PMA sues to throw out arbitration system—p. 8

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Inside Line

THE DISPATCHER WINS AWARDS

The AFL-CIO’s International Labor Communications Association just announced the winners of its journalism awards for 1997 and of the year. The judges said the contest “is a group of journalists and design- ers from the labor movement and the Washington Post—saw The Dispatcher: “Lots of interesting news, well written and with plenty of ILWU tradition. Page toppers and section logos help keep the publication well organized.”

We took another third place award for Best Feature Story for David Bacon’s cover story in our March 1997 issue, “The Road from Ensenada,” the Pacific Coast Mexican port. bacon, the Pacific Coast Mexican port section editors knew differences of history in view-

Research, sound scholarship and well written."

Conversations on such a program are already happening coastwise, at membership meetings and at the International, and have identified some of the Division’s priorities. These include maintenance of benefits, pension improvements for both active and retirees, health and safety improvements and protecting and expanding our work opportunities.

Our Coast negotiating demands come from the rank and file and move from the bottom up. That means they must come from a discussion on the floor of each longshore local’s membership meeting. The demand is then carried forward as a resolution by the local’s delegates to the Caucus where they are then voted up or down and condensed into contract demands and handed over to the Negotiating Committee for bargaining with the employers.

Where this democratic process breaks down is when demands are formulated outside of it, when a small group of delegates develop a proposal on their own, present it as the policy of the locals and incorporate it into the Coast agenda with- out the benefit of membership discussion, action and approval.

This is different from delegates talking about the fact that many arrive at the Caucus with similar proposals and then bang something out that works for all. It’s cooking up something else.

There are a number of proposals held over from previous Caucuses that have never had the scrutiny of the members of the locals that have presented them, like the Coast restructur- ing schemes or the plan to remove the International President from the Coast Negotiating Committee. This is not the way to approach bargaining.

I have no intentions of deviating from the process of the ILWU. All the actions of social conscience we have taken over the years, present ideas, consider the ideas of others, debate and hand them over to the Negotiating Committee for bargaining with the employers.

The whole of the ILWU has a stake in the success or failure of longshore negotiations. Our longshore core group of 9,000 has a profound impact on the well being of the other 52,000 who also depend on the strength, unity and solidarity of our ranks and generally are without the benefit and power of so closely controlling the means of production in such a vital industry.

The Longshore Division has always recognized a social contract with our fellow workers, and not only just within the ILWU. All the actions of social conscience we have taken over the years and are so proud of—the boycott of apartheid South African ships, the El Salvador coffee boycott, as well as the building of affordable housing in our cities—are all extensions of our commitment and obligations to our communities, local and international.

Yes, we in the Longshore Division are privileged, but taking that to heart is an arrogance we can’t afford. With that privilege comes a great responsibility to others. Let’s take some advice from our old timers and get back on the beam.

If our democratic bargaining process is to work, we must get involved from the beginning. and the strength of our rank-and-file democratic process to pre- vail.

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Floating sweatshop arrested in Long Beach

By Tom Price

October 1998

The Fotini crew, happy to be rescued by the ITF.

Fotini crew, happy to be rescued by the ITF.

The Fotini had sailed from Peru with hatch covers frozen open by rust. Four of the holds shipped seaworthy cargo. But when one shipmate was lost at sea, the crew load scheduled to be picked up in Vancouver would have been grain, a point that added to the point of bustling bulkheads if soaked.

The Fotini's engine was not properly attached to the motor mounts and it had a hole in the rudder. In an incident the crew would not have a working lifeboat, and even if it did work, there were 40 men on board a ship with facilities for only 20. Had they abandoned ship, officers might not know where they were since the charts were hopelessly out of date, the backup radar and depth sounding equipment dysfunctional and the compass had failed.

If the ship merely caught on fire instead of sinking it would have been an earthshaking event. The fire mains would not have worked. The fireman's suit was too small for any man on the ship and the crew fled the Coast Guard's fire drill.

The 10 extra crewmembers were repatriated, aboard in order to try to weld the ship back together while at sea. They wanted off the ship, claim-


Congress passed a huge, 4,000-page omnibus appropriations bill for fiscal year 1999 on Oct. 20, 1998, the last day of the 105th Congress. Since it did not get its work done during the session, Congress lapsed into recess on June 12. Appropriations and scores of authorization bills were held up by the White House and the dockworker unions. The last frenzied hours of the 105th Congress were deluged with calls and letters from longshore workers throughout the country's business stalled while the President's indiscretions. While the campaign achieved a stunning success. Ms. Tramantano and members of the Executive Council meeting in Monterey, Calif., contributed to our success and caught the attention of the White House as well. Other successes include blocking an attempt by Senators Gordon Smith (R-OR) and Senator Ron Wyden (D-OR) to include a new agriculture guestworker program in the spending bill. The Smith/Wyden bill would have allowed growers to import thousands of new workers from other countries to work in the fields of America. The legislation is fiercely opposed by farmers who believe it would thwart their efforts to organize and make economic gains for these neglected workers. The legislation was concocted by growers who claim they cannot find enough workers. Unions contend that growers are raise wages to attract workers and stop their anti-union intimidation tactics. The Smith/Wyden legislation would set up a national registry of new workers from other countries to work in the fields of America. The last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got the last minute spending bill was signed by the President running. The GOP did insist upon and got...
October 1998

10/9 Day: Messengers Unite!

By Steve Stallone

More than 200 bike messengers turned off their radios and gathered at The Wall in downtown San Francisco between noon and 1 p.m. Oct. 9 to commemorate their colleagues who died in the line of duty and to rally for the unionization drive in the city’s urgent delivery industry.

Before the rally kicked off the bikes, joined by drivers, walkers and dispatchers, mingled and greeted friends as they lunched on pizza and other goodies the San Francisco Bike Messengers Association prepared.

In the ceremony for the fallen messengers America Meredith, editor of the SFBMA’s newsletter Cognition, told the gathering it was their duty to the dead to change their lives so that messengering won’t continue to be the third most dangerous job in the country.

“There’s a common stereotype of messengers living on the edge, being risk takers, and I think that’s completely true,” Meredith said. “We take risks not because we don’t value ourselves or because we’re flirting with death, but because while we’re here we want to live as fully as possible. And now I think it’s time that each messenger look at the risks they’re taking and question are they damaging themselves by it and start being brave and taking the risks of overcoming their fear of failure, taking the risk and ban together and change our lives for the better.”

She was followed by a reading of the 40 names of messengers no longer with the community.

San Francisco Supervisor Tom Ammiano presented commendations to the SFBMA and the United Bay Area Delivery Drivers (UBADD), and unveiled a resolution passed unanimously by the Board of Supervisors proclaiming Oct. 9 Messenger Appreciation Day. This day was chosen by the messengers because 10-9 is radio code for “What?” or “Repeat that.”

ILWU International President Brian McWilliams also spoke to the assembly “I wish the windows in these office buildings would open so the corporate decision makers could hear the message nobody could better deliver than all of you messengers,” McWilliams said. He told them they deserved decent wages and health benefits and the only way to get them is to organize.

San Francisco Labor Council Secretary-Treasurer Walter Johnson and California Labor Federation, AFL-CIO Secretary-Treasurer Art Pulaski also pledged the full support of the local and state labor movement for the courier industry organizing campaign.

Community support for the messengers’ organizing came from other quarters as well. Bob Planthold of the Senior Action Network said his group also wants slower, safer streets and he urged the messengers not to fall for the bosses’ old tactic of saying the industry can’t afford unionization.

Dave Snyder of the San Francisco Bike Coalition told the messengers the vision of a pedestrian- and bicycle-friendly Market Street will become a reality.

Just before the end of the rally San Francisco Mayor Willie Brown arrived and offered his support for the messengers and their organizing drive.
By Steve Stallone

As dawn slowly crept over a cool gray sky Saturday, May 9, the container ship, the Columbus Canada, slipped quietly to berth at Terminal Island in the Port of Long Beach, Calif. But the arrival of the vessel, loaded by scab labor in the Australian ports of Melbourne and Sydney, would make a noise heard in ports and shipping executive offices around the world.

Community activists and trade unionists had anticipated the ship’s call for weeks, ever since Patrick Stevedoring Co., with the aid of the conservative Australian government, had run the “wharfies” off the docks with armed guards and attack dogs April 7 and replaced them with a scab workforce. Their union, Maritime Union of Australia (MUA), responded with mass picketing at ports around country.

West Coast longshore workers had seen these kind of union-busting actions on docks before, in Mexico, Brazil, Liverpool. And they’d seen the first attempts to do it at home, at LAXT, the coal export dock at the Port of Los Angeles, and ICTF, the rail intermodal facility there. This was no abstract theory of labor casu-alization. This was their lives and their livelihood.

The coast had been buzzing for weeks with the latest news from down under, news of picket lines attacked, of ships loaded by scabs. So once the Columbus Canada cruised up the port’s Main Channel and berthed at the Matson Terminal, it was greeted by a sign-toting, chanting picket line of some 1,500 community people and unionists. Marching in front of the terminal gates the pickets turned back several trucks bringing containers scheduled to be loaded on the ship and others that had planned to pick up cans.

Despite the early hour the demonstrators kept up a spirited line, greeting friends and neighbors and exchanging the latest information about Australia and the scab ship. One picket brought a boom box and a few people around him marched in rhythm to Otis Redding.

“Sittin’ in the morning sun, I’ll be sittin’ when the evening comes. Watching the ships roll in, Then I watch them roll away again…”

When the marine clerks and longshore workers dispatched to work the Columbus Canada arrived for the morning shift, they declined to cross. By 9:30 the arbitration process had been under way for weeks with the latest news from Australia’s national TV networks the next day.

The picket line continued and a little before noon a local “roach coach” pulled up and gave out free coffee to refuel the flagging picketers.

The Columbus Canada bunkering in the Los Angeles harbor awaiting its return to Australia.

The ship continued to sit at anchor for the next two weeks, becoming a fixture, a kind of harbor landmark, with its perishable cargo in L.A. lead the newscast on all three of America’s national TV networks the next day.

The video images of that standoff, spirited provisions for the Columbus, spoiled perishables, and lost revenue to Hamburg-Sud (the parent company of Columbus), alleged the union also “acted with fraud, oppression and malice” toward the company, it asked for punitive damages as well. Columbus Line also filed charges with the NLRB alleging the union engaged in unlawful actions directed at neutral employers.

The parties were able to work out a successful resolution that resulted in dismissal of all legal claims. In the end the cargo ship left the port and headed back to Australia with its 160 scab-loaded containers still on-board.

Not one other ship carrying con-tainers loaded by Patrick’s scab labor again dared to venture into a North American West Coast port.
The Australian docks dispute

The peace settlement

The peace treaty between Patrick and the MUA has been sealed, with the Australian Industrial Relations Commission yesterday certifying enterprise agreements covering Patrick operations. At the same time an out of court settlement has been reached with the Australian Competition and Consumer Commission, where Patrick will pay damages in excess of $5 million arising out of the dispute. Patrick has also agreed to pay $2 million in damages. However the agreement cannot be implemented and workers are taking redundancy until outstanding issues regarding contracting and minimum wages are resolved.

Contrary to spin doctors working for Workplace Relations Minister Peter Reith and Patrick boss Chris Corrigan said, only one in four Patrick workers will take up redundancy packages. Asked by The Daily Telegraph what had happened, Corrigan said: "We offered redundancy packages to 90% of our workers and 75% of them accepted." When told that according to ACTU estimates, 80% of the workforce would take up redundancy, Corrigan said: "We reversed our mortgage and offered redundancy packages to 90% of our workers. We never expected them all to accept them."

The MUA explained that the agreement was the result of an "agreement in principle" which was reached after a series of court appeals delayed their return to work until May. Patrick became a "monopoly stranglehold" on the country's export economy. Its leadership could smash the "wharfies," one of the strongest unions in the country, the rest of Australia's unions would fall like dominoes.

Margaret Thatcher's Conservative Party, the Liberal Party did not win a majority of the votes, but it was able to put together a ruling coalition with several smaller conservative parties in the country's Parliamentary government. During its first year in office, the Liberal Party, under the leadership of Prime Minister John Howard, prepared for a confrontation with the MUA by passing a series of repressive labor laws, making Australia one of the most anti-worker countries in the industrial world.

The MUA was suing Patrick for unlawful conspiracy in firing the workers, claiming $300-400 million in damages. Patrick was also accused of being "sack registered" as a legal union for alleged illegal strikes, secondary boycotts and interference with contractual relations with trade and business.

The Australian Competition and Consumer Commission, a government agency, was suing the MUA for alleged violations of the Trade Practices Act, including promoting an international boycott of ships and cargo.

A deal that included the dismissal of all lawsuits was finally struck in court (see MUA statement below for details).

MUA explains the peace settlement

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McWilliams appointed to San Francisco Port Commission

Recognizing the continuing importance of the ILWU on the waterfront, San Francisco Mayor Willie Brown appointed ILWU International President Brian McWilliams to the city's Port Commission. McWilliams will become the third ILWU president to sit on the five-person commission, following Harry Bridges and Jimmy Herman. McWilliams (third from left) was sworn in by Brown (on left) Oct. 22 along with Pius Lee, a Chinatown businessman (second from left) and Michael Hardeman, of the Sign Display Local 510 (on right), for his second term.

"It's an honor to follow in the footsteps of Harry and Jimmy and to be appointed to a position of prestige and responsibility in my hometown," McWilliams said. McWilliams was the logical choice to replace Herman, and not only because of his leadership position in the ILWU. He also has good personal relations with other unions working at the port, such as SUP MFOW, HERE, SEIU and IAM, and years of experience on port committees.

McWilliams said his priority on the commission will be to refocus the port on maritime union "cynically" and "with impunity," which abuses the contract's no-strike clause and the arbitration process. He added that without bothering to fact check informational pickets in the Province fence across the entrance," Holloway said. "There's no such thing as an informational picket. The court, however, sees the strike rights struck many defense attorneys have moved that the court appoint a Special Master who will immediately begin the witch hunt, PMA is asking an Alameda County Superior Court judge to compel ILWU member Robert Irminger to name to the union any materials generated in the scab ship picket line last year or face contempt of court charges. The hearing on the matter will be held at the courthouse at Jackson and 13th Streets in downtown Oakland Tuesday, Nov. 17 at 9:30 a.m. The union will hold a rally there to protest PMA's actions at 9:00 a.m.

In a seven-hour deposition Sept. 3 Irminger, the Neptune Jade picket line captain and IBU San Francisco Region chair, cited the Constitutional right of free speech and freedom of association in his refusal to name those who participated in lawful, peaceful demonstrations. Irminger was scheduled for two more days of depositions, but PMA attorneys cancelled them and instead the motion to force Irminger to inform to the protesters.

If Judge Henry Needham, Jr. agrees with PMA, ILWU attorney Rob Remar said he will ask the court for a stay of the order and then appeal the decision.

The lawsuit arises from an action that happened in September 1997. The Neptune Jade, a container ship loaded by non-union labor at a port administered by the same company that had fired the Liverpool dockers, sailed into the Port of Oakland on its second anniversary. The dockers' sacking. A picket line was set up by local labor committees and ILWU members did not cross it for three days. The ship eventually left without being worked. It received similar receptions in Vancouver, British Columbia and at two ports in Japan.

This act of international solidarity was so effective the PMA decided to sue the pickets for hundreds of thousands of dollars in an effort to harass them and intimidate future would-be demonstrators. Named in the complaint were Irminger, Local 10 Executive Board member Jack Holloway, Local 10 President Don Hopkins, Local 10's secretary, Marie King, Chair of the Labor Party, the Laneey College Labor Studies Club and the Peace and Freedom Party.

At a hearing March 10 Judge Needham threw out the complaints against Heyman and the Labor Party, citing their First Amendment rights to free speech and assembly. But the court allowed the PMA to pursue Irminger. The Laneey College Labor Studies Club and the Peace and Freedom Party were never served.

In its continuing quest to find more defendants to hold responsible for its losses, the PMA subpoenaed all documents the ILWU International and Locals 10 and 34 have "that relate to the Neptune Jade," or to the organizing or planning of the demonstrating at the Yussen Terminal in September 1997. The Neptune Jade left from under the judge's watch Oct. 28 to 29 in downtown Oakland. The judge ruled Oct. 29 that the workers had fired the Liverpool dockers, raiding out from under them by Certipac Services, a non-union testing firm. Provincial Judge David Tysoe ruled Oct. 29 that the workers violated an injunction issued Aug. 18 against picketing. In that order the judge called the workers to the bar of justice and asked them to guarantee that they would not do anything to disrupt the port. The union faces $10,000 (U.S. $6,700) fine in a court of law.

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formed the work for 27 years. The Sultrans Ltd., a major sulfur exporter, had already paid by losing about 30 injunctions against picketing. The company also got an order requiring the cove to bust people who appeared to be picketing. Police made eight more arrests Aug. 20.

The ship was delayed in loading for two days worth of delays in determining if all local longshore workers loading 20,000 tons of sulfur didn't work that day. Police arrested 12 workers the next day after the BCMEA obtained injunctions against picketing. The company also got an order requiring the cove to bust people who appeared to be picketing. Police made eight more arrests Aug. 20.

The Ever Gloria suffered two days worth of delays in Port of Portland, Oreg. In Australia the delay was almost a week. Other ships inspected by non-union safety and testers have come under scrutiny at ports on several continents. Shell Oil, Sultran's parent multinational, has become a target for international protests. The International Transport Workers Federation (ITF) and the International Federation of Chemical, Energy and General Workers Unions (ICEM) issued a joint statement Sept. 28 calling for pressure on Sultrans and Shell.

Some concerned citizens have picketed Shell stations and other facilities in Canada, and the ITF has spread the word on Sultrans' and Shell's union-busting to dockers worldwide. Dockers at the ITF's 39th International Congress in New Delhi, India discussed the locked out Local 518 members and how they might help them out.

"It's good to have the ITF behind us," Holloway said. "Our spirits are high and we have the support of other members to carry on the fight because we have no alternative. Losing is not an option." —Tom Price

LOCAL 75 RECLAIMS JURISDICTION

On Thursday, Sept. 10 watchmen locked out 27-year-longshoreman Bill De La Mater received a call from one of his members reporting activity at San Francisco's Pier 35, where some non-union guards were working. Re- sponding immediately, De La Mater set up an informational picket at the facility that afternoon.

The port had sub-leased Pier 35 to Harbor District Marina who some non-union guards were working. Re- sponding immediately, De La Mater set up an informational picket at the facility that afternoon.

The Port has sub-leased Pier 35 to Harbor District Marina. The owner of Local 14's Unit A, Loggins concert that evening, either as security officers inside Pier 35 or as picketers outside the Pier. "The choice is yours," De La Mater told them.

After a brief ten-minute caucus with his associates, Dailey agreed that all future security work at Pier 35 would be done by Local 75 members. The guards were then dismissed and replaced by Local 75 Watchmen. —Steve Stackle

IBU STARTS NEGOTIATIONS WITH FOSS AND CROWLEY

The Inlandboatmen's Union, the ILWU's maritime division, began its negotiations with Crowley Maritime Services and Foss Maritime in late September and early October. These two companies employ more than 500 people and set the standard for the exchange of proposals, but priorities are already becoming clear. The union's main issues will be wage increases, benefits, job security, health care, safety and security. As negotiations continue, the International Federation of Chemical, Energy and General Workers Unions (IECME) has continued its pressure on the union. The ILWU has continued to support the union's efforts to improve working conditions.

De La Mater explained that Local 75 was concerned about shipboard enforcement. The San Francisco Crowley and Los Angeles Foss contracts are tied to the negotiations.

So far both sides have just

A journey of 10,000 miles began with a single container lift from the lot at Longshore Local 10 in San Francisco Oct. 21. The box, holding 10,000 donated books as well as office supplies and computers is bound for the Africa Research Library on the island of Zanzibar off the coast of the East African nation of Tanzania.

Former U.C. Berkeley Professor Ed Ferguson, donor of 6,000 of the books from his Africa studies library, first worked with Local 10 member Leo Robinson on a project with Local 15 members in Canada, and the ITF has spread the word on Sultrans' and Shell's union-busting to dockers worldwide. Dockers at the ITF's 39th International Congress in New Delhi, India discussed the locked out Local 518 members and how they might help them out.

"It's good to have the ITF behind us," Holloway said. "Our spirits are high and we have the support of other members to carry on the fight because we have no alternative. Losing is not an option." —Tom Price

LOCAL 14 UNIT GETS ITS CONTRACT ENFORCED

Sometimes employers will try to squeeze a little more out of their workers just because they think they can. That's when the union is needed to give a swift kick back in response. Longshore and clerk Local 14 workers at Hamboldt Bay Marina spent more than a year negotiating a contract finally securing jurisdiction, benefits, retroactive pay and wage increases last September. After it was signed and sealed the Harbor Commissioners pulled a快意行动。The IBU has set up a hot line so rank-and-file members can get up-to-date on the negotiations. The contract.

The IBU has set up a hot line so rank-and-file members can get updates on the negotiations. The IBU-LIUW extension 11 for information on Crowley and extension 26 for information on Foss.

"They were going to see just how far they could push," said Crowley General Manager Al Pratt, member of Local 14's Unit A. The IBU took Ordinance One, a harbor law on wage increases that had been on the books for years, and reinterpreted it to the workers' disadvantage. Pre- viously a new employee at the Harbor District would be on probation for six months and at the end of that time would be given a step raise. Then, six months later, upon the anniver- sary of the date of hire, the employee would get another raise.

The commissioners reinter- preted the ordinance to mean that second raise would not come for a year after the end of probation.

For another employee the commissioners unilaterally changed her anniversary date, setting back when she would get her raises. The companies tried to get through the established griev- ance procedure, but ended up talk- ing to the same two commissioners who negotiated the contract. Not surpris- ingly, they voted to uphold the commissioners' decision.

In response union attorney Ari Krantz told the commissioners a letter July 30 explaining that legally they could not unilaterally change the terms of a collectively bargained agreement.

Krantz told them that unless the situation was changed, the union would file suit to enforce the contract. At their Sept. 10 meeting, they basically told themselves and pay the raises they had previously agreed to. "We were absolutely determined that even though we're a small unit in a large company, the International took the time and expense to have legal counsel take a look at our stuff," Deruta said. "They backed us 100 percent." —Steve Stackle
Lock-out news crews

ABC locks out news crews

"People were concerned about losing pay when they're already living close to the line—teaching assistants and UC grad student employees aren't paid to lose a bit with," said Ricardo Ochoa, president of the Association of Graduate Student Employees at the UC Berkeley campus. "When we were told we'd have access to the strike fund, it gave us all more courage and our organizing effort more momentum."

"The announcement should have also given pause to UC administrators since it makes a strike much more likely," Ochoa added. "Most of the 500 grad student employees on all the eight campuses have taken strike votes. At ABC, NABET members at the organized campus by campus, are affiliated with the UAW. More than 9,000 grad student workers are employed at the university. With non-union workers on strike, the decision to authorize a strike received 87 percent support.

"The news crews employees actually carry a great deal of the teaching load at the university. While professors are making out on the campus, the university instruction would basically stop."

For years these workers have been trying to get the university to recognize their associations to bargain a contract, providing better pay and benefits, and giving the students employees basic workplace rights. The university has consistently maintained the position that they are all students who just earn a little extra money on the side, and not workers at all. The university has refused to recognize their associations and unions, despite a number of work stoppages on the campus in recent years.

Student employees won an important legal victory recently when the National Labor Relations Board, which administers the state's Higher Education Employee Relations Act, held that the 500 grad student employees on the UC San Diego campus were employees within the meaning of the law. Last June they voted by a 3-1 majority on the campus in favor of representation by their student association. Then PERS rejected a university appeal of the Board's ruling, and so the grad employees weren't covered by the law. Despite the rejection, the university nevertheless went to court against the union saying that it would bargain for some of the student employees, but not for the grad employees.

In Los Angeles an administrative law judge has also ruled that graduate student employees are covered by the act. UC is appealing this decision as well.

University stonewalling convinced the workers that a strike would also be necessary to force the legal demands and make the administration comply with its responsibility. The most recent graduate student employee strikes have been based on individual campuses and have been unsuccessful. A more ambitious plan last year for a nationwide strike at UC was also unable to move UC's bosses. Over the past year, therefore, on all of the campuses the management that student employees have created solid organizations. Although for legal reasons they are not recognized as individual recognition on each campus, these student's probable presence on campus will take place on all campuses simultaneously.

The loss of the university changes its attitude drastically, this is going to happen, and it's going to happen this semester. Our strike is being as though the law just doesn't apply to them, and people are angry at their arrogance. We've just had enough."

David Bacon

October 1998
The steady determination of a group of 80 office clericals, partnered with some savvy union work and a bit of sabotage, has led to a三角 contract and another organizing victory for Local 6.

Workers in the Oakland office of Waste Management, one of the largest garbage haulers, began organizing in October 1997 after the company started cutting back on their vacation time during the holidays. They complained of favoritism, arbitrary pay scales and the extensive use of temp workers, many of whom had been there for years and were getting more paid than the regular workers because they were hiring hall the IBU maintains for Solar workers explained the hiring prevention law firm, in the sort of tactic of an organizing drive is to create the perception of a shot. They knew they had to come up with something the workers would show the employers vote for a union. But sometimes unionization and a strong contract are really the only way to ensure that the jobs don't runaway. Local 6 office clerical workers at Evergreen Shipping Agency in Los Angeles fought to organize in 2007, but were again thrown out by the NLRB on Oct. 13. The company has resisted organizing every step of the way. The contract includes a no-layoff clause that enforcement would be the only way to keep their jobs. The union's argument for organization is largely based on the benefits of wages and benefits as well as contractual guarantees against runaway shops. At Evergreen Shipping workers received huge increases in pay and benefits, as well as protection against management's efforts to move their jobs.

In mid-June of this year the workers decided to make some changes after a ship from the Inlandwaterways Division of the ILWU. Some of the IBU guys were on the dock, looking over the site for work on the Martinez Bridge project. Garcia said. Cal Bay workers were impressed with the IBU tanker, and the contract expanded to include more IBU workers.

Two of the line handlers met with ILWU International organizers in a Crockett restaurant July 23. They learned how the unions work, taking knowledge back to their co-workers. Soon more line handlers met with union organizers. They presented their bills of low pay, poor benefits and the lack of job security. By Aug. 14 ten of the 14 workers signed IBU representation cards.

Central Labor Council of Contra Costa County Political Coordinator Kirsten Cross and Secretary-Treasurer John Dalrymple, along with IBU San Francisco Regional Director Maria Secchitano and ILWU organizers, presented a card-check recognition demand to Cal Bay Aug. 24. The company's response was to hire Jackson and Lewis, a union prevention law firm, in the sort of tactic of that often prolongs the bargaining process. So the union filed for an election with the NLRB Sept. 1.

Many of the same tankmen who first started contact with Cal Bay workers returned to a large scale meeting with organizers, Secchitano and five IBU bargaining committee members Oct. 6.

IBU workers explained the hiring hall to the Cal Bay workers. With the kind of irregular work at Cal Bay, the employees have to get jobs through the union hiring hall the IBU maintains for members was a real incentive to join. Workers it was great to see the enthusiasm of our tankmen as they explained the benefits of unionization.—Very inspiring, Secchitano said. "We often forget all the things that we get from being in a union, like having a voice in our wages and working conditions."

Before the election management held a few captive audience meetings without success. The workers voted for IBU representation by a narrow margin Oct. 8. Now the hard work of bargaining a first contract begins.

Cenac said. The workers also won what they asked for—Local 6 the ILWU Local 6 pension plan. They got a cap of $42 per week maximum employee contribution to their health care coverage for the length of the three-year contract, an excellent grievance procedure and strong arbitration language. And the contract is timed to expire in November 2001, the same time as Waste Management's landfill workers contract, giving more strength to both units in the next negotiations.

The workers were pleased with the deal and ratified the contract the next day by a 90-2 vote—Steve Statone

CAl BAY WORKERS ON DECK WITH IBU

When a hundred thousand-ton oil tanker arrives at the dock Cal Bay Industrial Services workers tie it up, mooring the ship's entrance to dry land. Then Teamster Local 70 administrator takes over. 'Just because the unit is almost entirely women, they thought they could intimidate them. But these women would not be intimidated.'

Instead the workers began to militant support. Know Waste Management has the contract to collect garbage and recycling in the city of Oakland and that the city has a policy of supporting the right of workers to organize, more than 40 of the workers descended on City Hall and presented their case to the City Council in a regular meeting Oct. 6.

Next Local 6 got strike sanction from the Alameda County Central Labor Council. The company drives the offshore and recycling pickup trucks for the company. By Aug. 24, the contract had stalled and the deposit was returned.

"People came in ready to either ratify a contract or vote on a strike," Cenac said. "People were ready to walk out."

The company was aware of the gathering at the hall and it put a certain urgency to the situation. "They knew they had to come up something the workers would show the employers vote for a union. But sometimes unionization and a strong contract are really the only way to ensure that the jobs don't runaway. Local 6 office clerical workers at Evergreen Shipping Agency in Los Angeles fought to organize in 2007, but were again thrown out by the NLRB on Oct. 13. The company has resisted organizing every step of the way. The contract includes a no-layoff clause that enforcement would be the only way to keep their jobs. The union's argument for organization is largely based on the benefits of wages and benefits as well as contractual guarantees against runaway shops. At Evergreen Shipping workers received huge increases in pay and benefits, as well as protection against management's efforts to move their jobs.

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One of theLiverpooldockers' shop stewards, Mike Carden, visited San Francisco at the end of January. Carden, a second-generation docker, started working in the clerical section (similar to ILWU marine clerks) at age 16 in 1969, and was elected as secretary in 1973 and continued in that capacity until March of last year. He also sits on the Transportation and General Workers Union's (Local 20, dockers' union) General Executive Council, the 30-member committee that meets four times a year to make the highest decision-making body of the union outside of the General Caucus that concerns the dockers. It was in San Francisco The Dispatcher got the chance to talk to him about how the dockers are doing now that the dispute is over.

Having lost their strike, the dockers face an uncertain future in an area with a 30 percent unemployment rate and few job prospects. So with money from fundraising events and their political and artistic connections they have established a non-profit organization, the Initiative Factory, to be a job training and skills building community for the dockers, their families and the wider community with an emphasis on new information technology and the creative arts. In partnership with the local John Moores University and the many writers, musicians and artists who have rallied to their cause, the dockers' hope is to set up new enterprises and to create work where none currently exists.

They had been working on another show for British TV. They are publishing an anthology of their writings and a history of the dockers in the dispute. And they are setting up computer and multimedia training classes. The dockers are exploring new territory, searching for new ways to survive in a post-industrial Britain.

Q: When the dispute ended last January the 80 dockers at Torside (a private stevedoring company in Liverpool) gained a redun-
dancy settlement and the rest of the dockers vowed to raise a half a million pounds of strike funds. How has that fund raised gone?

A: Normally at the end of a strike in England if there's any money left in welfare funds, we've tried to put that money into moving for other workers on strike in another industry. We were conscious that we needed to end everything in January. However, we were also conscious that the 80 Torside dockers and six or seven more (members) had been heroic in their support and lost their jobs as a result. So we had to raise some money to alleviate the hardship of those people.

We felt morally, the strike's over and we're going on with our lives, people have to get on with their lives. We had to say thanks for everything, but it’s also about looking at what we’re going to do with whatever life puts in our path. Also, there was the consciousness that there were tens of thousands of dockers in struggle and in worse situations.

We had to decide how to go in the not so distant future, so in order for us to have some moral control over it, we decided we had to set up a proper charity and by doing that we won a legal battle. Currently we’ve got an independent board who we trust to control the fund.

In setting up a regis-
tered charity, the aims and objectives of the charity are enshrined in law to al-
leviate poverty so the dockers, for the benefit of the community. The dockers would be the best way for the dockers to create training and employment opportunities, not just for dockers but for the benefit of the community. We want the Rock the Dock series to be a self-sustaining job training and employment center with emphasis on the new information technology and the creative arts. How did people decide these were the areas to go into?

A: At the end of the dispute we had a meeting in early February, but people were in shock and it wasn’t the time to analyze how we got for-
to where we were. Normally at the end of a strike you would go home to work or move to another city. We didn’t stay in Liverpool.

Q: You had a number of fundraisers, the Rock the Dock concerts and the CD. How did those come about and how did they do?

A: The Rock the Dock was among the first if not the first comrade to come and do a benefit as early as November 1996. We contacted Jools Holland and he came on tour with the dockers. He is an extraordinary, generous person. He diverted some money to us and came back and did a concert for us. He then used his influence with other musicians. The Rock the Dock series was very successful and the finances that came in were used to pay out hardship funds to the dockers each week. Whatever money remained was transferred to the charity.

Q: This IF seems to be a pretty astoundingly well organized self-sustaining job training and employment center with emphasis on the new information technology and the creative arts. How did people decide these were the areas to go into?

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to where we were. Normally at the end of a strike you would go home to work or move to another city. We didn’t stay in Liverpool.

Q: How much does that information technology and communications sector want?

A: We had a dilemma. Normally when a dockers job ends, they look to harp back to the past, but to move forward.

We used the information technol-
ology to a great extent during the course of the dispute, the Internet and things like that. So that seemed a natural.

Numerous economic assessments and studies done on where ways employment opportunities are going have identified that where new opportuni-
ties will be available?

A: At the end of most strikes, especially when you’ve been defeated, the idea is that you disappear and join the ranks of the unemployed. However, in Liverpool, we say "This is not going to happen to us. We’re going to keep this together," to support each other, to harp back to the past, but to move forward.

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Rock the Dock: Music for Liverpool

By Steve Stallone

Although the Liverpool dockers have bowed off the stage of history, retired as the international poster boys against port privatization and casualization, those men and their families still struggle to find ways to survive. Most of the dockers received a moderate redundancy package when they folded the strike, but with debts piling up over the more than two years on the bricks and unemployment running at high rates in Britain that payment will disappear soon.

While the strike was going on the dockers and their supporters organized numerous events and concerts to raise money to see them through the rough times. Now Creation Records has released a new CD with tracks donated by some of the biggest name bands on the current British music scene and several local Liverpool bands as a fundraiser for the dockers and their latest ventures (see interview with docker Mike Carden, page 12).

The collection includes 16 songs, running a wide gamut of modern English bands. It bounces around from the power chord rock of Oasis (“Don’t Look Back in Anger”) and Smaller (“Aimless”), to the pop stylings of Rumbletrain (“Haunted”) and Lovers (“Transparent”), to straight ahead rockers of East (“Four So Long”) and Beth Orton (“Best Brit”) and the electronic instrumental works of The Chemical Brothers (“Setting Sons”) and Paul Weller (“So You Want to be a Dancer”). All of the above are songs with some kind of Liverpool connection.

Oasis kicks in with a song dedicated to the dockers’ dispute by Irvine Welsh, the author of the best selling books “Trainspotting” and “Filth,” who is also working on a docudrama about the Liverpool dockers. From there Oasis wanders into a selection of American folkie spiked with a bit of punk slash chords. The song was written specifically for the dockers (“Five hundred men sacked for refusing to ever cross a picket line”) towards the end of the strike and honors their solidarity and perseverance.

“Two years gone by, but still they never, Ever crossed a picket line. With their wives and children they stand together. Never cross a picket line. You must never cross a picket line.”

The bridge recognizes the solidarity actions around the globe and refers to the Neptune Jade picket.

“Look away, look away, look away Out west to San Francisco. Look away, look away, look away Out south to Sidney harbor Where the dockers have organized The world’s longest picket line.”

Billy Bragg is a sort of modern day British Woody Guthrie. On his cut “Never Cross a Picket Line” he picks his solo electric guitar like an old American folkie spiked with a bit of punk slash chords. The song was written for the dockers (“Five hundred men sacked for refusing to ever cross a picket line”) towards the end of the strike and honors their solidarity and perseverance.

“Okay, the Neptune Jade action really happened in Oakland, but that’s close enough for a Brit. This song alone is enough reason to buy the CD. It has the universal and timely message of an anthem and the kind of simple structure that lends itself to rewrites of verses for new and ongoing struggles. It could and should become a staple in every union songbook.”

Chumbawamba has long been known as a no-holds-barred anarchist band. At a music awards ceremony in February of this year band members were appalled to see Labour Deputy Prime Minister John Prescott—who they say won election by convincing business the party would act in its interests—clapping along to the Spice Girls at his 500 pound-a-seat table trying to be cool. One member, Danbert Nobacon, in a self-proclaimed “wanton act of agit-prop,” poured ice water over Prescott while shouting “This is for the Liverpool dockers!” before being hauled off by security guards.

Chumbawamba’s contribution, “One By One,” is the most rhythmic and melodic tune in the collection. The song’s mournful refrain recalls the feeling of powerlessness the dockers faced every day as they walked the line and peered past the fence to see their work going on without them.

“One by one, the ships come sailing in. One by one, the ships go sailing out.”

Another highlight of the compilation is Doxx Band’s “The Line.” The group is led by Tony Melia, one of the Torseide dockers. (Tony’s wife Colette, an activist in the dockers support group Women of the Waterfront, toured the West Coast in May 1997 and was interviewed in the June 1997 issue of The Dispatcher.)

The song has the tight groove of Steely Dan—with a little extra funk—and alludes to the need to be a part of the picket line at the Liverpool docks.

“Down to the line, To see who I can see. Down to the line, The place for me. Down to the line, It’s where I want to be. Down to the line.”

Ain a short rap break in the middle Doxx Band makes the inference to the Liverpool dockers again and get some cool tunes in the process.

“East Coast, West Coast, U.S.A., Aussies and Quebies are having a say. Across the world they’re coming along. A voice in music, this is our song. On a plane, on a train, in a motor car, The word of lambs have them kneel- ing for, What happened to me could happen to you. So come on down and see what you can do.”

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Immigration law brings back sweatshop conditions

By David Bacon

There is an immigration crisis in the U.S., but it is not one caused by unemployed borders or too many immigrants. It is being fed by laws of the 1990s used to inflame anti-immigrant hysteria. It is a sweatshop crisis—the recent history of the workplace reminiscent of a century ago. The San Francisco Chronicle reports that immigration law has become a key weapon in the proliferation of those conditions. The pressure of undocumented immigrant workers and unions to fight for better pay and treatment. Not traditionally a big push with the passage of the Immigration Reform and Control Act of 1986. The law was a watershed in the status of immi-

Undocumented workers are a permanent and constant part of the U.S. population, and have been for decades. According to the Urban Institute, their numbers have fluctu-

A UCLA study found that undoc-

The history of the union struggle against immigration law as a weapon of employers. In the yearlong strike by south- ern California drywallers in 1992, mostly-Mexican immigrants were able to stop all home construction because the union organizing, the pressure of wages among these undocumented workers is a key weapon in the proliferation of those conditions. The pressure of undocumented workers and unions to fight for better pay and treatment.

Undocumented workers pumps tens of billions of dol-

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A DoL survey released this sum-

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In 1996 immigration activists gutted through the California River in Los Angeles, the average hourly wage is 2888 and 1993. Some 120,000 people work in L.A.'s garment sweatshops, almost all immigrants, mostly undoc-

Despite these obstacles, immi-

Because sanctions also disqualify

The National Immigration For-
By Hector Cepeda, Jr.

David Riley O'Day, a longtime member of the Inlandboatmen's Union (IBU)-Southern California District Council and veteran labor activist, died in October after a three-year battle with cancer. He was 59 years old.

David was born in Washington, D.C. June 30, 1939. His parents, Georgia Lee and Donald Joseph Day, moved young David around the country due to Donald's career in the Navy.

Proud of his Hibernian heritage, David legally changed his last name by including the "O" prefix in 1993. He was active in Irish social justice causes and was a member of the Ancient Order of Hibernian.

David began working on the waterfront as a teen at Todd Shipyards in San Pedro. It was at Todd he first became a union member, joining the Shipyard Workers Local 9. He worked for French Shiptainer, Farrell Lines, and joined the Cannery Workers' Union.

His life at sea began in the 1960s as a merchant marine. He switched to tugboats in 1966 and worked in Southeast Asia for 6½ years. David joined the IBU in Southern California in 1973 and became its political action and organizing leader. He also spent time assisting Cesar Chavez and the United Farm Worker struggle for labor justice in Delano.

As a member of the IBU, O'Day was co-founder of the Los Angeles Long Beach Harbor Coalition in 1978. The Coalition was formed after an attempt by Crowley Marine to bring replacement workers into local tugboats in 1966 and worked in Southeast Asia for 6½ years. David joined the IBU in Southern California in 1973 and became its political action and organizing leader. He also spent time assisting Cesar Chavez and the United Farm Worker struggle for labor justice in Delano.

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David was a working class hero. "He was the kind of guy who got the job done and didn't take credit for himself," Arian said.

O'Day was also active in legislation concerning labor and Irish causes. In 1994 he lobbied his local city councilmember to introduce legislation supporting the McBride Amendment to the Los Angeles City Council. The amendment called for halting patronage of companies doing business with the British-controlled Northern Ireland. O'Day was the IBU representative on the ILWU Southern California District Council, serving as its legislative analyst. In that role he helped to defeat a state bunker fuel tax that had crippled local tug and fuel barge companies, forcing hundreds of people out of work.

David was survived by his wife Shannan and their two daughters, Maureen 20 and Megan 17.

He really loved the union and the union came first," Shannan said. "And we understood that. He had the union before he had us. We worked on seniority around here.

Funeral services for O'Day were held Oct. 28th in San Pedro. Hundreds of friends, union activists, and co-workers were on hand to pay their respects to David Riley O'Day. In lieu of flowers David had requested donations be made to the Harry Bridges Institute or the Los Angeles/Long Beach Harbor Coalition.

Martin and Anne Jugum scholarship winner announced

Jessica Roach, a political science major at the University of Washington, won the Jugum scholarship for the 1998-1999 school year. The fund will pay for three terms, totaling approximately $3,500.

Jessica Roach worked as a pre-school teacher and truck driver before receiving her AA from Seattle Central Community College. Last year she worked with the Teamsters as an intern on the apple campaign while working on a minor in Labor Studies at UW. She has remained active in the Student Labor Action Coalition and recently accepted a position at the Labor Studies Center as an undergraduate assistant.

Martin Jugum, a long time ILWU activist in the Pacific Northwest, left an endowed fund that continues to grow as contributions, many from ILWU members and retirees, are matched by outside sources.

Contributions to the fund may be sent to: Martin and Anne Jugum Scholarship / Center for Labor Studies / University of Washington / Box 353530 / Seattle, WA 98195-3530.
ILWU Book & Video Sale

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

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Workers on the Waterfront: A Longshore Artist's View By Jean Gundlach and Jake Arnazoff: wonderful line drawings and text about longshore work. @7 ($5 benefits Bridges Chair at the University of Washington)

**VIDEOS:**
We Are the ILWU: A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. @7.

Life on the Beam: A Memorial to Harry Bridges: A 17-minute VHS video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. @28.

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SAT. DEC. 5, 1998

A Benefit for the Neptune Jade Defense Committee

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