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Keeping commitments

By Brian McWilliams
ILWU International President

It is time to take a long, hard look at the commitments of the past, our commitments to each other and the employers' commitments to the union.

In 1937 the majority of the West Coast Districts of the ILA chartered a dynamic new course towards industrial unionism, founded the ILWU and laid the groundwork for the organizing effort—known as the March Inland—that expanded and strengthened our union.

Rank-and-file leadership of that time, infected by the wave of organizing successes produced by the passage of the Wagner Act and worker-friendly aspects of the New Deal, set out to spread the good fortunes of collective bargaining to our brothers and sisters across the street, across the city and across the nation.

They knew—instinctively, pragmatically, and practically—that we had to organize off the docks to succeed. And they knew practically that our ability to prevail in a beef comes in large part from the support for our causes that we get from the communities we live and work in.

The outcome of those efforts was a large and prosperous division—dominantly composed of warehouse and agricultural workers. We took the power of our basic strength in longshore and leveraged it to improve the standard of living of workers across the board. And through that empowerment they joined in spreading the gospel in a way that ultimately brought 35 percent of the American workforce into union ranks by 1955. The commitment all along was to help others better enjoy the fruits of their labor, and in so doing, protect our flanks against certain attack.

An important part of the ILWU's success has been this symbiotic relationship, knowing our lot is directly connected to the prosperity and success of workers other than ourselves. The sum of the parts of the labor movement—or even the divisions of the ILWU alone—cannot add up to the whole. We haven't always been able to sustain active and aggressive organizing in all of our divisions. But the organizing program funded by the last ILWU International Convention is proving to be a well spent investment in our future, as evidenced by activity and organizing successes in all quarters of our union. We owe a word of gratitude to those Honolulu Convention delegates who deliberated long and hard in our best interests. Our commitment to each other is alive and well.

The EMPLOYERS' COMMITMENTS

In 1961, in an historic and visionary move and with much debate and discussion, the members of the Longshore Division made a commitment, not to, but with, the employers group, to cooperate with the introduction of new equipment and methods of operation. This was the historic Mechanization and Modernization Agreement (M&M Agreement). We agreed to cooperate with the introduction of new equipment and methods of exchange for guarantees of job security and the understanding that any job to be performed on the waterfront would be done by our members.

Few could have imagined the ensuing growth and prosperity created in the next decades. The M&M Agreement created stability after a period fraught with wildcats, work stoppages and other actions appropriately responding to the employers' appetite for confrontation and abuse of the contract.

The architects of that ground-breaking agreement are few and far between in the ranks of the union or the employers these days, and in their absence the commitment to the partnership has suffered. Although we are no longer confronted with the shipping cousins of the industrial rubber barons, our counterparts are just as likely to be protecting the corporate bottom line and the short-term return on capital as they are worried about long-term investment in the health of the industry.

With the myopic vision of profit quarterly reports and a conveniently selective memory, the employers seem to have forgotten their commitment to keeping the work on the docks ours—their promise to maintain our jurisdiction. This can be seen in many different ways.

From the use of new computer technology to take some of our clerk's record-keeping duties, to the introduction of new equipment and methods of operation, this can be seen in many different ways.

Let's get out and support a progressive agenda with longshore bargaining. Then let's get back out and organize. One doesn't work without the other.
In negotiating today we must understand technology so we can better position ourselves for the industry needs of tomorrow.
It is impossible to pick up a newspaper these days without hearing a mention about Social Security reform. The current plan is generally presented as a painful and difficult process. The bad news is that these funds are invested in the stock market. The Feldstein plan uses the budget surplus to increase Social Security benefits. The Feldstein plan also precludes the use of the Social Security Trust fund. When you do invest, tell you how to invest, does that money come from? The Feldstein plan, for all its shifting of the burden surplus, diminishes the progressive character of Social Security and incurring billions in additional administrative costs. The Washington Office, is actively involved in the AFL-CIO Social Security Task Force, which in December of last year, approved a resolution calling for the creation of a Social Security Education Training and Development program. When completed, this program will provide employer's knowledge and materials to disseminate the information to the rest of the membership.

In the mean time, call your member of Congress today and ask him or her to put the federal budget surplus to work for working families by adopting the principles of AFL-CIO Social Security educational training program.
Black political prisoner and radio commentator Mumia Abu-Jamal speaks in Philadelphia. Like the Rodney King videotape of police brutality, television cameras captured police stomping and beating innocent, wounded occupants, Delbert Africa, who had surrendered. One year later, the federal government, the city and its police department, and the city and its police department, filed a civil rights suit against the city and its police department. In 1985 MOVE's house was firebombed in a coordinated attack by the Pennsylvania Bureau of Alcohol, Tobacco and Firearms in which eleven people were wounded, including five children, incinerating most of the black neighborhood.

One year in 1990, the Philadelphia police department scan-

The Dispatcher: During the recent vox-pop poll of NABET/CWA workers, you refused to be inter-

The Dispatcher: The DA's office to exclude blacks. Mumia: I had to ask myself, "Would

The Dispatcher: In 1995 the scan-

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Mumia: I think a "broad united

Mumia: The U.S. is distinct from

The Dispatcher: The United States is the only industrialized power remaining that uses capital punish-

The Dispatcher: For infor-

Mumia: The struggle goes on, as it

Mumia: I think that's a big question. The Dispatcher submitted him a list of questions to which he made written responses.

The Dispatcher: West Coast mar-

The Dispatcher: Why is the United

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I was born in Atlanta, Georgia in 1918. My mother brought me out to California with my brother when I was a year old. I’ve spent practically all of my life in Los Angeles. My mother was the sole breadwinner for the family. It was kind of rough. I had to see some of that depression, had to feel some of it. The depression raged from ’29 right on through ’41. I got to be nine or 10 years old and I started delivering newspapers to help out. When I was about 11 I’d go down to the produce industry to earn a few extra pennies or a buck or two. Young as I was, I was always kind of tall and strong, and I would unload and load trucks for the produce merchants.

I got to the place where I could drive the trucks even when I was 13 or 14 years old. After I became an adult—my brother got me a Teamster job driving for Ranch Market. I got a good dose of what at least some of the trade unions were all about, because in 1939, a month after I got the Ranch Market job, the Teamsters Union decided that it was too much for Ranch Market. I got a good dose of what at least some of the Black guys were making. And they were constant about how we were making.

I never attended an auxiliary meeting. That was like being paid to discriminate against, or sub-

scribing to it. A friend introduced me to a commit-
tee that was beginning to function and was inter-
ested in trying to remove the discriminatory prac-
tices. Before I knew it, I found myself at the side of the committee. We decided to organize a no-
dues-paying campaign.

We petitioned President Roosevelt’s Fair Employment Practices Committee (FEPC) for a hearing. FEPC came out to Los Angeles and held the hearing. We had a number of Black activists who were paid a few dollars a week. We petitioned the FEPC to investigate their discriminatory policies in the shipyards.

We learned about the local union’s policy of using discrimination to keep Blacks from becoming longshoremen. We didn’t want Blacks in. It was obvious we were being mistreated. Some of the regular longshoremen were not interested in replacements rather than work with Blacks and Mexicans.

And there were Black activists who were not interested in the damn place.

One thing that kept battles going was that a lot of the Black longshoremen insisted on calling the witch on the winch the “nigger head.” It was painted black and had a little white or red dot in the center of it. I was working before the local executive board to tell them they should pass a motion that offensive terminology should be abandoned. I said, “You know, we want no more of this. We want people to recognize that they’re invaders who have to be welcomed.” We passed a motion saying the gongs were not to use that kind of term in discrimination in gonging.

I don’t know if this anti-Black atti-
dit introduced from a Southern back-
ground and feelings about a lot of Southern people bore, or had increase in the race, because the old-
timers considered it was a service to the union. We just went with the union and the companies were not to approach us on the matter of paying dues, and they were to contribute to the shop.

I later used to go out on any anyway because the union declared that they weren’t paying any atten-
tion to the FEPC. We were just about to win a legal decision in Los Angeles when the Supreme Court declared that the rule of the Boiler Makers was discriminatory. When the union took us in, we were now accepted as regular members.

Soon I left Cal Ship and went to work for a short time for a steel company that was making military landing barges. Then I heard about long-
shore opening up. It was 1943. I said, “This is a damn good opportunity to become a longshoreman.” That holds more prospects for permanent work than making landing barges, because after the war is over.” So me and a friend made a move to the longshore industry.

Local 13 and the employers already had things rigged up so we wouldn’t stay too long. I remember

signing a commi-

mitment to being a Union worker. It’s out of the end of the war. I didn’t like it, but you had to make money to buy your food in the door. I observed quite a few Black guys on the dock. I just found out that very few of ’em were going to be high. Most of them were working extra like I was.

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We agreed to try to keep aggressive new faces down on the waterfront, because we knew that if we did succeed in stay-
ing there, nothing would be gained by acting big and bad. We had to try to win the friendship and confidence of the people we had to work with. So usu-
ally when a battle got too raging between a Black and a White guy, the Black guy didn't stop staring at us. We also made up our minds that we weren't going to be taking any blows without giving 'em back. As a result, I think we won the respect of most of the White guys down there.

After the war there was a move-
tment to deregister us. One of our local's officials referred to us in a union meeting as a "special interest group." I went to the executive board and said they could call us a special interest if they wanted, but our interests were basic interests. Recommending that 500 guys were redundant meant you were getting rid of about 90 percent of the Black guys in the local, and to me it was discrim-
ination. "There was no criteria," I said, "really, special about anybody wanting to hold on to a job and not be made the object of race discrimination."

At the next meeting the deregistration was approved. This was in 1946. L.B. Thomas was the pro-
ponent of the action. Bill Lawrence was the one White guy who stood up for us. After the motion was made, he spoke against it. He was very political, so it looked like it was going to succeed in the local. But he got a run in. After that, he was very friendly. I had one brush just before I left the waterfront. He was talking at trying to keep the whole damn ship afloat. There was pressure with L.B. Thomas on one side and Bill Lawrence on the other. They were at the meeting. It could have caused one hell of a rift. But things did change for the better. Harry Bridges did some things behind the scenes to help.

I say this because I remember a time when I went to a longshore caucus in San Francisco. The Local 13 rank and file had said "Send Williams up as a special delegate to raise the question of race discrimination." The local's leaders watered down the gesture by limiting my per diem. The question of race discrimination and Local 13 hadn't come up yet when my per diem ran out. Harry got wind of it. He says, "We're just going to upset Local 13 over the race question."

Harry was looking at trying to keep the whole damn ship afloat. There was pressure with L.B. Thomas on one side and Bill Lawrence on the other. They were at the meeting. It could have caused one hell of a rift. But things did change for the better. Harry Bridges did some things behind the scenes to help.

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The docks were unusually quiet as dawn broke over Vancouver, British Columbia Tuesday, Feb. 2. The day promised to be dry and balmy as ILWU longshore workers, having more important things on their minds than working, declined jobs at the dispatch hall that morning. With their contract negotiations stalled for the last four months and their jurisdiction being challenged along the waterfront, they launched a protest rally organized by an ad hoc committee of workers and their friends and families instead.

With the sun shining and the temperature an unseasonably high 54 degrees, 1,500 ILWU longshore workers and their supporters gathered at Portside Park to turn up the heat on the British Columbia Maritime Employers Association (BCMEA). The port effectively shut down as nearly 1,200 workers stayed out, a strong reminder of who makes the decisions.

ILWU-Canada President Tom Dufresne told the assembly about the slow-going contract talks the union is having with the BCMEA. The negotiations have stalled since Oct. 1, 1998 and the current contract expired at the end of the year. Delays continued last week as the parties continued to face up to the ILWU's concerns, but the union was not giving up.

"The committee has given high priority to the jurisdictional issues," he said. "Over the last year several jurisdictional disputes arose as employers infringed on ILWU work. Poor work conditions and lack of proper training have resulted in some longshore members being fired on the docks work. This overturns a long practice of selecting experienced ILWU members who know the contract and safety procedures inside out for those positions. About one-fifth of the jobs have been given to non-longshore workers in the last five years."

The third beef involves Local 500 whose members traditionally performed maintenance work on equipment used on the docks. Management has been contracting out that work, the local claims, with a loss of 41,000 hours of union labor per year. They have also taken out service agreements that management calls "extended warranties" on ship loaders and other equipment, according to Local 500 President Rick Kondrash.

The fourth jurisdictional complaint regards the arbitrary transfer of traditional ILWU rail work at Vancouver and Coos Bay, Wash. from Longview, Wash. to Casco Canadian Terminals in Longview, Wash. in 1997. Local 500 previously had the work moving potato, flour and wood pulp from rail to the ships for loading. After the BCR purchase the company moved the fence over a few yards and claimed a jurisdictional change had occurred.

"We are gravely concerned that they might think they can eliminate our jurisdiction with the stroke of a pen," Dufresne said.

Local 400, the maritime section of ILWU-Canada, also had problems at Harbour Ferries. Dock-hand and tie-up work was sent to another union. Local 400 protested to the B.C. Labour Relations Board to get some of the jobs returned, but the board decided against the local. The union is appealing that ruling.

Speakers at the rally brought up the jurisdictional agreements that were part of the Mechanization and Modernization Agreement, in effect since 1961. In return for vastly increased productivity management agreed to maintain union jobs and to share the wealth the more productive labor creates. Workers accused management of violating that agreement.

"The BCMEA President Bob Wilds claims there are no jurisdictional violations. Using the analogy of construction contracting, he told the crowd that the mechanics of moving the cargo from the BCR to the wharf is the jurisdiction of the contract with the ILWU to bring in a crew to renovate a building is the jurisdiction of the BCR, not the construction business. But the union maintains the work being taken away is in the contract."

Maintenance work also had been traditionally under ILWU contract, Dufresne said, and no contract has been negotiated away. When such work is done by members of the ILWU, members who know the machinery and use it every day, the rest of the workers know safety and contract rules will be followed to the letter, he said.

The BCMEA is made up of most of the same companies in the Pacific Maritime Association (PMA) which the rest of the union's longshore workers will be bargaining with in a couple of months.

"The same people are pulling the chain all up and down the coast," Dufresne said.

At the rally master of ceremonies and longshore pensioner Frank Chorney said the concerns of past, present and future members.

"ILWU pensioners are also concerned about contracting-out," he said. "Losing jobs results in loss of revenue to the pension and benefit fund—adversely affecting pensioners' benefits."

For the three-hour rally workers marched to the Maritime Labour Centre for sandwiches and refreshments. "Unless the employers wake up, it will be a long, hot summer on the waterfront," said Local 518 Secretary-Treasurer Marion Chorney.
CRUISE AND TOUR HOSTESSES THROW VALENTINE'S RALLY

Los Verstuck couples, suttaned seniors and little kids in fake sombreros swarmed the Los Angeles Cruise Terminal on the Friday before Valentine's Day, one of the busiest days of the cruise year. But this balmy Feb. 12 Royal Caribbean Lines passengers met the unexpected.

Three white balloons printed with Cupids and ILWU logos festooned the benches. Handwritten signs bristled out of a knot of some 100 people who rallied round current and former hostesses for Cruise and Tour Services (CTS). Backing their nine-month drive for union recognition.

At the rally the hostesses pressed CTS—a Royal Caribbean subcontractor—to respect their right to organize, reinstating three co-workers fired for attending a union meeting, striking against wearing pants on the job.

Nearly 400 workers provide ground services and transportation for cruise passengers sailing from Los Angeles. The CTS hostesses are the first to try to unionize—and a year ago none of them would have dreamed they'd be talking union.

"We really liked what we were doing," said Myrna Mendoza, one of the fired workers. "But we have no choice now. We've just exercising our rights."

Mendoza and her 30 some colleagues at CTS, started worrying about who would be the payer if we go union, and they'd work directly for Royal Caribbean, many of them for 10 years and more.

When RC announced they'd be subcontracting the hostesses' work to Cruise and Tour. Company officials assured the women nothing would change.

But right off the hostesses had to reach work contracts, and if CTS-owner Jim Woods refused to hire two of the most vocal members.

"We heard through the grapevine he was planning more cuts, and we all started worrying about who would be next," Mendoza said.

RC cancelled the hostesses' cruise discounts, their main job benefit. Woods started changing their hours, cutting their breaks and imposing new work rules.

"We all ran the place blindfolded, and all of a sudden started babysitting us," said hostess Pauline Becker.

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"BACK TO BASICS" FOR CONTRACT NEGOTIATIONS

I am writing this letter to explain a concern that I have in what appears to be an issue in the upcoming negotiations. First let me explain that I fully believe in the democracy of this union and that I will always try my best to abide by the rule of the majority, whether I agree with it or not. I am not bringing this up to cast blame on any officer, for I realize that they too are bound by the democracy of the ILWU. I am hoping that by using the right to voice my opinion, I may be able to persuade you to use your influence in convincing the membership that we have made a wrong turn.

"Equalization is the fundamental objective of a union, and equalization includes, equal requirement of reporting, equal division of the desirable jobs, equal acceptance of unpleasant tasks, equal regularity as well as equality of employment, and equal sharing of work when times are bad." That isn’t a quote by me, it came from Harry Bridges.

How far we have come from those ideals. Please take time to re-read that quote again, for of the many great insights that Harry had into how a trade union should be run, "equalization" is what he felt was the main goal. I tell by brothers and sisters in longshore Local 4 that we are no more important than the $8.00 per hour truck driver who brings the cargo to the dock, for if it wasn’t for him what would we load?

In a perfect world every worker would be paid the same, jealousy and greed would be cut short and the "have-nots" would not be cutting each other's throats to become the "haves."

Our officers have been saddled with a task that no officer prior to the last contract has had to face, and that is negotiating for the many different factions that have gained a foothold in my union—your union—Harry's union. We are rapidly advancing to a stage where small "craft unions" are sprouting roots in what has always been a "trade union."

Gone are the days where a longshore worker working a first job on the waterfront makes the same as a 30-year veteran. It was good enough for my grandfather, it was good enough for my father, and it was even good enough for the individuals who have been around long enough to know the political clout to destroy the phrase "equal pay for equal work."

This contract's motto, "Back to Basics" means something to me. The idea is fantastic, but aren't we kidding ourselves when we put our officers in the position of negotiating higher skill rates for some workers and less for others. "Basic" and "Fundamental" are interchangeable terms, and as Harry said our "fundamental object is equalization."

I would like to close with some insights that Harry had into how a trade union should be run, "equalization is the fundamental objective of a union, and equalization includes, equal requirement of reporting, equal division of the desirable jobs, equal acceptance of unpleasant tasks, equal regularity as well as equality of employment, and equal sharing of work when times are bad." That isn’t a quote by me, it came from Harry Bridges.

Several of us old timers had the wonderful experience of attending longshore Local 10’s union meeting Jan. 21 for the installation of new officers and the promotion of 19 B- men to A- men. As for the new A-men who now stand among a very proud membership, we say "right on!" The meeting was really good, and our Local 10 members were about taking care of business. Congratulations to Jolita Lewis on being elected Secretary-Treasurer of Local 10, the first woman officer.

—Cleophas Williams
Local 10 retired
Oakland, Calif.

PRESIDENTIAL INTERVENTION AT OAKLAND PORT COMMISSION

I would like to take this opportunity to say thanks to ILWU International President Brian McWilliams. His complete, unwavering support of his hectic schedule to provide leadership, guidance, strength and organizational skills to the situation arising between the Blue and Gold Fleet, Hornblower Marine Services, and the ILWU-IBU has been truly commendable. His very stature and presence on Jan. 19 at the meetings of the Oakland Port Comm. and the Alameda City Council had a very positive effect on the above-mentioned agencies. They may now have doubts about Hornblower’s Request for Proposal because of the discrepancies raised.

President McWilliams’ belief in the unity of labor and the solidarity of all trades mobilized a gathering of unions to stand in a united front in the struggle in which we find ourselves.

His complete, unwavering support and dedication to unionism has made the Oakland Port Comm., the Alameda City Council, and Hornblower, in particular, aware of the stand that labor has now made against non-union organizations trying to under-cut what, for so many years, organized labor has struggled for.

President McWilliams, I salute you.

—Chuck Billington
IBU San Francisco Bay Region
San Francisco, Calif.

CHANGING OF THE GUARD

Several of us old timers had the wonderful experience of attending longshore Local 10’s union meeting Jan. 21 for the installation of new officers and the promotion of 19 B- men to A- men.

The installation of officers is an annual ritual in the ILWU. We take pride in our democratic process. Any rank and file can throw his or her hat in the ring and if the members give them enough votes, they are in.

We commend Local 10’s retiring officers for a job well done, and pledge our support behind the new team for 1999. As pensioners, we are no stronger than the active workers who must secure our benefits.

As for the new A-men who now stand among a very proud membership, we say “right on!” The meeting was really good, and our Local 10 members were about taking care of business. Congratulations to Jolita Lewis on being elected Secretary-Treasurer of Local 10, the first woman officer.

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Oakland, Calif.

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. All funds collected for the Political Action Fund and the uses to which the voluntary contributions of the members are put will be made to the International Executive Board. The voluntary contributions to the Political Action Fund shall be collected as follows:

U.S. CURRENCY

"Up to One Dollar and Fifty Cents ($1.50) of each March and July's per capita payment to the International shall be diverted to the Political Action Fund where it will be used in connection with federal, state and local elections. These deductions are suggestions only, and individual 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 judgment, 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 such a request.

"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 their local union, may do so in any amounts whenever they wish."

No contribution— I do not wish to contribute to the ILWU Political Action Fund. I understand that the International will send me a check in the amount of $1.50 prior to March 1, 1999.

Less than $1.50— I do not wish to contribute the entire $1.50 to the ILWU Political Action Fund. I understand that the International will send me a check for the difference between my contribution and $1.50 prior to March 1, 1999.

More than $1.50— I wish to contribute more than the minimum voluntary contribution of $1.50 to the ILWU Political Action Fund. Enclosed please find my check for $ .

RETURN TO: ILWU, 1188 Franklin Street • San Francisco, CA 94109

NOTE: CONTRIBUTIONS ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS.
The Vietnam General Confederation of Labor invited the ILWU to attend its VIWU Congress in Hanoi Nov 5-6, 1998. The International officers selected me to attend and represent the ILWU.

The VGCL is the Vietnamese equivalent of the AFT-CIO and the Canadian Labor Congress. The ILWU was the only individual union that participated in the Congress from the USA. Most of the 15 foreign delegations present were representatives of independent trade unions. In addition the WFTU (World Federation of Trade Unions) and the ILO (International Labor Organization) were also represented. Labor delegations from South and Central America, the Mid-East, the Far East, Australia and Russia, as well as some from Europe, also attended.

The 51st VGCL delegates from the entire country were charged with reviewing the activities of the Confederation for the last five years, identifying its tasks for the next five years (1998-2003), making necessary changes to its constitution and by-laws and conducting elections of officers for the next five years.

Interestingly enough, many of the problems faced by labor in Vietnam are the same as those we face here in the USA: wages, working conditions, safety and an ongoing struggle to achieve equal treatment and dignity, especially from foreign corporations, as well as complaints that the existing labor and safety regulations are not enforced.

One Confederation report to the Congress indicated that 269 strikes had occurred since 1993, 120 of which broke out in foreign investment enterprises. Another 84 strikes occurred in state-owned enterprises and 65 at state-owned enterprises. Many of these strikes were illegitimate but were actually all eventually resolved in favor of the workers.

The Congress received a complete report on the progress made by the VGCL on the directives passed at its last Congress. The reports covered such areas as organizing, education of workers, especially in remote rural areas, improving representation of workers by their local representatives, productivity aims and many other areas of concern.

The Congress indicated that the ILWU and the National Maritime Union have been referred to follow-up discussions with Local officers and the Coast Guard. Lees were a scheduled visit of the Vietnamese delegation to the West Coast in April 1999. The ILWU international Secretary-Treasurer Joe Ibara (right) presents a copy of The ILWU Story to Co Dinh Que, president of the Vietnam National Shipping Lines Workers Union.

One area I found of interest was that one spent discussing the problems of how to educate local trade union leaders in all levels of trade union administration. These discussions led to action in the training of local leaders. The ILWU will eventually pay off in organizing all workers and strengthening the labor federation.

Over the past five years the entire country of Vietnam has begun a program of national renewal in all facets of life. Modernization of the infrastructure extends to a program of modernizing the ports throughout Vietnam. These programs continue to grow.

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ILWU Book & Video Sale

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

**BOOKS:**

The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **$7.00**

The Big Strike By Mike Quin: the classic partisan account of the 1934 strike. **$7.50**

Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike. **$11.00**

Reds or Rackets: The Making of Radical and Conservative Unions on the Waterfront By Howard Kimeldorf: a thoughtful and provocative comparison of the ILA and the ILWU. **$10.50**

The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront By David Wellman: the important new study of longshoring in the ILWU. **$15.00** (paperback)

A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Selvin: the newest and best single narrative history about the San Francisco events of 1934. **$16.50**

Work on the Waterfront: A Longshore Artist’s View By Jean Gundlach and Jake Arnutoff: wonderful line drawings and text about longshore work. **$7.00** ($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. **$7.00**

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. **$28.00**

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Prices include shipping and handling. Please allow at least four weeks for delivery.

BACK TO BASICS IN 1999

The ILWU has always come together during contract years. Now is the time for the membership to show the employers and the world that we understand who we are and what we want. This union was founded on the principles of protecting longshore workers through protecting our hiring hall, protecting our conditions on the job, protecting those who came before us with a good pension and protecting our families through good medical coverage.

White Hat Day EVERY THURSDAY

To show our colors the Coast Committee is asking the membership and their families to wear the Lundeberg Stetson, the old longshore white cap, EVERY THURSDAY until we have the contract we deserve!

A Helping Hand...

...when you need it most. That’s what we’re all about. We are the representatives of the ILWU-sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we’re just a phone call away.

ILWU LONGSHORE DIVISION

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Wilmington, CA 90744
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ADRP—Northern California
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San Francisco, CA 94133
(415) 776-8363

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(503) 231-4882

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Seattle, WA 98104
(206) 621-1038

ILWU CANADIAN AREA

EAP—British Columbia
Bill Bloor
745 Clark Drive, Suite 205
Vancouver, BC V5L 3J3
(604) 254-7911