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Happy New Year!
Now roll up your sleeves
By Brian McWilliams
ILWU International President

The New Year is traditionally a time to review where you've been, assess where you are and plan where you're going. For the ILWU, this particularly important since we have so much to do.

Now that our international election dispute is resolved, it's time to throw all our energy into the organizing program our Convention mandated. We have taken the time to expand our experienced organizing team and map out a coordinated strategy and lay the groundwork for successful campaigns.

The commitment of our members to fund the program expresses both their confidence in it and their understanding that our union must not just maintain itself, but grow or it will atrophy and become ineffective.

At the same time we must set realistic goals. For years the ILWU has been losing members in all divisions. We have to start by achieving stability before we're going to see large increases in numbers. We have to solidify our present positions and concentrate on shoring up our current jurisdictions as our Convention directed. From there we can use our power in the ports areas to move out—to spark a new March Inland.

And although the willingness to fund is essential, much more than money is needed for a successful organizing program. The AFL-CIO's Organizing Department estimates it costs an average of $1,000 to organize one new worker. The biggest part of the success of our organizing efforts will be contingent upon our members' understanding, commitment and willingness to put up the dollars to match.

And while savvy and experienced professional organizers leading a drive make a big difference, even they can't make it work alone. Only an aggressive rank and file that identifies with the union's mission and has a voice in its implementation can supply the energy and people power needed. Only a union member can best relate the benefits of union organizing to his or her own circumstances. Clearly, this cannot be allowed to happen. We must turn our members to fund the program in the ports areas to move out—to spark a new March Inland.

And although the willingness to fund is essential, much more than money is needed for a successful organizing program. The AFL-CIO's Organizing Department estimates it costs an average of $1,000 to organize one new worker. The 30 percent of our per capita income the Convention set aside for organizing is only a modest $3 million over three years. Using the AFL-CIO's figures, that means we could only organize 3,000 workers. Clearly we need to do better than that and can.

As long as we have a stable committee to which they made their complaint. The deepest part of our organizing efforts will be contingent upon our members' input.

So in the coming months all our Area organizers will be attending local membership meetings, explaining our strategy, looking for ideas and leads as well as recruiting members for new drives. They hope to establish Volunteer Organizing Committees (VOCs) in each local that will become the backbone and inspiration for our efforts.

I continue to encourage all ILWU members to attend their local meetings, get involved in the organizing program and take advantage of educational programs like our Leadership, Education and Development Institute scheduled for next November. Your activism and participation showcases the ILWU's style of rank-and-file unionism and makes it relevant to other workers.

LEGAL DEFENSE

Although taking the offensive with an organizing drive is the best way to protect and promote our interests, we have to keep up our defensive actions, especially on the legislative front. As our Legislative Director Lindsay McLaughlin points out in his Washington Report (see page 4), the Republicans and their corporate donors are coming after us with both guns blazing.

Their legislative agenda seeks nothing less than the destruction of unions' ability to represent working people's interests in the political arena. If they can do that, then they can go after our living standards, our contract protections, our health and welfare, our safety rules, our pensions and our Social Security.

In Congress this takes the form of the Paycheck Protection Act. In the guise of being concerned for the individual union member, this bill would require every union to get signed permission from each member before using the money they dues money for political activities. An initiative in California—being called the Campaign Reform Initiative—would do the same plus require individual authorization every year. It would also allow employers to refuse automatic dues check off. If this passes, its corporate backers plan to take it to other states around the country.

Their aim is to cut off our financial resources so we cannot protect ourselves from their other legislative assaults. Among those of concern for the ILWU are the Ocean Shipping Reform Act, which will deregulate the industry and cut into our jurisdiction, and "reform" of the Jones Act, which will allow non-union competition to our Marine Division and cost us—and other union sailors—jobs.

Clearly, this cannot be allowed to happen. We must turn these attacks into political education and organizing opportunities. In California this means working with our District Councils to defeat the Campaign Reform Initiative. Nationally, it means contributing to our Political Action Fund so we have the resources to fight back.

Already the AFL-CIO is preparing for another grueling session in Congress and a bruising midterm Congressional campaign. Again, we need our members to be active locally and nationally if we are to survive and thrive.

The commitment of our members to fund the program expresses both their confidence in it and their understanding that our union must grow.
Liverpool dockers end dispute

By Steve Stallone

When the news came over the fax, it was less a shock than a grim concession that it takes more than mere strength of character to win the struggle. After 28 months of struggle and hardship, the Liverpool dockers soberly assessed their situation, recognized that the intensity of actions needed to win was not forthcoming and decided to make a settlement so their families might survive as they move on.

As the dockers themselves explained in their message to all supporters: "We are behind them. So I'd like to thank them from the bottom of my heart and on behalf of all the families that were involved, too."

The Liverpool dockers march in May Day 1996 parade.

Dear Colleagues,

Over the past four weeks the shop stewards have been debating what direction the dispute had been moving in. The conclusions that we came to were that in certain key areas, the campaign had started to falter and that in order not to see good men and women lose everything or risk a collapse from within, we decided to conclude a collective bargaining agreement on the best possible terms achievable.

We felt that following the last secret ballot in October 1997 in which we gained a 70 percent rejection of the employer's offer, a springboard for greater supportive actions should have been launched. In terms of a political intervention from the new Labor government by the use of their 14 percent share holding that they have in the company and a far more positive role from our own union leadership in calling for an increase in both the national support through the TGWU, industrial branches and international support via the ITF, that support never materialized. In fact, both of these organizations decided to support the line of the Mersey Docks and Harbour Co. in stating that the dispute was over.

This was also compounded by the fact that the two biggest container companies that use the port of Liverpool, ACL and CAST, had not been touched by industrial actions for some time. We also suffered the sad loss of two of our stalwarts from the picket line who died over the Christmas/New Year period, making a total of four during the course of the dispute.

These elements, along with the extreme hardship that the men and women have had to endure over the past 28 months and the more hard line tactics of the police on the picket lines, were major factors in our decision to bring the heroic struggle of the Liverpool dockers, their families and their supporters to some form of conclusion.

The terms of the settlement were based on up to 28,000 pounds ($47,000) redundancy payment for all ex-Mersey Docks workers. We have approximately 80 of our dockers who are excluded from this process and it is our intention to raise some financial package to ease the obvious debt burden they have accumulated over the last two and a half years. A number of jobs are on offer in the port and we continue to examine the practicability of this option. A joint approach will be made in relation to the pension entitlements of the majority of dockers. We have to recognize that work in Liverpool is a rare commodity and we expect that all our comrades will experience great difficulty over the next few years.

It is with a great sadness in our hearts that we write to all our magnificent supporters and express our deepest gratitude. We have to build upon internationalism, upon the experiences of all our struggles—let the words of a great Irish trade unionist capture our thoughts:

"Who is it speaks of defeat? I tell you a cause like ours is greater than defeat can know it. It is the power of power." —James Larkin

YOURS IN SOLIDARITY,

JIMMY NOLAN

Chairman, Merseydse Port Shop Stewards
Paycheck protection: the real agenda

By Lindsay McLaughlin
ILWU Legislative Director

Prop 208 campaign contribution limits axed

A Sacramento judge ruled Jan. 6 that Prop 208, the campaign reform initiative that limited labor's contributions to political candidates, violates the First Amendment of the U.S. Constitution. Judge Lawrence Karlton of the U.S. District Court found that $100 to $500 contribution limits were too low to allow a candidate to conduct a campaign effectively in California. He ordered the Fair Political Practices Commission (FPPC) not to enforce any of the provisions of the proposition. The initiative's proponents plan to appeal the ruling.

Prop 208 was approved by voters in 1996 and limited political contributions by individuals and organizations to contributions, limits ranging from $100 to $500, and were higher for candidates who accepted public funding of their campaigns.

While much of the intent of Prop. 208—to limit the influence of big money on campaigns—was laudable, it included provisions that treated the union as the equivalent of one rich person in its donation limits. It had the net effect of excluding union members from participating in elections. The initiative’s proponents plan to appeal the ruling.

1. Issue communications: Any union campaña member doesn't count as political contributions, according to Prop. 208. It is protected First Amendment right for a group to communicate with its own members.

2. Issue advocacy: Unions take an issue of concern to it, for example, overtime pay, and send out mail to the public saying it is an issue that unions care about. Unions can spend unlimited amounts on political education that were not restricted:

3. Independent expenditures: Unions can spend $100 to $500 on a political campaign without being restricted. This approach leads to a focus on issues and candidate comparisons rather than personalities or straight endorsements.

4. Passage of the Paycheck Protection Act and state initiatives will cripple unions' ability to conduct political activities. You do appreciate the information you receive from the union about striker replacement, health care, NAFTA and other issues of concern.

5. The legislation and initiatives do not address corporate political activities and propaganda. Corporations do not have democratic processes that allow shareholders, employees and customers to vote on corporate political activities. In contrast, the ILWU's political program and funding were approved in an open convention by democratically elected delegates. The ILWU has an effective, direct democratic process that ensures that the focus of the union is consistent with the members' interests.

6. Fair representation of members includes an active and effective political program. Actions taken by corporations have as much impact on union members as decisions made by the union. For example, unions successfully fought the attempts last session to legalize company unions, which would have destroyed the independence and strength of the ILWU.

7. At the federal level, Gingrich does not yet have the votes to pass the Paycheck Protection Act, and I will be doing double time ensuring that he doesn't get them. I am very concerned about the California initiative because, if successful, this union-busting initiative will spread across the country and eventually kill labor's effectiveness in the political arena. If that happens, you can kiss the 40-hour week, minimum wage and Social Security good-bye.

We can win this battle only if union members recognize these initiatives for what they are—a direct attack on them. Please educate your union brothers and sisters to the real agenda of these so-called friends of union dues payers.

THANK YOU, POLITICAL ACTION FUND BOOSTERS:

Neptune Jade demo and rally planned

By Steve Stinson

The ILWU and the Liverpool Dockers Defense Committee are gearing up for a mass demonstration Feb. 26 in Oakland to coincide with the court hearings on March 2 and 3 to keep the Neptune Jade docked in support of the workers and clerks of Locals 10 and 34 who voted union.

And they are seeking a permanent injunction to keep the ILWU from honoring picket lines in support of the Neptune Jade at Yussen Terminals. By blocking the yard, they hope to stop picketing and having their lines cut off by non-union workers. They are planning on blocking the port for three days before leaving to restore their own picketing.

A legal action is being considered to get their union workers back onto the ships. They believe a temporary restraining order may be issued.

Washington state apple workers lose a round

By Tom Price

The campaign to organize apple workers in the Northwest is a long one, and many setbacks have been endured in its seven-decade history. The ILWU had cooperated with the two affiliates affected, Yusen Terminals, Inc. and Centennial Stevedoring Services, in a move to have the port given back to the workers.

Attorney Andrew Salter appealed the court decision to the court of appeals on Jan. 8 at the Port of Seattle.

By Tom Price

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Harold C. Peake

Chairman of the ILWU International Executive Board, contacted the ILWU President and Board of Directors in Vancouver B.C. and in two Japanese ports.

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Fighting Fund saves Local 25 jobs

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By Tom Price

Our union’s first name is “International” and this is our relation with the International Transport Workers’ Federation (ITF). The ITF is now ten years old, and during that time workers on our waterfronts and on docks all over the world have participated with their delegates in the ITF’s mission to protect the rights of sailors and dockers.

The ILWU has historically benefited from such international relationships. In 1986 President Truman threatened to break a maritime strike by having the army load the ships and the navy sail them. He used the military to force dockers to cease their strike for fear that the strikes from such international relations could spread to the mainland. Despite threats of violence and physical harm to dockers, they convinced workers all over the world to join in the struggle, where they convinced dockers to settle back the dockers. The workers won, and the ILWU emerged as a major voice for maritime workers with the creation of the International Longshore Workers Union.

The ILWU has been active in its campaigns against the practice of flying convenience (FOC) flags. The ITF’s campaign against FOCs began in 1948, with emphasis placed on unionization and inspection. Since then, one quarter of all FOC vessels have been inspected, $750,000 in back wages and for their allotments. In each case the allotments were for different amounts than stated in the pay records, and I knew that the Vietnamese Fund?” he asked.

As the week of action was all about they should complain or not, the owners agreed to a refund of $20,760.

During the week of action many ships were inspected in one port had to be inspected every day. The MV Santa Christina appeared about 100 tons and 46 percent of all tonnage. In the absence of regulation from the nation, it is up to the ITF and government authorities to inspect and report to the UN on labor abuses worldwide. They have argued successfully for the tightening of minimum protection standards for seafarers before the ILO. The ITF is a major force in FOCs and IBU volunteers as inspectors for the week. In the future these longshore workers can keep a watchful eye on the working conditions of sailors and make sure the Cargo Handling Clause is enforced. Inspectors can have a nose for the paperwork as well as the job. They are trained in finding out what’s what. The crew, from the obvious infractions and equipment violations, to the more abstract things that can be hidden, such as unpaid leave or back pay.

Captains on ships without ITF contracts are under no obligation to keep records of inspections. If no inspections are found, many do so in order to avoid trouble with union dockers. A captain�s work can be hidden, such as unpaid leave or back pay. Captains on ships without ITF contracts are under no obligation to keep records of inspections. If no inspections are found, but many do so in order to avoid trouble with union dockers. A captain’s work can be hidden, such as unpaid leave or back pay.

On the Paper Trail

The MV Santa Christina appeared in the Sure to Do dockers work” was the watchword for the ITF during the week. Local 13 volunteer inspectors got to work, looking for the inspection of the MV CVS Raoul. The paperwork of that ship revealed that sailors had to work for the crew $8,448 a month. When informed that this practice was unlawful, the owners agreed to a refund of $20,760.

During the week of action many ships were inspected. The Burmese crew of the Mare Caspium continued to hide their records, even though the ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact. The ITF inspectors proved the fact.
We have to depend on ourselves the ILWU workers kept busy during the Week of Action. Eight longshore workers and 26 came mainly from the Philippines, and the Greek flag flew from the mast as it lay alongside Seattle's Terminal 30. Six volunteers from longshore Local 19 roamed the ship un molested with Inspector Smith. A close look revealed spoiled food in the galley reefer and out of date stores. Roaches ran races across the food prep areas and there were no fresh vegetables in the larder. A nearly two ton flange from the engine room was unsecured on deck, and oily rags lay about the engine room decks. On the weather deck, aft of the stack, sat 15 open buckets of grease. Fire hoses showed neglect and lifeboats had not been properly secured.

The inspection was accompanied by a reporter and photographer from the Seattle Times and merited a sym pathetic story on the front page of the newspaper's Nov. 26 business section. The captain had arrived only recently, and conceded to get things in order. "OOLC, the owners, usually run good ships," Smith said. The ship left for Vancouver, B.C., where ITF Inspector Peter Lahay checked and found the food situation corrected. The Honour returned to Seattle again on Jan. 5, and the crew expressed their happiness at seeing Smith. Past Norton of the ILWU and 4 Gilbert of the IBU. Conditions had been vastly improved by the inspection, and conditions generally ship shape. Smith found back pay owed and after some argument the captain agreed and guaranteed payment. That occurred in Front of Lahay during his inspection in Vancouver the next day and $2672 (U.S.) was recovered for the crew.

I love the fact that it was brought home to shippers that they can't hide from us. That was evident here, as the vessels were expecting us. On the whole, for the Week of Action, they were remarkably clean and well prepared," Smith said.

SAILORS STRIKE IN CANADA

Vancouver ITF Inspector Peter Lahay and his volunteer longshore workers kept busy during the Week of Action. Of the 53 ships they boarded, a strike broke out on the Pacot November and mild industrial action pressured five other ships into negotiations with ITF standards.

A Canadian Broadcasting Corporation French language film crew and a newspaper reporter accompanied six longshore volunteers to the Liberian flagged Pacot November. 25 and all were refused entry. Lahay called the captain and asked for entry, and these two began a shouting match from the deck with the dockers on the pier, right in front of the media. Then the captain sent Filipino crew members ashore to do some loading, and this gave the ILWU workers a chance to chat with them.

During all the shouting and confusion one docker managed to find himself abroad and in a meeting with two of the crew, and soon they and their mates walked off strike. Meanwhile, about 40 ILWU members held forth on the dock, instructing the captain and agent in the value of solidarity. By that time four TV crews were busy taping the walkout of 19 seafarers and the support of the ILWU.

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former Special Air Services (SAS) commandos, similar in training and the first 70 men sent to the port of Dubai in the UAE for training are

soldiers on leave, and the Trade Ministry expedited the necessary

questions on the mercenaries, but government is aware of these arrange-

cence of Australian troops on UAE shores and of worldwide ITF displea-

All this came as shocking news to some government conspiracy action

Bevis. Two recruits, who refused to continue their training program some-

with government interference in

working under existing contracts, pro-

Working under existing contracts, pro-

was a significant test of the work-

gaining agent. The company has gone back on

The company has gone back on

classification and the establishment of

President Clinton withdrew NAFTA ed the results, just hours after

then fired twelve union organizers and

strikers seriously ill, this seemed like a good time to end their fast.

Cross-border ties established last

Dollar corporations have much deeper

that the company has gone back on

the Itapsa brake parts plant outside

Mexico City between FAT and the

the work-

installing and

company union

promise to vote

again voted for

16 the workers

rights in Mexico are a prime concern

Germany, four-dollar per day workers at

20 countries. Back in Mexico, several

Newspapers late last year, adding the

workers chained themselves to the

Paperwork on the Los Angeles Daily News sale is still in progress, according to TNG unit chair Doug

County's second- and third -largest

City to Canada offered cheers, but Independent union. Labor supporters from

members for their health coverage.

newspapers late last year, adding the

contacts at work. Negotiations

Readers Committee Chairman

Richard Criley. The union also set up a
cancellation pledge campaign. TNG

units in the San Francisco Bay Area

and Los Angeles are starting similar

arguments on an appeal of the stay are

oral the lockout is over. A new NLRB

erally imposed reductions in pay and

return -to -work order from the NLRB

Oral the lockout is over. A new NLRB

HANDSHAKE FOR PACIFIC RAIL SERVICES

After nearly four months of bargaining, longshore Local 10 and Pacific Rail Services (PRS) reached a tentative pact January 30. The company has agreed to significant raises, as much as 100 percent in some cases, in response to the nationwide raises going to the lowest paid jobs.

The Richmond, Calif. facility employs 104 people and handles intermodal container, trailer and chassis loading between trains and trucks. Unionization here represents an important link in waterfront solidarity, and sets a precedent for the Port of Oakland, due to open early next year.

Seniority in bidding for job openings will be respected, and up to five days just time will be paid for the eight hours worked.

The company agreed to ILWU standards of what is a bona fide picket line, and the union is not to cross. Most ILWU contracts contain such language. "That's a deal breaker," said Lawrence Thibeaux, former Local 10 president and current Local 62 negoti-
ing committee. "We're not a union without it ."

More improvements include $0.50 per hour employer contribution to pensions, health care co-payments reduced from $15 to $5 and a nearly doubling of the number of sick days.

Workers will no longer be subject to the "at will" employment system, meaning no more arbitrary dismissals. Instead a four-step disciplinary process ending in arbitration will be used. The railroad's operating safety standards have been adhered to, and a good safety committee will meet once a month. Unionization here means a new work environment.

The company agreed to the tentative agreement represents a success, management didn't give up without a struggle.

"The immediate tactic is to use the national board in Washington, D.C. to get the appeal, certifying Local 200 as the bargaining unit. Making a total of eight, though not enough people participated in the election based on the precedent of the Los Angeles/Long Beach area," said Jerry Rich, Local 63 OCU president.

Negotiators were able to achieve the goals they set out to get in this contract. These include an hourly wage of $26.25 retroactive to August 1997; $27.50 in August 1998 and $29.50 in July 2000. Retirement eligibility begins at age 60 with ten years service. Medical benefits at no cost to members and 18 hours round out the benefits package. Perhaps most importantly, the work preservation clause prevents the transfer of jobs.

"This trend-setting contract is a result of many factors," Diller said. "The Local 34 contract with CSS in Southern California. The strong, militant in-house bargaining unit committee representing the clericals at CSS was very tough, resilient and most importantly united."

SITKA SEAFOOD REORGANIZATION

Workers at Sitka Seafood cold storage facility voted to rejoin the ILWU's Alaska Local 200. Sitka Seafood, which processes fish into a fresh frozen product, had previously been under ILWU contract for four years before opting out in the 1970s before decertifying in 1979.

The victory brings 92 regular full time workers now represented into the local, with another 70 plus part-timers who work in the summer season.

The workers had a "me too" contract with another ILWU cold storage unit in Ketchikan that the management adhered to in an attempt to pre-
LOCAL 4 OFFICERS FOR 1998

President: Jerry Johnston; Vice President: Leroy Kadow; Secretary: Pat Althuisius; Financial Secretary: Craig Clabaugh; Welfare Officer: Tom Love; Caucus Delegates: Jerry Johnston, Jeff Miller, Jim Ketola, Pat Faker, Bob Brebner; Shop Stewards: Rene McEvoy, John Flink, John Ginnis; Trustees: Lyall Vekich, Gary Peterson, Mel Carlson; Financial Secretary: Ed McGrath; Puget Sound Council: Milt Torres; First Dispatcher: Billy Swor; Second Dispatcher: Dennis Ketola; Assistant to First Dispatcher: Jim Ketola; Trustee: John Flink; Executive Board: Scott West, Larry Ellingsen, Scott West, LRC: Dan Peterson, Jerry Jewell, Larry Ellingsen, (who will serve a two-year term); Marshall: Mel Peterson; Guide: John Flink; Puget Sound District Council Delegate: Gary Tollefson; Executive Board: Stan Silva, Ron Foulds Jr., Scott West, Max Vekich Jr., John Flink; Executive Secretary: Gary Peterson; Mike Brown and William Kula.

LOCAL 54, STOCKTON, ELECTION RESULTS

President and Dispatcher: Danny Caruso; Vice President and LRC: Tony Flores; Secretary Treasurer and Dispatcher: Frank Leonis; Executive Board: John Flood, Joe Wenzl, Joe Wenzl Jr., Jeff Moore, Jim Burns, Tom Rails, John Wenzl; Shop Stewards: Nate Hutter, Sterling Stuckey, author and U.C. Riverside Professor of History will deliver the keynote address. Special guest California State Senator Barbara Lee will also speak. Program tickets are $15 and tickets for the Buffet Luncheon at noon are $15. For tickets call: 415-468-5870 or 510-582-7699. Tickets are also available at Modern Times Bookstore in San Francisco, Marcus Books in Oakland and Black Oak Books in Berkeley.

The Veterans of the Abraham Lincoln Brigade’s 61st Anniversary Celebration

The Bay Area Post of the Veterans of the Abraham Lincoln Brigade Archives will host their 61st Anniversary Celebration—a special tribute to Paul Robeson—Sunday March 1 at 2 p.m. at the Calvin Simmons Theater in the Henry J. Kaiser Convention Center in Oakland. This year’s program will feature members of the San Francisco Mime Troupe in “The Artist Must Take Sides,” with Paul Robeson’s words, music and rare archival images. The program will be followed by a buffet luncheon. Tickets are $15. Contact the Bay Area Post of the Veterans of the Abraham Lincoln Brigade, PO Box 29075, San Francisco, CA 94158 to reserve your tickets or call 415-581-0578.

LOCAL 75 ELECTION RESULTS

The following are the results from the general election held December 13th, 1997. Local 75 officers are elected to a two-year term of office.

President: Rene Susin; Vice President: Alan Singletary; Secretary-Treasurer-Business Agent: John Flood; Executive Secretary: Defanti, Al Hunter and Adrienne Cooper; Labor Relations Committee: Defanti, Ray Defanti, Board of Trustees and Auditing Committee: Darral Barrow, Adrienne Cooper and Ron Defanti; Executive Committee: Bo Ruiz, Alan Singletary, Darryl Ral, Ray Defanti, Bob Fiscocla, Mike Terry and Ron Defanti; Secretary: Bill De La Mater.

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President: Rene Susin; Vice President: Alan Singletary; Secretary-Treasurer-Business Agent: John Flood; Executive Secretary: Defanti, Al Hunter and Adrienne Cooper; Labor Relations Committee: Defanti, Ray Defanti, Board of Trustees and Auditing Committee: Darral Barrow, Adrienne Cooper and Ron Defanti; Executive Committee: Bo Ruiz, Alan Singletary, Darryl Ral, Ray Defanti, Bob Fiscocla, Mike Terry and Ron Defanti; Secretary: Bill De La Mater.
The ILWU lost one of its last survivors of the 1934 West Coast maritime strike when James Kendall died of a heart attack Oct. 1, 1997 at the age of 85.

Born in Ogden, Utah and moving to California while a child, Kendall shipped out as a teenager, joining the Pullman Union of the Pacific and later the Marine Workers' Industrial Union. He was ashore in San Francisco as a striker in 1934 and was active in the coastwise and general strike. He was on the corner of Steuart and Mission streets on Bloody Thursday when San Francisco police fired on strikers, killing Nicholas Bordoise and Howard Sperry.

When the strike was won Kendall joined the San Francisco local of the new longshore union, the International Longshoremen's Association, which later became Local 10 of the ILWU.

During World War II Kendall attended the Maritime Academy in Vallejo and received his Second Mate papers and went to sea. He was a member of the International Organization of Masters, Mates and Pilots Union.

After the war he returned to San Francisco and worked as a longshoreman and was again active in the 1948 longshore strike. Throughout the remainder of his working life he was an active Local 10 member, participating in numerous committees and events.

Following his retirement he maintained his interest and commitment to the labor movement as a member of the Marine Workers' Historical Association, an ILWU Local 10 pensioner and a "charter member" of the Fort Point Gang, a group of retired labor activists that included Louis Goldblatt and Bill Bailey.

Upon Kendall's death, his hometown newspaper, The San Francisco Chronicle, ran a slanderous obituary stating that Kendall had been a government informer in one of its cases against Harry Bridges. In his anti-communist zeal, The Chronicle's resident ILWU basher Stephen Schwartz confused Kendall with another man of the same name who testified against Bridges before the House Un-American Activities Committee. With disregard for the truth, Schwartz besmirched the reputation of a man who stood in the line of fire, who risked his life for the union and his fellow workers, when he was dead and unable to defend himself.

"It was an inexcusable mistake to mix him up with a man who was a stool pigeon," his upset widow Lucy Kendall told The Dispatcher. "Jim was a staunch union man all his life."

Kendall had had to defend his reputation before. In 1953, when the other Kendall testified against Bridges, he and another James Kendall, also an ILWU member and chief steward aboard the SS Flying Seaduck, asked The Dispatcher to run their photos along side of a picture of the former Kendall "so that decent union men might not be mislead into thinking that all Jim Kendalls are finks."

A memorial was held for Kendall at Fort Point in San Francisco January 15. Besides his wife of 42 years, Lucy, Kendall is survived by a daughter from a previous marriage, Bees Kendall.

IMPORTANT NOTICE ON ILWU POLITICAL ACTION FUND

Delegates to the 30th Triennial Convention of the ILWU, meeting in Honolulu, Hawaii, April 7-11, 1997, amended Article X of the International Constitution to read:

"SECTION 2. The International shall establish a Political Action Fund which shall consist exclusively of voluntary contributions. The union will not favor or disadvantage any member because of the amount of his/her contribution or the decision not to contribute. In no case will a member be required to pay more than his/her pro rata share of the union's collective bargaining expenses. Reports on the status of the fund and the use to which the voluntary contributions of the members are free to contribute more or less than that guideline suggests. The diverted funds will be contributed only on behalf of those members who voluntarily permit that portion of their per capita payment to be used for that purpose. The Titled Officers may suspend either or both diversions if, in their judgement, the financial condition of the International warrants suspension.

"For three consecutive months prior to each diversion each dues paying member of the union shall be advised of his/her right to withhold the contribution or any portion thereof otherwise made in March and July. Those members expressing such a desire, on a form provided by the International Union, shall be sent a check in the amount of the contribution or less if they so desire, in advance of the member making his/her dues payment to the local union for the month in which the diversion occurs.

"Those members who do not wish to have any portion of their per capita payment diverted to the Political Action Fund, but wish to make political contributions directly to either the Political Action Fund or local union, may so do in any amounts whenever they wish."

For a contribution—do not wish to contribute to the ILWU Political Action Fund, but wish to make political contributions directly to either the Political Action Fund or local union, their local or union may so do in any amounts whenever they wish.

"Less than $1.50—do not wish to contribute to the ILWU Political Action Fund. Enclosed please find my check for $1.50 prior to March 1, 1998."

RETURN TO: ILWU, 1188 Franklin Street, San Francisco, CA 94139

NOTE: CONTRIBUTIONS ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS

Ben Paton
Ben Paton, 1942-1997
multigenerational ILWU member

Benjamin C. Paton, a long-time member of ILWU Locals 6 and 34, passed away at the age of 55 December 9, 1997. He died of an apparent heart attack and truck accident on Harry Bridges Blvd. in San Pedro, California while on his lunch break.

Ben was born into a family of proud ILWU members since the 1930s. His mother, Florence, was a bookkeeper for many years at Local 6.

His father, Clarence ("Biggy"), was a long-time Local 10 member who worked as a weigher and strapper. He had many family members who were and still are ILWU longshore workers in California and Vancouver, British Columbia. Ben was an ILWU member since the 1960s when he began his working life as a warehouseman and a member of Local 6. In 1966 he became a marine clerk and a member of Local 34. He transferred to Local 63 several years ago.

Ben is survived by his sister Julia, King and many nieces and nephews. His union spirit will be missed by all of his family, friends and union brothers and sisters.
Defend the right to picket: Support the Neptune Jade defendants Thurs., Feb. 26th 8 a.m. at City Center, Downtown Oakland

We demand the employers drop their lawsuits and end all harassment of workers expressing solidarity with other workers. Come join us in a demonstration and rally Thursday Feb. 26, the day of the court hearing on our motion to throw the case out. We will begin at 8:00 a.m. with a rally at PMA office in downtown Oakland (500–12th St. at Broadway) and then a march at 9:30 a.m. to 201-13th St. at Alice St. where the court hearing will be held at 10 a.m. We will then fill the courtroom—and the surrounding streets—and demand justice. Two Liverpool dockers will speak.

Bring your banners and signs.