SAN FRANCISCO — With the installation of newly-elected members, the International Executive Board went to work last week — July 22-24 — on a broad spectrum of subjects ranging from strike strategy and international affairs to the normal day-to-day business of the union.

The 16-man Executive Board — which includes the four titled officers — conducts union business and implements International policy between conventions.

In his report to the board, President Bridges devoted most of his time to the current longshore strike. He called it “tight” and said it could last a long time.

He also noted that negotiations are going on on the local level on such items as working rules, dispatch rules, travel time, etc. — and that local negotiations must be concluded or make good progress before industry-wide negotiations can be concluded.

He also discussed the strategy — adopted by the last caucus — of permitting diverted ships to work in British Columbia and Mexico.

Bridges reported on his meetings with the Teamsters and ILA conventions and the importance of resolving problems of jurisdiction as it concerns stuffing and unstuffing containers.

He recommended that the board consider the gains to be made in affiliating with either the Teamsters or the ILA.

The board adopted the president's report on the longshore strike and rejected the idea of affiliation at this time.

ALLIANCE

In addition, the board recommended unanimously to refer to the Coast Strike Committee a motion that they explore stronger alliance with the ILA along the lines of the current alliance between the ILWU and the Teamsters in Mexico.

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MEN AT WORK — Not on the “front,” but at the many tasks involved in a 15,000-man strike. From the top, rank and files play a role at Local 10 strike meetings; Local 13 members mount unique water tanks to check out the Los Angeles-Lang Beach Harbor; and Local 12 men post the latest copy of their bulletin, “The Breeze.”

Ward and Huntsinger Elected

SAN FRANCISCO — William Ward, Local 19, and Fred Huntsinger, Local 8, were sworn in Friday, July 23 for two-year terms as members of the Coast Labor Relations Committee.

In an election held July 12-14, Huntsinger defeated incumbent William Forrester, Local 81, Port Gamble, by a down-to-the-wire vote of 3860 to 3840, and went on to represent the Washington and Oregon areas. Ward, the incumbent, defeated Art Almeida, Local 11, by a vote of 4211 to 3862.

Thus, re-balloting in the Coast Committee election, after the first vote was declared null and void by International president Harry Bridges, did not materially affect the outcome of the election. The first vote was also won by Huntsinger and Ward.

The first ballots had been challenged last month by Almeida on the grounds Local 11 members who are “B” men had been denied the right to vote, and members of Hawaii Local 16 were permitted to vote, although such election in no way affected the outcome.

Ward and Huntsinger were elected to serve two year terms.

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THIS ISSUE OF The Dispatcher is almost completely devoted to news about the month-old ILWU longshore strike. We believe it is important to report at considerable length the importance of the strike, but because it is essential that every member of the ILWU be fully aware of what is happening on the picket lines, in local negotiations or anywhere strike news is being made.

As in any strike, our first line of defense is the ultimate power to withhold our labor. There's no way around it. The only way any worker is going to keep and improve upon his wages and conditions is by being ready to stop the machinery. That's what ILWU longshoremen and clerks have done. This strike will be won or lost on the ability to make it stick.

That's where everyone else comes in. All the money donated to a strike fund, all the resolutions and telegrams of support, all the strike news is being happening on the picket lines, in local negotiations or anywhere strike news is being made. All these things amount to nothing if the workers involved are not prepared to hang tough until they have a contract that they can work with and live with.

O SO MUCH depends on the sister locals of the ILWU, and so much is at stake for them. Every victorious strike in this union strengthens all its other locals. Every loser — and there are a few of those — weakens all of us.

In every port, longshore wages and conditions set the tone for the whole city. Other workers look to the ILWU for assistance and leadership in times of stress. A victory on the docks will be a victory for all ILWU locals, and for the entire labor movement.

Like so many other things, unity begins within. The beginning of unity is where our strength is greatest. The bonds that unite us as a league are more powerful than the bonds that divide us as a union. Any ILWU port and talks with the pickets.

* * *

ON THE BEACH

Harry Bridges

THE MAJOR ISSUE before the recent International Executive Board meeting was the report of the President on the current waterfront longshore strike. Since the strike began, I addressed two very important conventions, the convention of the International Brotherhood of Teamsters in Miami. I greeted the convention on behalf of our union and made a pitch for a renewed drive to get Jimmy Hoffa out of jail.

On July 19 I was again in Miami Beach attending the convention of the International Longshoremen’s Association. I spoke at the convention about issues in our strike to all longshoremen in the United States and Canada.

Our strike demands are not as ambitious as the ILA contract proposals for the Atlantic & Gulf contract expiring September 30, 1971. Although I told the convention that we might have many differences, we are solidly united on all matters affecting the economic conditions and welfare of the longshoremen of the United States and Canada. There was no sound reason why there could not be cooperation between our two unions and possibly even a merger.

The president of the ILA, with the approval of the convention, recommended that if we needed help in hung-up diverted ships or cargo in any of the Atlantic, Gulf or Great Lakes ports, we would get full support and cooperation of the ILA. I reported that our experience has been that it takes a month or two to get everything shut up tight and get a good strike going. Before we ask the ILA for any help we will involve our whole union and consider setting up a new strike fund, Hawaii, Alaska and diverted cargo and vessels in British Columbia.

The INTERNATIONAL Executive Board had considerable discussion on strike strategy. I am quoting here an excerpt from my report to the Executive Board:

“...to make it stick. As in any strike, our first line of defense is the ultimate power to withhold our labor. That's where everyone else comes in. All the money donated to a strike fund, all the resolutions and telegrams of support, all the strike news is being happening on the picket lines, in local negotiations or anywhere strike news is being made. All these things amount to nothing if the workers involved are not prepared to hang tough until they have a contract that they can work with and live with.”

* * *

WHO DESIGNING the longshore strike is not a strikes and lockouts matter of containers is resolved, nor can the strike be considered won without ILUWU getting this work.

“...and we really have it — but labor and public support can make it shorter and less painful for everyone.”

“...So far, the response has been great — from other ILWU locals, from other unions at home and around the globe, and from the general public. Check out pages 4 and 5 just to get some idea of how many friends this union has.”

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* * *

THE DISPATCHER Page 2 July 30, 1971
LOCAL 10 Talks to the Public

What would you do if . . .
- Your jobs were being taken over by the "progress" of new "labor-saving" devices and modes of operations?
- You had been "wiped out" by inflation?
- You had no paid holidays?
- You had no prescription drug plan?
- You had no paid sick leave?
- You had no dental coverage for yourself and spouse?
- You faced injury or death every working day because you industry's accident rate is second only to underground mining?

And what would you do if . . .
- During eight months of negotiating efforts your employer had never sat down to seriously discuss such issues?
- It sounds like they're talking about you, you're right. The above is the first page of a new Local 10 leaflet which will be distributed to the San Francisco Bay Area public to inform them of the issues in the longshore strike.

The first run consisted of 10,000 copies, but as many as 50,000 may be printed if the supply runs short, according to the Local 10 publicity committee.

All picket lines will be given a supply of the leaflets, especially the informational picture line in front of the Pacific Maritime Association office downtown. Members of the speakers' bureau, the donations committee, and any one else in contact with the public will also distribute the leaflet.

Pointing out that longshoremen do not take negotiations and strikes lightly — "this is our first strike in 23 years" — the leaflet goes on to explain the basic issues.

**PROGRESS?**

"The biggest issue really comes down to what we working people are going to accept as 'progress.'

"It is essential for labor to challenge the notion that the employer in the name of 'progress' can simply go ahead and slash his workforce or close his factory . . . and to do this without any regard for the people and the community involved.

"We in Local 10 have the particular responsibility of presenting such a challenge because the majority of us are from minority communities which have already been engulfed by 'the progress' of massive unemployment."

"In conclusion: 'We have given our deep and serious thought to our demands. Indeed, these demands were also produce. Our employer is just now getting a taste of . . ."

In conclusion: "We have given our deep and serious thought to our demands. Indeed, these demands were also produced. Our employer is just now getting a taste of . . ."
For anyone who really wants to know what's coming down on the longshore picket lines, the best sources of information are not the inevitable wild rumors, but the many well-written, informative and humorous strike bulletins published by the locals and areas.

What's morale like? How are the different communities responding to the strike? What do you do about car payments? Are other unions helping out? And what about the massive amount of work being done to coordinate picket lines? To find ways of distributing food and other supplies? How do you get food stamps? What are the pensioners and auxiliaries doing? What about picket line strike-offs and chiseleries? In other words, how's it going on the bricks?

Friends and Relations

When you have problems, that's when you discover who your friends are—and one thing that's clear in this strike is that ILWU has lots of friends. Up and down the coast, community people, other unions, merchants and ordinary folk are responding to the longshore strike with the kind of morale boosting support that makes this one a sure winner.

Waterfront cafes and restaurants in every port are coming up with free lunches, donuts, coffee, paper cups, groceries. One trucking company in Los Angeles has donated a fleet of trucks for the duration to pick up and distribute commodities.

Harbor College in Wilmington has opened up its athletic facilities to longshoremen and their families who suddenly have lots of time on their hands.

And don't forget the plain folks—friends and family who are coming through with their cash donations to the local strike funds . . .

Then there is the Local 10 office staff which has worked many hours without pay since the strike began, and has now come through with a $30 assessment.

"Don't forget these good people," says a Local 19 bulletin. "We will have a list made up and posted to help us keep them in mind when we get back on the job and in the money."

Bumming

Many bulletins report that the locals have set up "bumming committees" to bum food and other items for strikers and their families. If the strike turns into a long one—and that's the way the betting is going—these committees will become increasingly important.

If you know of sources of fruits, vegetables, and other groceries or necessary items, contact your friendly neighborhood "bum." Local 13, for one, has also asked that members owning pickup trucks make themselves available for picking up and distributing such commodities.

But the Local 13 Bulletin asks that there be no solicitation without official clearance.

Old Friends

Of course, when it comes to our pensioners and auxiliaries no buming is necessary. "It comes as no surprise," says the Oregon-Columbia River Area strike bulletin, "that ILWU pensioners and their clubs up and down the coast are taking part in the strike, helping the locals in just about every port in a variety of ways."

Long before the strike broke out members of the ILWU Pacific Coast Pensioners' Association decided to voluntarily assess themselves $50 a head for the strike fund. . . . The Local 10 pensioners will be picking up the gas, butane and insurance costs for the East Bay and San Francisco coffee trucks.

"They know what it is to be on that picket line and they know how a cup of coffee and donut hits the spot," says the Local 10 bulletin.

And the auxiliaries in the auxiliaries have promised their full support, on the picket lines and in the community, serving coffee and donuts, and taking our cause to the general public.

How Come?

One reason we are receiving such gratifying moral and other support is because we have earned it. The longshoremen and auxiliaries—we can count on them. They are our brothers, sisters and wives—part of the ILWU family.

For the rest, the ILWU has a long history of helping folks in trouble, and now they're coming through with interest.

In an interview with the Coco Bay World, the Local 12 public information committee pointed this out: "As far as other workers in this immediate area are concerned, and the effect of the strike on them, they must remember the role the ILWU has played in the past in regard to wages, hours, and conditions and how over the years, the ILWU has helped the rest of labor in this area."

Even while on strike, ILWU locals and individual members have continued their tradition of being a vital part of their communities, and of the trade union movement.

Down in Wilmington—just a few days before the strike broke out—Herald-Examiner strikers collecting for their own support reported that "as usual, the longshoremen were wonderfully generous. All of them have been enthusiastic supporters of our cause. Again, our thanks to the officers and members of Local 13."

And the telephone strikers were on strike, Local 13 published an appeal to members to help out manning the communication workers' picket lines . . .

Welfare and Food Stamps

Hardship committees up and down the coast are working hard to untangle the red tape so that longshoremen are able to take advantage of their rights to federal food stamps and other community services for the duration of the strike.

Warms the Columbia River Area's coordinated strike Bulletin to all state and each county's food stamp and commodity program is different. Be sure to read this information and take it to your hall before contacting local food stamp offices to avoid disqualification.

Local 13 and other bulletins remind members that when you apply for food stamps, you must bring down data such as current rent receipts, property tax statements, insurance policies, utility bills for the last three months, receipts for on-going medical expenses and your last payroll stub. How it's a Typical Day...

To the Longshore City Family:

"It's a Typical Day..."

Things are pretty quiet on the lines. No one trying to break the line, and discipline pretty well enforced. Here's a log entry from a strike patrol—from the Local 34 Digest.

"Saturday—July 4, 1971—Strike Patrol! Checked into the hall at 5:00 P.M. Previous shift had a quiet day. 5:30 P.M. got in picket car and headed toward Pier 45. Met longshore roving pickets at Pier 35. All quiet. Fisherman's Wharf busy with tourists."

"Edged back to the Embarcadero and headed out to the even-num- bered piers. Count containers between pier 44B and 50A. All there. Headed over to Western Carloading, no one working there. Pier 80, API, stopped and talked to longshore pickets. Headed out to Pier 82 and a short trip to the huge new Las Terminal behind it. Starting to put up one shed and also the office building. Some cement for foundation for larger sheds also in.

"Back to the Hall, Phone from picket at Universal that they are running Volkswagens out. Six of the patrol piled in one of the boy's campers and headed for Alameda. Called Donovan who also headed for Alameda. Herman checked in and also goes over. Squad stopped autos leaving Alameda, and company agreed to talk to Business Agent in the morning. Time now 10:30 P.M. and back to the Hall. Quiet already."

"By contrast on July 5th of 1944, 2,700 cops and National Guardmen massed up and down the Embarrado in an employer's attempt to open up the waterfront for scab labor and to break the union back."

"The day ended with union men beat, cars shot at, wounded, and some KILLED, everything happening to them short of their being beaten. The union men didn't win their strike and left us with a heritage that we can still enjoy."

"IT'S A QUIET DAY."
And the Local 10 bulletin reminds its readers that the welfare committee has “run into many obstacles in trying to get aid for our men such as unbelievable red tape and just plain anti-labor, Reagan-type people in the state welfare apparatus. In general it is necessary for each individual to do his own thing in making applications for food stamps. Each state, county and sometimes each city has a different system. When the bureaucracy gives you trouble, take it up with the welfare committee.

“Politicians are around during election time—telling us what great friends they are of labor. Well, they can show us something now. We want them to help us break through all this red tape—because this is an emergency. We want them to help us overcome the refusal on the part of the various state and county departments who tell us we can’t qualify for welfare.”

“We don’t want to hear anything about that the taxpayers can’t support the strikers. We are the taxpayers. For years, most of us have not drawn one cent from welfare or even unemployment insurance. If they would only give us back what we have paid in over the years, we would be money ahead. 

“Welfare for the big corporations is the order of the day. Look what they did for Lockheed, for the crooks on the Pennsylvania railroad, and besides, the huge subsidies the shipowners get. Therefore, don’t feel state, county and sometimes each of the various state and county departments will tell us we can’t qualify for welfare.”

Some locals, of course have their own credit unions, and they have made it clear that they’re more than happy to cooperate.

Men who have loans to the Local 13 - 43 - 94 Federal Credit Union obviously be in hock to a better credit fit. The most important thing to do is talk it over with the credit union manager, John Iacca.

“In my mind it is a certainty that the ILWU will never ink a new contract with bills outstanding on our people who get sick or injured during the time we are not covered by a formal agreement and even though the PMA is enjoying a moment of spite in regards to these funds, it must be remembered that they are just that, and certainly they are not broke the moment the Employer stops his contributions to them.

“Of course, it is only a matter of time until they are depleted after contributions stop.

“Tactics of this kind are only going to have the effect, in my opinion, of making the men more determined to bring this strike to a successful conclusion instead of having the FMA’s hoped-for effect of scaring us men back to the “front” in order to protect these various funds.”

A subsequent issue of The Breeze advised “unless your child needs emergency treatment you should not use the dental plan for routine checkups until our position is clear on dental coverage.”

“Making payments is a pain in the neck even when you have the money, but making payments when you’re on strike and don’t have the money is a double pain (and not in the neck either)!” so what is to be done?

“Well, the first thing to do, according to a local bank manager, is to go in and tell the bank (or saving and loan, or credit union, or whatever you have the dough to) that you are on strike and would like an extension until you get back to work (because if you wait until you are delinquent in your payments, there’s nothing the bank can do).”

“Then they (the bank) can extend the time they are delinquent in your payments and level with them and make whatever arrangement they can (extending the loan with the payments to be picked up later, just pick up every month, etc.).”

“That way they’ll know what’s going on, that you’re not trying to knock them over, you’ll still have your credit rating.”

Chicken-bleck

There are some members of our union—a small group to be sure, but a good one to start with. Chiseling on picket duty. To be forewarned is to be forearmed.

Most locals are setting up the machinery to punish picket line delinquents. Concludes the Local 19 Bulletin:

“When the strike is won many debts will be paid off including those debts owed the union by the flakes-offs and you’d better believe it.”

The Local 10 sign-maker at work.
Worldwide Support for Dockers

SAN FRANCISCO—When the 1971 longshore strike on the West Coast began July 1, expressions of support and fraternal greetings began to be received from all over the world almost immediately.

From Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific (AFL-CIO), came: “Please advise your membership and officials that your strike for decent wages, working conditions and other benefits will get our full support. We will assist you in any manner possible.

From Captain William M. Coldwell, vice-president, Masters, Mates and Pilots: “. . . we wholeheartedly support your strike and express our fraternal solidarity wishing you successful victory.”

From the New Zealand dock workers: “Fraternal greetings, best wishes for your negotiations and offer our full support to that end. How can we as-sure, that, under the leadership of you . . . our warmest greetings and best wishes to you . . . our warmest greetings and best wishes . . .

From the Trade Unions International of Transport and Fishery Workers (WFTU) in Prague: “We are sure that, under the leadership of your union, the dock workers will obtain satisfaction of their just demands. We would like, on behalf of 15 million members, to express to you . . . our warmest greetings and full solidarity and support for your just struggle.”

From the New Zealand seamen: “Wish you a successful outcome in your negotiations and offer our full support to that end. How can we assist you . . .

Other messages of support, nationally and from around the world, continued to come in and will be reported in future issues of The Dispatcher.

United Foam

ILWU, Teamos Blast Failure To Bargain

OAKLAND — After six months on strike, ILWU Local 6 and Teamsters Local 76 filed charges July 10 with the National Labor Relations Board against United Foam Corporation for refusal to bargain in good faith.

The union charges that this refusal to bargain caused the strike on January 26. The unions had been certified by the NLRB on November 19, 1970, after a four-and-one-half-month-strike achieved victory in the battle for non-PMA stevedores.

To Bargain

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Local 2 DONATION — The membership of ILWU Shippers and Painters Union Local 2, voted recently to give the strike fund of the longshore division $500. Above, Mrs. Juanita Edwards of Local 2 presents the check to District Vice President of Local 10, while Local 2 executive board member Leonard Garcia looks on.
Ready To Go The Distance

LONGVIEW, Wash. — Peace and harmony prevailed on the strike front here, according to Democratic Senator Ken Swicker, chairman with Ralph Rider, of Local 12’s picketing committee.

The local has informational pickets, with the picketing detail handled by Delmar Grumbold, chairman.

The hall is set for several negotiations this week, according to Swicker, chairman with Ralph Rider, of Local 12’s picketing committee.

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Strike in 5th Week; Container Jurisdiction a Major Issue

Continued from Page 1—

In his response Bridges demanded that PMA live up to the letter of the 1968 Container Freight Station Supplement to the Pacific Coast Longshore and Clerks' Agreement. JURISDICTION

The Container Freight Station Supplement to the Pacific Coast Longshore and Clerks' agreement says in its first section: “The stuffing and unstuffing of containers in a Container Freight Station (CFS) is work covered by this agreement.”

According to the supplement, “It is the intent and purpose of this contract supplement to have all container stuffing and unstuffing activities in each of the areas. ILWU welcomes this as a means of reducing tensions and improving the possibilities for world peace. The ILWU have recently taken, a 91.6 percent of health and welfare. A coast arbitration will be held on the matter of PMA’s re-negotiation questions in the future unless dividends cargo until it became absolutely neces-

er nation, and will be a step toward a long lasting reduction of tensions and armaments and world peace. The other statement, “On Help to the People of East Pakistan” was in answer to an appeal from the president of the All-Indian Port and Dock Workers Union — “Appealing to the conscientious workers of the whole world to stop the slaughter of the people of East Pakistan, the CFS is work covered, as the ILWU pays to load or handle any cargos from loading or discharging in Pa-

In his “On the Beam” column on May 21, Bridges explained that with every day of the strike (as manufacturers’ loads and door-to-

Executive Board

Makes Statements on China and Pakistan

Continued from Page 1—
ed the annual meeting of the Institute of Rapid Transit in Mexico City.

ORGANIZING

George Martin, Vice President, Director of Organization, reported on his conferences with union leadership on the coast and Hawaii aimed at a careful examination of the ILWU’s organizing program. The bulk of his report detailed organizing activities in each of the areas.

In Hawaii he assisted with Local 143 longshore negotiations and worked on the problems of the Koahaina membership.

POLICY STATEMENTS

Two policy statements were made on March 29, 1971.

• Concerning the proposed meeting of President Nixon with China’s Premier Chou, the board said the ILWU welcomes this as a means of reducing tensions and improving the possibilities for world peace.

“ILWU has long been in favor of closer economic and trade relations between the US and the People’s Republic and giving the People’s Republic the chance at a rightful place in the General Assembly and Security Council of the United Nations. In addition, the board said: ‘The important need for our country is to end the war in Vietnam and set a date for a finally withdrawal of US military forces . . . and the return of US prisoners. . . .’ In addition, the board said: ‘The important need for our country is to end the war in Vietnam and set a date for a finally withdrawal of US military forces . . . and the return of US prisoners. . . .’

In his answer, President Bridges wrote, and this is part of the State-

In discussing the reason for a new election having been held, the board heard a report on the challenge made on the first election by Art Almeida, Local 13, and of Fred Hunstinger withdrawing his appeal regarding the second election. The board also heard an appeal by John Pandora, Local 13 president, asking that the second election be set aside. This was voted down after considerable discussion.

The board also agreed that the Hawaiian longshore unit shall have the right to vote on longshore divi-

CREDIT

In the meantime reports from up and down the Coast indicate that every local has pulled its strike machinery together. ‘The secretaries are actively at work on local strike committees, publicity committees, hard-core committees are having their first meeting, the Coast Negotiating Committee is working and the many other tasks that go into the making of a successful strike.’

Morale is solid, picket line chisel-

ing is at a bare minimum, and the remarkable degree of ingenuity and creativity in strengthening the strike and bringing their case to the public. An overall view of the activities of striking locals—serious and humor-

diverted cargo

Division of cargo continues to the port of Ensenada, Mexico and Van-

couver, British Columbia. The Strike Committee has not asked either ILWU Canadian Area locals or the Mexican longshore unions to refuse to work diverted cargo. The expense of diverting cargo to either port is often prohibitive to shippers. The Vancouver port is con-

gested. One importer said: “It’s almost impossible to find your cargo. Once you do you have the additional problem of finding trucks to haul your goods.”

One automobile distributor reported that one shipment of cars had gone through Vancouver, “but it’s been a real problem to get the cars to the for emergency aid to refugees from the civil war in East Pakistan.

ILWU policy has been to ask either the Canadians or the Mex-

cicos to refuse to handle diverted cargo. It became adequately neces-

ILWU policy has been to ask either the Canadians or the Mex-

icans to refuse to handle diverted cargo. It became adequately neces-

sary. In the last issue of The Dis-

patcher, president Harry Bridges wrote in his column “On the Beam”: “Our real economic power rests with our strength to keep vessels from loading or discharging in Pacific Coast ports of the United States. There’s enough power in that strength to prevent movement of vessels, except military, to win the strike. The economics of the profits in this industry is the quick turn-

around time.” Bridges went on to note the tremendous expense and loss of profit involved in diverting cargo to either Vancouver or the small, poorly equipped port in Ensenada.

By decision of the Coast Negotia-

ting Committee, Alaskan and Hai-

wan longshore members of the ILWU have recently taken a 91.6 percent strike vote. For details on Hai-

wan situation see the story on Page 7.