"The lack of real inspections and aggressive compliance is what really puts the public at risk," said Leal Sundet. "We saw how voluntary compliance and self-regulation worked in the financial industry, and it won't work any better for port security than it did on Wall Street."

ILWU keeps pushing

The ILWU Legislative and Political Action Committee met in Washington during May 20-24, and made TWIC one of their top lobbying issues.

As the *Dispatcher* was going to press, the ILWU was supporting a provision to the Department of Homeland Security appropriations legislation that withholds money from the Transportation Security Administration until they conduct a study on alternative credentialing methods, including a decentralized approach rather than the TWIC program. The ILWU also submitted comments on proposed Coast Guard rules for TWIC readers.

"This program has more holes in it than a Swiss cheese," said ILWU International President Bob McEllrath. "We were right to oppose TWIC eleven years ago, and everything that's happened since has confirmed our concerns."

Let's Make This Harry's Year!

In October 2011, the San Francisco Port Commission put their final stamp of approval on the monument that will be erected in honor of Harry Bridges in Harry Bridges Plaza at the San Francisco Ferry Building.

In 2012, the Committee for Harry Bridges Plaza raised more than \$100,000 toward the goal of seeing the monument in place at the very gateway of our city. But we still have more to raise.



The monument to Harry can be in place by the end of 2013—if we all pull together!

Please join the many union men and women who have helped to make this important memorial to great man a reality.

Visit www.harrybridgesplaza.org and make your donation today!

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DECEASED PENSIONERS:

Local 8: Caesar J. Crosta; **Local 10:** James D. Adams; Anthony Zamacona; Joseph Friscia; Tommy R. Ramos; William H. Saxon (Lydia); Paul

Razevich; Henry Aja; Edward Ramirez (Rosemary); **Local 18:** Leroy Wells; **Local 19:** Floyd C. Dugger; **Local 21:** James W. Lile (Barbara); **Local 23:** Walter G. Kilby (Gladys); Robert L. Guntle; Kenneth L. Rohar; John J. Emer; Jerry D. Burks; Albert B. Carter (Monina); **Local 24:** Sherman K. Green; **Local 26:** Rose M. Oosterveen; **Local 27:** Fredrick A. Forsell (Georgia); Joseph E. Chaisson; **Local 34:** James W. Spencer; Robert L.

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Local 34: Dominic John Villeggiante;

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

BOOKS

Solidarity Stories: An Oral History of the ILWU. By Harvey Schwartz. An inspiring collection of first-hand accounts from ILWU union leaders and rank-and-file workers. \$17.00.

A Spark Is Struck: Jack Hall & the ILWU in Hawaii. By Sanford Zalburg: A high quality re-issue of the informative epic account of Jack Hall and the birth and growth of the ILWU in Hawaii \$13.50 (paperback).

The Legacy of 1934: An historical exhibit by the ILWU. Produced as a catalogue to accompany the new traveling historical art exhibit about the origins of the ILWU in the 1934 maritime strike, this brief but vivid publication stands on its own as a pictorial history of the coastwise strike and an account of the extraordinary sacrifices and democratic principles of the founding members of the union. Two (2) for \$5.00

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. This book 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. \$9.00

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)

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"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

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