Seafarers earn low wages, face numerous hardships

When the Panamanian-flag Pacific Princess docked in the Port of Longview in mid-October, it didn't take long for longshoremen to decide they weren't going to work the ship.

Local 21 members told the stevedoring company they weren't going to load any logs until all the ship's gear was strung with new steel cables to replace the frayed and rusty ones on board.

When longshoremen Tyler Gorton and Gary Carson overheard the ship's Filipino crew complaining that the ship sailed from Japan without any food and with short manning, they knew they were going to need a different kind of help. They called Ray Familathe, an ILWU staff member who works for the International Transport Workers Federation (ITF) as an inspector.

They reached Familathe in Portland, who immediately notified the Coast Guard that something might be amiss. The guard sent out a marine inspection team.

Two days later, Familathe met Carson at the docks in Longview, where the longshoremen were lashing another log ship. Together, the two boarded the Pacific Princess, where the crew was busy stringing the gear.

Filipino crew members, working under the watchful eye of a Japanese officer, greeted the ILWU delegation warmly. Familathe and Carson searched the ship for other crewmen to talk to, inspecting the ship's documentation listing required crew size and other basic facts.

FOR QUESTION SHIP CAPTAIN

They finally found the Japanese captain in his quarters on the upper deck. Familathe requested a series of documents. This officer never left the ship for other crewmen to talk to, inspecting the ship's documentation listing required crew size and other basic facts.

Familathe verified that the ship was properly manned, but after talking with the crew in private in English, it was clear that there were other problems they wanted to discuss. He agreed to meet them later that night at the Longview Seamen's Center where they could speak more freely.

$300 A MONTH WAGES

Seafarers of the crew members wanted to demand higher wages. They had heard that an "AB," or "Able-bodied," seaman on a sister ship, the Century Star, owned by the same company, was paid $800 a month; an AB on the Pacific Princess earned $400 per month. The ITF standard for an AB is $821 a month.

Before recommending the crew go on strike to get an ITF contract, Familathe explained their options and the legal rights of seafarers in a U.S. port. A spokesman for the crew told Familathe they were split on taking any action to demand higher wages, but they wanted to meet again the next morning.

The bedraggled crew of the Panamanian-flag Ocean Express II, after three weeks in the San Francisco Bay. Note seaman holding ITF magazine.

For nearly 50 years, the ITF and its member seafarers' and dockers' unions have waged a vigorous campaign against shipowners who fly the flag of a foreign country for the sake of "convenience," which translates into inconvenience and misery for seafarers.

The ability of shipowners to change the registration of their ships and the nationality of the seafarers on board whenever they wish has made it impossible for national trade unions acting alone to protect seafarers.

U.S. SHIPOWNERS THREATEN

The allegiance of shipowners to their own home countries has diminished to the point that even in the United States, the two largest shipping companies, American President Lines (APL) and Sea-Land, have threatened to fly their ships under a foreign flag unless they get billions of dollars in subsidies from American taxpayers, along with reduced safety standards, more tax loopholes and other goodies at the expense of American workers.

IFT inspectors attempt to sign contracts between shipowners and seafarers to bring wages and working conditions up to international standards. Crews strike if necessary, and often ask inspectors to represent them in negotiations. Longshoremen can legally observe a bona fide picket line set up by seafarers, according to ILWU attorneys.

To step up the pressure on flag-of-convenience ships calling U.S. ports, the ITF authorized the ILWU to hire Familathe and one other inspector to investigate working conditions on ships that dock in west coast ports.

CREW STRANDED FOR 23 DAYS

On Nov. 3, Familathe was alerted

—CONTINUED ON PAGE 5

International labor group gives ILWU more punch, links to seafarers on board

For any union to be effective, it must build real alliances with workers throughout its industry, and in related industries.

For the ILWU, that means alliances with dockers, warehousemen, seafarers, truckers, and other transport workers in the United States, North America and throughout the world. Some of those alliances already exist: Warehouse workers are part of the ILWU, and the unions works closely with the Teamsters and seafarer's unions on the west coast.

Under International President David Arian, the ILWU is expanding its network of national and international connections, with a renewed commitment to ILWU traditions.

One of those commitments is the ILWU's affiliation with the International Transport Workers Federation (ITF). The ITF is the largest and most effective organization in the world dedicated to improving working conditions for transporters.

—CONTINUED ON PAGE 4

SEASON'S GREETINGS

"While there is a lower class, I am in it. While there is a criminal element, I am of it. While there is a soul in prison, I am not free."

Eugene Debs, organizer of the American Railway union and the Pullman strike, 1894.
Union mergers up

Union mergers are on the rise in response to membership decline, financial problems, and the desire to reap the economies of scale and increased bargaining power that come with a more centralized structure. Reports from the Labor Relations Board indicate a significant increase in union mergers. The National Labor Relations Board (NLRB) has been conducting merger discussions to ensure fair and democratic processes. The discussions include:

- The 100,000-member Retail Workers Union has joined the 500,000-member Communication Workers of America (CWA).
- The 5,000-member Broadcasters Union has joined the 500,000-member Communication Workers of America (CWA).
- The 50,000-member Allied Industrial Workers (AIW)—union of the locked-out paper workers—voted to join the 225,000-member Paperworkers Union (UPIU).
- The 175,000-member Clothing and Textile Workers Union (ACTWU) and the 150,000-member Garment Workers Union (ILGWU) are conducting merger discussions.

There were 89 unions affiliated with the AFL-CIO at the Convention in October, down from 96 two years earlier. The seven unions, each with more than 500,000 members accounted for 49 percent of the total AFL-CIO membership. The top 24 unions, each with more than 200,000 members, accounted for 70 percent of total membership.

Clinton NLRB nominee blocked by Republicans

The U.S. Senate delayed action until 1994 on President Clinton's nomination of Stanford Professor William Gould IV to the National Labor Relations Board (NLRB). Gould, who would be the first black chairman of the NLRB, was helped by Republicans who could not guarantee 60 Senate votes needed to break a Republican filibuster. Republicans are demanding one of their own be appointed to the NLRB.

Gould, who was confirmed by a Senate committee in October, is in favor of reforming labor laws to make it easier for workers to organize and strike. Specifically, Gould supports the "card-check" method of recognizing a union without an election. In 1990-91, Gould was chairman of the City and County of San Francisco's Task Force on collective bargaining.

Labor Heritage Festival

The 8th Annual Western Workers Labor Heritage Festival will be held Jan. 14-16 in Burlingame, Calif. Festival highlights include a rendition of the 1894 general strike in song and story by former ILWU Local 10 member Bill Bailey and the Freedom Singers. On Sat., Jan. 15, there will be a tribute to Cesar Chavez; on Jan. 16, Dr. Martin Luther King, Jr. will be remembered.

The Festival will be at the Machinists, Plumbers & Transport Workers' Union Halls, 1511 Rollins Blvd., south of San Francisco airport on Hwy 101.

Frosting on the cake

By DAVID ARIAN, ILWU International President

The restructuring of the world's economy is based on the domination of international capital—represented mainly by multinational corporations—and its never-ending demand for more profits. Like the mythical vampire, these corporations need more blood to survive, without regard to the fate of its victims.

The North American Free Trade Agreement, or NAFTA, is the mechanism to make sure that American-based capital will continue to dominate North and South American markets. NAFTA grants American companies the freedom to move into Mexico, import raw materials, produce goods cheaply and— with limited restrictions—export those goods back into the massive consumer market in the U.S.

NAFTA is the icing on the cake for multinational corporations, and of course, another setback to workers in the western hemisphere. The ability to move to where labor is cheapest and protected, with little to get in the way, is a dream of most businesses.

REPUBLICANS & DEMOCRATS UNITED

Bill Clinton has part of the equation right, at least when it comes to pleasing his supporters in big business: International trade is the engine that will stimulate more profits for American corporations. The opening up of the U.S. market to the cheaper commodities produced in Mexico will stimulate the Mexican economy. The American capitalist system under a Republican President Bush or a Democratic President Clinton has the same agenda on trade: Promote American capitalism and promote business interests at the expense of working people.

President Reagan and Bush tried to sell the illusory benefits of a trickle-down economy. NAFTA represents the most advanced manifestation of that discredited economic theory. Give away the store to business, and workers will get the benefits that "trickle down" to them.

The Republicans don't pull any punches: What is good for them is good for them; they got theirs, you get yours. However, Clinton and the Democrats mask their support for corporate interests by giving lip service to vague concepts of social responsibility. The Democrats claim they support NAFTA because it will create jobs. They also say we must oppose protectionism because we now live in a global economy.

The crime of NAFTA is the naked disregard for working people. NAFTA endorses and will accelerate the practice of the past 15 years of American companies moving into maquiladora zones along the Mexican border, lowering the American standard of living and creating conditions for Mexican workers that American workers faced in the 19th century:

common ground with workers in Central and South America.

We reached out to the community with our petition drive, and educated our members, families, friends and neighbors about NAFTA's ill effects.

We strengthened our base and enhanced our reputation for tough, educated and responsible political action among local and state politicians, and in our nation's capital.

We have been burned again. When will we learn? When will we change the equation?

We have already begun. The campaign to defeat NAFTA was a major step forward for workers in the three countries. First and most important, the labor movement learned that when they fight for the interests of working people everywhere—not just their own union members—they can lead the labor movement. Each struggle fought by labor must be in the interests of all working people everywhere.

The NAFTA struggle, in a positive way, threw open a vigorous public debate about the basic rights of life, liberty and property for working people on this continent. We raised the key questions for labor, of the social responsibility we have to working people in Canada, Mexico, and the U.S.

The membership of the ILWU carried on an outstanding struggle from the grassroots all the way to the corridors of power in Washington, D.C.

We built closer relationships with workers in Mexico and formed a new ILWU liaison committee that will seek out opportunities to organize workers in Mexico. We reached out to the community with our petition drive, and educated our members, families, friends and neighbors about NAFTA's ill effects.

We strengthened our base and enhanced our reputation for tough, educated and responsible political action among local and state politicians, and in our nation's capital.

We learned which Democrats turned their backs on the "social responsibility" they have to working people, and that the Democrats are committed to making NAFTA law. We witnessed the true nature of legislative politics, the President of the United States buying and selling votes like a stockbroker on the exchange floor.

TWO VIEWS ON INTERNATIONAL TRADE

The labor movement is still split on the issue of international trade and its impact on American workers. The traditional AFL-CIO position is that we need the protection of trade barriers to maintain the wages and working conditions for those at the top; the other side, which includes the ILWU, believes in raising the wages and working conditions for those at the bottom, which, in turn, protects and benefits everyone.

We have been burned again. When will we learn? When will we change the equation?

We have already begun. The campaign to defeat NAFTA was a major step forward for workers in the three countries. First and most important, the labor movement learned that when they fight for the interests of working people everywhere—not just their own union members—they can lead the labor movement. Each struggle fought by labor must be in the interests of all working people everywhere.

Bill Clinton and the other trickle-down Democrats, it is great to promote international trade. But what about us? International trade without enforceable laws that protect workers is no better than slavery.

ILWU worked to support these candidates who voted for NAFTA

- CALIFORNIA
  - Xavier Becerra, L.A.
  - Howard Berman, Panorama City
  - George Brown, Jr., Colton
  - Anna Eshoo, Palo Alto
  - Sam Farr, Monterey
  - Vic Fazio, Woodland
  - Richard Lehman, Fresno

- OREGON
  - Mike Kopetski, Salem
  - Ron Wyden, Portland

- WASHINGTON
  - Maria Cantwell, Seattle
  - Norman Dicks, Tacoma
  - Tom Foley, Spokane
  - Jay Inslee, Yakima
  - Mike Kreidler, Tacoma
  - Jim McDermott, Seattle
  - Al Swift, Everett

- ILWU Titled Officers
  - David Arian, President
  - Brian McWilliams, Vice President
  - Thomas Trask, Vice President
  - Leon Harris, Secretary-Treasurer
The power of retail politics

By LINDSAY McLAUGHLIN
ILWU Washington Representative

"I don't think I've ever seen as much retail politics in a trade agreement. The Mexican government is truly among the most secretive—that's beside the point. It's a little e-mail about this," an anonymous businessman told the New York Times on Nov. 11, 1993.

It certainly became clear in the days leading up to the NAFTA vote that President Clinton would auction off the family jewels to get NAFTA passed; and enough members of Congress traded their votes for a prized district jewel.

The following is an incomplete list compiled by the consumer advocacy group, Public Citizen, of pooboo d did to some of the weak-kneed vote sellers.

1. Rep. Eddie Bernice Johnson (D-TX) traded her commitment for the "Center for the Study of Trade in the Western Hemisphere" to be built in her district. Cost to taxpayers: $10 million.

2. Rep. J.J. Pickle (D-TX) received a commitment for the "Center for the Study of Trade in the Western Hemis- phere" to be built in his district. Cost to taxpayers: $10 million.

3. Ten western Republican Congressmen were given a commitment that the Administration would back down on a proposal to increase grazing fees on federal lands from $1.80 per animal to $2.86 per animal. Cost to taxpayers: Millions in lost revenue.

4. Florida citrus, vegetable and what- ever association of Florida representatives switched their votes over deals to market Florida citrus, vegetables and beef, and also raised $26 million towards an agricultural research center in Florida. By bar- gaining with the Administration, the Florida delegation received the ben- efits of NAFTA and few of the risks.

5. The Administration also promised that even if communism ends in Cuba, Florida would get a guaranteed preferential treatment for its fruits and veg- etables. Cost to taxpayers: Your guess is as good as mine. Florida has the deal of the century at the expense of the rest of the nation.

6. The Congressional Research Service reports that the use of Section 301 to promote the multination- al corporation is such a "hot button" that we would be illegal under NAFTA. Cost to taxpayers: "Free, because the US government is a public trust.

7. ILWU members should be proud of their efforts. They have raised the profile of vast numbers of people of the exploitative nature of our multi-na- tional corporate system. We have raised the volume of the debate about the corporate/gov- ernment method of keeping working people out of the world market space. We have moved forward and have much work to do.

8. Another trade pact, a global one called the General Agreement on Trad- iffs and Trade (GATT), is moving quickly in the wake of the NAFTA na- mesage. During this debate, we again need ILWU members to fight for provi- sions of Section 301 and to set the standards and limits on the ability of corpora- tions to exploit human and natural resources.

Local 26 watchmen win contract after brief strike

After a brief strike, watchmen in Local 26 won a new contract that secures their work in the LA/Long Beach Harbor area.

The strike was necessary to win back jobs that had been "stolen" from Local 26 jurisdiction by manage- ment. Ten watchmen were given a commitment that the Administration would back down on a proposal to increase grazing fees on federal lands from $1.80 per animal to $2.86 per animal. Cost to taxpayers: Millions in lost revenue.

The strike was necessary to win back jobs that had been "stolen" from Local 26 jurisdiction by manage- ment. Ten watchmen were given a commitment that the Administration would back down on a proposal to increase grazing fees on federal lands from $1.80 per animal to $2.86 per animal. Cost to taxpayers: Millions in lost revenue.

ILWU District Councils assessing defects on pro-NAFTA vote

In Hawaii and Alaska, all the House members voted with labor and also raised $26 million towards an agricultural research center in Florida. By bar- gaining with the Administration, the Florida delegation received the ben- efits of NAFTA and few of the risks.

The Administration also promised that even if communism ends in Cuba, Florida would get a guaranteed preferential treatment for its fruits and veg- etables. Cost to taxpayers: Your guess is as good as mine. Florida has the deal of the century at the expense of the rest of the nation.

Six of the 31 workers should be counted after a strike. The retirees have recognized the need to be active on labor issues. They chose to ignore the work- ing class, who pay the taxes, who voted for them, and who will suffer the most under NAFTA.

U.S. GAVE AWAY RIGHTS

By signing the treaty, our Presi- dent and most of our elected officials gave away our right to a democratic country. They voted away our rights to determine wage and living standards, environmental conditions and other policies on a local, regional, national and in the United States and Canada.

"The passage of NAFTA should serve as a daily reminder that we, as Ameri- can workers, have no say in the decisions that are made in Washington. We have been betrayed. We should read again our own Declaration of In- dependence, the Bill of Rights, and the Constitution. We have the right to throw off our chains."
Ship inspectors find crews in nasty fixes
—CONTINUED FROM PAGE 1

about another group of seafarers in trouble. According to the Coast Guard, a ship had been sitting in San Francisco Bay since Oct. 16, and was getting low on food and waste storage space. The 23-man crew had not been ashore since departing Manzanillo, Mexico, more than a month ago. The ship, the Ocean Express II, had failed a routine safety inspection while unloading fertilizer in the Port of Sacramento and was being detained by the Coast Guard awaiting a $50,000 bond from the Panamanian owner. The ship did not have proper navigational charts or equipment, and was pumping sewage over the side.

The officers also overheard complaints from the Central and South American crew about not getting paid, and that food and water supplies were low. The ILWU alerted the local media, which began calling the Coast Guard and the ship's U.S. agent, William Dimond, for more information.

A television crew from KGO-TV Channel 7 boarded the anchored ship with Familathe, with the help of an ILWU-operated water taxi. The captain tried to throw the TV crew off the ship and intimidate the ILWU boarding party. That night the station broadcast a story on the evening news about the deplorable conditions, showing maggots in the galley, a deck littered with trash, and poorly clothed seamen.

The shipowner had not sent money for food, water or waste disposal. The crew had been ordered not to take showers for weeks because of the limited water supply.

After three more ITF/ILWU visits to the Ocean Express II, the shipowner wired money for the upgrades, food, water and trash removal, although not the crew's back wages. Familathe and Msgr. John Heaney, port chaplain of San Francisco, brought basic supplies to the crew, such as soap, clothes, shoes and small gifts. Father Heaney conducted services. Several days later, the ship sailed back to Manzanillo.

Foreign seamen would receive minimum wage, other benefits in U.S. ports if Clay bill passes

If shipowners won't agree to minimum standards for seafarers, then owners would be subject to U.S. labor standards when their ships call U.S. ports, under a bill pending in Congress.

A piece of legislation known as the "Clay bill," to extend U.S. labor law to seafarers on foreign flag ships calling in U.S. ports, has passed the first legislative hurdle in the House of Representatives.

The bill passed the Occupational Health and Safety subcommittee in late October, and now moves to the Education and Labor Committee before going to the House floor.

The bill, sponsored by U.S. Rep. William Clay (D-MO), would extend both the U.S. National Labor Relations Act (NLRA) and the Fair Labor Standards Act (FLSA)—requiring payment of the $4.25 minimum wage—to seafarers on foreign flag ships that are "regularly engaged" in U.S. trade. Container ships are exempted from the bill.

The bill, if it becomes law, would effectively guarantee collective bargaining rights for seafarers on "flag-of-convenience" vessels calling on U.S. ports. The bill is supported by the ILWU and ITF-affiliated maritime trade unions.

**For seafarers:**
- **Northwest:** Burrill Hatch, Seattle, Wash., (206) 246-1066.
- **California:** Ray Familathe, San Francisco, Calif., (415) 775-0533.

**Former IBU President wins contract for foreign seafarers**

TACOMA, Wa.—On Nov. 3, ITF/ILWU inspector Burrill Hatch conducted a routine inspection in the Port of Tacoma of the MV Nova Gorica, flying the flag of St. Vincent with a Slovenian and Croat crew aboard.

The end result was anything but routine.

In the course of the inspection, the ship's captain told Hatch that the ship was covered by an ITF contract. Hatch requested to see the blue certificate that is issued to each ship covered by an ITF agreement, but the captain handed Hatch an empty-handed.

Hatch told the captain to contact the shipowner immediately and forward a copy of the certificate to his office, and that he would return later to finish the inspection. Hatch knew from his ITF training that St. Vincent, an island nation in the Caribbean near Grenada, was a flag-of-convenience country for shipowners trying to escape fair labor and ship standards.

But there was no certificate. The captain called the owner of the ship and, not fully understanding what Hatch had said, informed the owner that the ITF was going to boycott the ship.

The shipowner, Larissa Navigation Ltd., immediately called the ITF in London and made arrangements to sign an ITF contract for the ship. The owner implored the ITF in London to call off the boycott. The ITF informed its U.S. coordinator, John Sansone, who happily told Hatch that the shipowner had signed an agreement and no further action would be necessary.

The shipowner operates 16 other ships that the ITF is currently trying to negotiate contracts for.
Seamen's centers hanging on

LONGVIEW, WA.—Seamen's centers like the one here, 60 miles inland from the mouth of the Columbia River, are an important link to seafarers, and one of the few places they can go for help. Seafarers can get assistance from chaplains and volunteers, make phone calls, and meet and talk out of earshot of the ship's captain. The centers also serve as an office away from home for ILF/ITF inspectors and seamen, and the staff members often work with inspectors to communicate with the crew, and provide them with needed supplies.

Unfortunately, the centers—like the seamen they serve—have hit hard times and are beginning to dwindle. It's just another sign of the world's shift to "flag-of-convenience" ships. The signs of the center's decline are obvious. A coffee can with a slit in its plastic top holds a few lonely coins, donations for the coffee and a basket of green sugar crystals. Phone calls have declined dramatically, said center president and volunteer, Ray Van Tongeren. In the past, it was sometimes necessary to place worth of calls a year to various overseas destinations, he said. But in 1992, the center collected only $7,758 from phone calls. Money is tight, said Van Tongeren, who began volunteering with his wife Sigrid, about 17 years ago when the center was still located in the back of the longshoremen's credit union office. Although the log and bulk cargo ships are steady at 200 a year in the port, visitors are down from 5,000 annually several years ago to only 3,000 a year.

The center's chaplain, who worked on a $25 a month stipend, recently left town, so there's no one to visit the ships and pass out literature about the center. If it weren't for Van Tongeren, who presides over the center's board of directors and volunteers two days a week, the center wouldn't be open half the time. The center's fortunes are partly tied to the amount of money in seamen's pockets these days. And that amount seems to be declining, as evidenced by the low wages paid crewmen on "flag-of-convenience" ships.

On one ship in the Port of Longview in mid-October, the Pacific Princess, one of the well-paid sailors made $290 a month base pay with a meal allowance of $3.50 per day. ITF/ILF inspectors have found that total wages are down to $90 a month. "There's people not concerned about the next person or anybody else," lamented Van Tongeren, who will be 80 years old in January. "A lot of people, they're not concerned about the senior citizens, they're not concerned about seamen."

Still the center, which is run by a small board representing local labor, cafes, businesses, does its best to "meet the social and spiritual needs of the sea men."

PHONE CALL TO GREECE

On this Saturday night in October, a clearly Greek sailor with a leather jacket asks Van Tongeren, who is managing the center, the cost of a call to home. Van Tongeren asks him for how many minutes. The Greek holds up four fingers. "Six dollars and 87 cents," Van Tongeren says after figuring $1.70 a minute plus a 35 percent surcharge for the center. The sailor riffs through a wad of bills and nods his head. He pushes a string of numbers and the word "Athens" on a small piece of paper falls from the phone.

Van Tongeren letters to mail back home. A group of Filipinos plays a lively game of pool. The room fills with businessmen on the West coast, and around the small town.

Transport group helps ILWU

—CONTINUED FROM PAGE 1

tion workers. It unites an estimated 400 trade unions in 100 countries, representing more than 5 million transport workers worldwide, covering dockers, seafarers, inland navigation, fisheries, tourism services, civil aviation, road transport and railway workers.

The ITF helps win improved wages and working conditions for transport workers through new contracts, and supports the adoption of pro-labor policies by various countries and international bodies. The ITF's seafarers' contract includes a clause protecting crews from being forced to do longshore work traditionally done by dockworkers.

"First, seafarers are probably the most mistreated people in the labor move-ment," Arian said. "We are a major player on the west coast and on the waterfront, and we want to have any power, we're going to have to be able to act collectively."

earlier this year hired two flag-of-convenience ship inspectors. They will board ships up and down the coast to fight for better working conditions on behalf of seamen, and provide a vital link between seamen and longshoremen on the west coast.

The ILWU's inspectors are Burlitt Hatch, former president of the Inlandboatman's Union (IBU), who covers northwest ports full-time; and Ray Famalit, the Inlandboatman's Union ship inspection business agent, who is on a half-time assignment in California. They join about 100 other ITF inspectors stationed throughout the world. (Familalite also works half-time for the ILWU's International Department.) Longshore locals and their members can assist ILWU/ITF inspectors by alerting them when seafarers need assistance (see box for phone numbers).

SHIP MOVEMENTS, OWNERS

One of the ITF's most important services is information on such things as ship movements, shipwreck, cargos and dockworkers unions. This information is valuable to the ILWU when disputes and problems arise, and longshoremen need to coordinate action with seafarers and other workers in the global transportation chain.

The ITF also prints publications covering issues such as health and safety, multinational corporations, technological changes, deregulation and privatization.

ITF HISTORY

The ITF was founded in 1986 by maritime workers but soon opened its doors to other transportation workers. It is a democratic organization controlled by its member unions. Policy decisions are made by delegates from member unions at the ITF Congress, which meets every four years.

The ILWU is actively participating in determining ITF policies and programs through its delegates and inspectors. In May, representatives of the longshore division, Richard "Oly" Olsen of Local 13 in Wilmington and Larry Hansen of Local 19 in Seattle, attended the ITF's Dockers' Conference and Fair Practices Committee in Hamburg, Germany.

Embarcadero and Van Ness for five cents each, and on ships in the port for 10 cents apiece. He lived in San Francisco from 1929-35. "I'm a Christian and that's my life—to help people, to see people move in a better way. Someone told me the other day I'm an organizer. I just push ahead. "I don't know how long the Seaman's Center will stay open," he said. "But we'll try to keep it going as long as we can."

Donations can be sent to 455 Oregon Way, Longview, WA 98632.
Frank Stout, Local 10 president in 1974-75, canning organizer, Spanish Civil War veteran

Frank Stout, former president of ILWU Local 10 in San Francisco, died Nov. 5 in Berkeley at the age of 77.

Stout began his life-long dedication to fighting injustice and the Union when he joined ILWU in 1935 and became a union organizer among canny workers in California in the early 1930s.

When civil war began in Spain in 1936, Stout served with 4,000 other Americans in the International Brigade to defend the leftist government against a military rebellion. Stout was shot in the stomach during the war.

When he returned to San Francisco, he joined ILWU Local 10 as a longshoreman from 1943 to 1975, when he retired.

Stout was elected president of Local 10 in 1974; he also served as a convention and longshore casus delegue, and as president of the Bay Area Longshoremen's Memorial Association, owner of the dispatch hall near Fisherman's Wharf.

Stout is remembered by his co-workers as an honest, quiet, independent, hard-working, meticulous and serious.

During one week in October a group of 175 people from around the country traveled to Cuba for the specific purpose of challenging the thirty year U.S. blockade and travel ban on that country.

The membership of Local 10 elected him president in 1974; he also served as a convention and longshore casus delegue, and as president of the Bay Area Longshoremen's Memorial Association, owner of the dispatch hall near Fisherman's Wharf.

Stout is remembered by his co-workers as an honest, quiet, independent, hard-working, meticulous and serious.

Frank Stout, former president of ILWU Local 10 in San Francisco, died Nov. 5 in Berkeley at the age of 77.

Stout began his life-long dedication to fighting injustice and the Union when he joined ILWU in 1935 and became a union organizer among canny workers in California in the early 1930s.

When civil war began in Spain in 1936, Stout served with 4,000 other Americans in the International Brigade to defend the leftist government against a military rebellion. Stout was shot in the stomach during the war.

When he returned to San Francisco, he joined ILWU Local 10 as a longshoreman from 1943 to 1975, when he retired.

Stout was elected president of Local 10 in 1974; he also served as a convention and longshore casus delegue, and as president of the Bay Area Longshoremen's Memorial Association, owner of the dispatch hall near Fisherman's Wharf.

Stout is remembered by his co-workers as an honest, quiet, independent, hard-working, meticulous and serious.

During one week in October a group of 175 people from around the country traveled to Cuba for the specific purpose of challenging the thirty year U.S. blockade and travel ban on that country.

The members of the group decided that they were exercising their constitutional right to travel and intended to spend dollars in Cuba in violation of the U.S.-imposed travel ban. These groups stated publicly that the blockade and travel ban should be lifted now that the Cold War is over.

The trip was organized by a coalition of 30 groups including Solidarity Exchange, Pastors for Peace and the Veterans of the Abraham Lincoln Brigade, Among participating were two ILWU staff members, Carol Wright and Lucienne O'Keefe.

The travelers were able to observe firsthand the impact the U.S. blockade has had on Cuba today. The collapse of the former Soviet Union has caused dramatic shortages in the Cuban economy, yet whenever attempts are made to trade with other countries, the U.S. flexes its economic might to block such trade.

The resulting shortages of food, medicine, fuel and spare parts have caused many in Cuba to turn to ancient herbal medications.

so oxen are used in the fields. Doctors in each neighborhood continue to treat Cuba, but since there is often no medicine available, people are now turning to ancient herbal medications.

Meat has all but disappeared, and the Cubans, who have never been fond of vegetables, are having to learn to eat them.

The daily liter of milk that was once available to all children under twelve is now given only to those seven and younger. And when its decree was reduced to four per month has been reduced to four. And so on.

The trip was organized by a coalition of 30 groups including Solidarity Exchange, Pastors for Peace and the Veterans of the Abraham Lincoln Brigade, Among participating were two ILWU staff members, Carol Wright and Lucienne O'Keefe.

The travelers were able to observe firsthand the impact the U.S. blockade has had on Cuba today. The collapse of the former Soviet Union has caused dramatic shortages in the Cuban economy, yet whenever attempts are made to trade with other countries, the U.S. flexes its economic might to block such trade.

The resulting shortages of food, medicine, fuel and spare parts have caused many in Cuba to turn to ancient herbal medications.

so oxen are used in the fields. Doctors in each neighborhood continue to treat Cuba, but since there is often no medicine available, people are now turning to ancient herbal medications.

Meat has all but disappeared, and the Cubans, who have never been fond of vegetables, are having to learn to eat them.

The daily liter of milk that was once available to all children under twelve is now given only to those seven and younger. And when its decree was reduced to four per month has been reduced to four. And so on.

The Cuban people have entered into what they are calling the "special pe- riod" in order to cope with the blockade. Because of fuel shortages, cars are still running but disband from the roads. Bicycles have taken their place, even though the heavy one-speed Chi- nese bikes don't function so well on the hilly Cuban landscape in the Carib- bean heat.

Tractors have no more spare parts, and when they develop now or in the future certain asbestos-related medical conditions.

When civil war began in Spain in 1936, Stout served with 4,000 other Americans in the International Brigade to defend the leftist government against a military rebellion. Stout was shot in the stomach during the war.

When he returned to San Francisco, he joined ILWU Local 10 as a longshoreman from 1943 to 1975, when he retired.

Stout was elected president of Local 10 in 1974; he also served as a convention and longshore casus delegue, and as president of the Bay Area Longshoremen's Memorial Association, owner of the dispatch hall near Fisherman's Wharf.

Stout is remembered by his co-workers as an honest, quiet, independent, hard-working, meticulous and serious.

During one week in October a group of 175 people from around the country traveled to Cuba for the specific purpose of challenging the thirty year U.S. blockade and travel ban on that country.

The members of the group decided that they were exercising their constitutional right to travel and intended to spend dollars in Cuba in violation of the U.S.-imposed travel ban. These groups stated publicly that the blockade and travel ban should be lifted now that the Cold War is over.

The trip was organized by a coalition of 30 groups including Solidarity Exchange, Pastors for Peace and the Veterans of the Abraham Lincoln Brigade, Among participating were two ILWU staff members, Carol Wright and Lucienne O'Keefe.

The travelers were able to observe firsthand the impact the U.S. blockade has had on Cuba today. The collapse of the former Soviet Union has caused dramatic shortages in the Cuban economy, yet whenever attempts are made to trade with other countries, the U.S. flexes its economic might to block such trade.

The resulting shortages of food, medicine, fuel and spare parts have caused many in Cuba to turn to ancient herbal medications.

so oxen are used in the fields. Doctors in each neighborhood continue to treat Cuba, but since there is often no medicine available, people are now turning to ancient herbal medications.

Meat has all but disappeared, and the Cubans, who have never been fond of vegetables, are having to learn to eat them.

The daily liter of milk that was once available to all children under twelve is now given only to those seven and younger. And when its decree was reduced to four per month has been reduced to four. And so on.

The Cuban people have entered into what they are calling the "special pe- riod" in order to cope with the blockade. Because of fuel shortages, cars are still running but disband from the roads. Bicycles have taken their place, even though the heavy one-speed Chi- nese bikes don't function so well on the hilly Cuban landscape in the Carib-bean heat.

Tractors have no more spare parts, and when they develop now or in the future certain asbestos-related medical conditions.

A proposed settlement has been reached between certain plaintiffs' representatives for a class of people injured by occupational exposure to asbestos and 20 defendant companies in a class action case entitled Carluough v. Aschem Products, Inc. et al., C.A. No. 93- CV-0215 (E.D.Pa.). The proposed settlement would set up a system to compensate only those class members and retirees whether to remain in the class or to be barred from filing a lawsuit against them.

For this reason, the ILWU is unable to advise members, retirees, families or dependents of the settlement.

Please be advised that if you are a member of the class as defined above, you will be bound by the terms of any court-approved settlement, unless you take action to exclude yourself from the class.

If you want to be excluded from the class, you must file a written request for exclusion, postmarked no later than January 24, 1994, addressed to the Court c/o P.O. Box 40745, Philadelphia, Pennsylvania 19107.

ATTENTION: ILWU MEMBERS, RETIREES, FAMILIES

A proposed settlement has been reached between certain plaintiffs' representatives for a class of people injured by occupational exposure to asbestos and 20 defendant companies in a class action case entitled Carluough v. Aschem Products, Inc. et al., C.A. No. 93- CV-0215 (E.D.Pa.). The proposed settlement would set up a system to compensate only those class members and retirees whether to remain in the class or to be barred from filing a lawsuit against them.

For this reason, the ILWU is unable to advise members, retirees, families or dependents of the settlement.

Please be advised that if you are a member of the class as defined above, you will be bound by the terms of any court-approved settlement, unless you take action to exclude yourself from the class.

If you want to be excluded from the class, you must file a written request for exclusion, postmarked no later than January 24, 1994, addressed to the Court c/o P.O. Box 40745, Philadelphia, Pennsylvania 19107.
Native Alaskan villagers start training

SAN FRANCISCO—Twelve native Alaskans are being trained under ILWU sponsorship in the South Pacific island nation of Fiji to help them become American longshoremen. The Fiji International Longshore & Warehouse Union (Fiji Dockworkers Union) went out on strike, shutting down all port operations, over the union’s desire to contract out services in opposition to privatization of their ports. (See story below on “Alaska exception” bill.)

As a result of the legislation, foreign fishing vessels operating in Alaska—often from Japan and Korea—will be required to hire American workers to do longshore work aboard the vessels. In the past, the “trampers,” used crew members to do longshore work because no local workforce was available. The ILWU-sponsored training program is designed to ensure that qualified American longshoremen are available to do the work, which is often in isolated locations in the Aleutian Island chain.

“It’s too costly and difficult to transport regular longshoremen to many of these areas, particularly on short notice,” said ILWU Vice-President Brian McWilliams, who spearheaded the legislation. “There are workforces in these communities, but they are not trained to do longshore work.

These communities are economically depressed and have little work opportunities,” McWilliams said. “We saw the opportunity to train people to become longshoremen so that work was available in those remote locations. American workers would have the opportunity for employment.”

The training, coupled with a new “reciprocity exception,” was added to the list of countries prohibited from using the “reciprocity exception.”

The Japanese carriers then filed numerous “pre-vailing practice” attestations to the Department of Labor in order to continue the use of foreign crew. The ILWU filed corresponding challenges.

During this period, the Washington Office was engaged with the Alaska delegation and the Washington state delegation, in which an interest in the legislation was added to the list of countries prohibited from using the “reciprocity exception.”

The Japanese carriers then filed numerous “prevailing practice” attestations to the Department of Labor in order to continue the use of foreign crew. The ILWU filed corresponding challenges.

During this period, the Washington Office was engaged with the Alaska delegation and the Washington state delegation, in which an interest in the legislation was added to the list of countries prohibited from using the “reciprocity exception.”

Sen. Ted Stevens (R-AK), Rep. Don Young (R-AK), and Rep. Dolores O’Hair (D-WA), were instrumental in convincing Congress to pass the legislation in 1992.

The ILWU's training of Alaskans is part of the union's long tradition of organizing all working people regardless of race or ethnicity. There are 11 remaining native communities in the Aleutian chain, down from 13, with a total of 1,800 people. The people, Aleut-Russians whose ancestors probably came across the Siberian land bridge 9,000 years ago from Mongolia, traditionally had an opportunity to work in the longshore industry. The ILWU, said International Representative Abba Ramos, who grew up working in the fishing industry, had before the advent of the ILWU, a chance to work in the primary fishing port, Dutch Harbor, is one of the busiest ports in the world. Alaska exports hundreds of millions of dollars of fishery products worldwide, with Japan a principal market.

The industry historically relied on these Japanese refrigerated carriers to transport these fishery products to market. As a result of the legislation, the Japanese carriers will have the benefit of experience American longshoremen working on their vessels. Additionally, the Alaska legislation will allow the ILWU to expand to remote areas, including Alaska, where we do not currently have a workforce.

Congratulatons to ILWU Local 200, IBU region 37 and the many people who worked diligently on the agreement with the Japanese carriers and the corresponding legislation.

Fiji longshoremen win strike against privatization; credit ILWU-sponsored dockers conference

Longshoremen in the South Pacific island nation of Fiji struck a blow against privatization of their jobs. Fighting the plans of the Fiji Port Authority to contract out services in the capital port of Suva, longshoremen in the Fiji Dockworkers Union went out on strike, shutting down all port operations. The Fiji longshoremen also demanded that the port chairman resign and there be an independent review of port operations with labor participation. Just 12 hours after the strike began, the government stepped in.

The Prime Minister of Fiji personally came to the docks to deliver the message: Privatization would be halted and the government would hire a Singaporean company to conduct an independent review.

George Taholo, President of the Fiji Dockworkers Union, attributed its success to the strength and resolve of the union, as well as international support. Taholo had told delegates to the dockers conference, sponsored by the ILWU this year in San Francisco, about the port's privatization plans. "After returning from...the Pacific..."
Many labor unions throughout the United States and the world are adapting new organizing strategies. By learning from the experiences of other unions, and adapting the successful strategies to help meet its own challenging circumstances.

The hostile climate of today's workplace is the crucible in whichdry wailers in Southern California
Mexican-American dry wailers
workers, winning contracts and protecting hard-fought gains.
complacency of the American labor

California campaign for national health care will seek to

REPORTS FROM THE CAMPAIGN:

The truckers' tactics severely dis-

California campaign for national health care will seek to

of workers rising up spontaneously

and using a variety of militant tactics
to stop commerce and press their griev-

ances was the strike by independent

truckers. Like the dry wailers, the
trickers were once union members,
but watched the industry go non-union

after Reagan's de-regulation policies,

with a resulting decline in wages and

a threat to health and safety in Los

Library

and Tacoma.


FORMER ENEMIES

The dry wailers' eventual alliance with the
carpenters' union was a rup-

proachment of sorts. In the early 80s,

the union and the immigrant dry

wailers were often at odds, as develop-

ers and contractors used the low-wage

wailers to break labor actions. Upon

the dry wailers breaking all the rules and
get single-payer plan on ballot next November

tive in a state as large as California would advance the

campaign to promote managed competition.

Another recent example of a group

as labor relations

organized ranks of immigrant workers

organized during the Pittson strike.

injunctions, like the United Mine Work-

ers, who are now in the U.S. Supreme

Court fighting $50 million in fines lev-

ed during the strike. The police response

and the NLRB, prevents many of the

laws that restrict them, through legis-

lation such as the striker replacement

law.

In one incident, 150 strikers were

arrested for using masses of people to stop con-

struction and commerce are important steps

for reviving some of the militant tactics

that built the labor movement

in the 30's and 40's, Arian said.

Now that the Clinton health care reform package

has been unveiled, is the fight for a California-style single-

payer national health care over?

According to health care activists in the organization

National Labor Relations Act. The Act, and the NLRB, prevents many of the

militant actions the dry wailers orga-

nized outside of a union structure.

Unions have to either change the

laws that restrict them, through legis-

lation and the NLRB, prevents many of the

laws that restrict them, through legis-

lation such as the striker replacement

law.

In one incident, 150 strikers were

arrested for using masses of people to stop con-

struction and commerce are important steps

for reviving some of the militant tactics

that built the labor movement

in the 30's and 40's, Arian said.

Now that the Clinton health care reform package

has been unveiled, is the fight for a California-style single-

payer national health care over?

According to health care activists in the organization

National Labor Relations Act. The Act, and the NLRB, prevents many of the

laws that restrict them, through legis-

lation such as the striker replacement

law.

In one incident, 150 strikers were

arrested for using masses of people to stop con-

struction and commerce are important steps

for reviving some of the militant tactics

that built the labor movement

in the 30's and 40's, Arian said.

Now that the Clinton health care reform package

has been unveiled, is the fight for a California-style single-

payer national health care over?

According to health care activists in the organization

National Labor Relations Act. The Act, and the NLRB, prevents many of the

laws that restrict them, through legis-

lation such as the striker replacement

law.

In one incident, 150 strikers were

arrested for using masses of people to stop con-

struction and commerce are important steps

for reviving some of the militant tactics

that built the labor movement

in the 30's and 40's, Arian said.

Now that the Clinton health care reform package

has been unveiled, is the fight for a California-style single-

payer national health care over?

According to health care activists in the organization

National Labor Relations Act. The Act, and the NLRB, prevents many of the

laws that restrict them, through legis-

lation such as the striker replacement

law.

In one incident, 150 strikers were

arrested for using masses of people to stop con-

struction and commerce are important steps

for reviving some of the militant tactics

that built the labor movement

in the 30's and 40's, Arian said.

Now that the Clinton health care reform package

has been unveiled, is the fight for a California-style single-

payer national health care over?