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State of the union’s finances

By Joe Ibara

International Secretary-Treasurer Louis Goldblatt and McGinley told us that we were more or less successful most of the time.

Convention after convention we talked and passed fancy resolutions calling for aggressive organizing programs. We passed resolutions pointing out the need to educate the young men and women coming into the locals up and down the Coast and Hawaii. The missing ingredient was the funds to pay for those programs. During the late 1980s and early 1990s the International was required to cut discretionary spending and every department was thoroughly reviewed and cuts were made in all departments. These cost reductions resulted in our ability to keep the International functioning throughout that difficult time.

The 1997 International Convention adopted the program recommended by the Titled Officers and provided the necessary funds for an aggressive organizing program, and also provided sufficient funds for us to conduct leadership training programs.

Necessary funds were also allocated for the entire international union’s operations based on the best thinking of the International Trustees, the Secretary-Treasurers of our affiliates and the International as well as the International Executive Board. Almost two and a half years into this three-year term I look back and see that the budgets for 1997 and 1998 were pretty accurate and only a few items have had to be accounted for under non-budgeted items. Most departments are operating under budget. There are some who apparently forget that the ILWU is a union and not just cooking for the crew of the New Carissa get paid and the money is managed well and that only about one-third of our membership are making longshore wages or higher. They are organizing to change the image of the ILWU.

THE ORGANIZING PROGRAM

We must guarantee that we are getting the biggest BANG for our money.

We are planning our next training institute even better and more informative than the first one. As a follow up to LEAD we are currently planning to conduct a two-day training seminar for secretaries-treasurers, treasurers or chief financial officers and their assistants.

The curriculum is still being formalized, but some of the areas that we have emphasized are legal requirements like bonding and financial reporting, conducting union elections and the financial responsibilities of Local union trustees and financial officers of locals. We are currently planning to conduct this training in the seminar in the latter part of this year. More information on this will appear in future editions of this newspaper.

The Titled Officers

BRIAN McWILLIAMS
President

JAMES SPINOSA
Assistant Editor

JOE IBARRA
Secretary-Treasurer
Powell's workers gear up for election

Organizing by the book

By Marcy Rein

Sometimes make the organizing drive at Powell's Bookstore in Portland seem unique: Powell's itself, the country's largest independent bookstore, housing miles and miles of books, more than a million of them. The owner, Michael Powell, a local liberal hero. The workers' relative youth, and their commitment to keeping the special character of the store.

But in the back, the same. A boss is still a boss, and organizing's still a long, hard haul. The 30-some members of the Powell's organizing committee are looking optimistically to their April 22 election because they've put in countless hours talking to co-workers, building a network of community support and telling their story to whoever would listen.

Powell's ranks as a bona fide community institution and Portland tourist attraction. While other independent bookstores are folding under pressure from chain stores like Barnes & Noble, Powell's is flourishing. The original "City of Books," occupying a full city block, has spun off three specialty stores, two suburban stores and a store at the airport.

"There is still a long, hard haul. The 30-some members of the Powell's organizing committee are looking optimistically to their April 22 election because they've put in countless hours talking to co-workers, building a network of community support and telling their story to whoever would listen."

March 1999

Powell's workers and their supporters sign an oversized petition requesting a fair election, in a month when used books are uniquely profitable. Powell's is the leading supplier of used books to Amazon.com, the burgeoning on-line bookseller.

"We know a whole lot of money is going into the pockets of the top earners and people at the bottom are suffering as a result," Edwards said.

Company figures show 25 managers making anywhere from $40,000 to $100,000, but 70 percent of the rank-and-file earns less than $20,000 per year.

"The wage freeze and the restructuring represented a shift in prioritize: that didn't take employees into account," said committee member Miranda Outman.

The workers decided they could only address their grievances effectively by unionizing. After the initial "union-shopping," they picked the ILWU for its democratic tradition, and Warehouse Local 6's 30 years of experience representing the workers at Stacey's Books in San Francisco.

The drive kicked off an intense series of conversations among the workers that hasn't let up yet. Committee members held regular meetings every week or as needed. In the beginning they held three information sessions each week, often running on for three hours. They made themselves available in a local bakery and bar, made house calls and talked union at work.

"Many of the people in the store came to three or four meetings," said Couey. They asked hard questions—and learned a lot about unions in the process. "Lots of people around my age [29] lack understanding of the things we owe to unions, their basic expectations of a job that people..." Edwards said.

"The media is a venue for the general population to become educated and for the community at large to see that the workers at a well-respected business want ILWU representation," said Local 8 Vice President Will Luech.

Union supporters at Powell's saw the first payoff for their work March 12. Holding cards from a strong majority of the workers in the store, they rallied to demand a fair, fast union election. Some 100 supporters turned out in the inevitable Oregon winter rain to back them up and sign an oversized election petition, which was presented to Michael Powell after the rally.

Powell agreed to a fast election, but continued the anti-union campaign he initiated early in the drive. He has taken a number of outspoken stands for free speech, and civil rights—notably as an early and generous opponent of the homophobic Measure 9 on the 1992 Oregon ballot. But the drive hits close to home.

"Michael said in a meeting, 'I'm pro-union, but not at Powell's,'" Edwards said.

Powell sent half-dozen mailings to people's homes, and called workers into several "union-education" sessions on company time. At one of those meetings early on, lots of people were giving anti-union testimonials. Mary Winzig recalled.

"Powell and the personnel man-..."
The challenges ahead

By Lindsay McLaughlin, ILWU General Counsel

Paycheck Deception legislation was an example of anti-worker OSHA reform legislation introduced—we fight it. Company union legislation legislation introduced—we fight it. I get tired of fighting against anti-worker labor law initiatives. It’s about time we were for something.

That’s why I am pleased to devote the balance of my column this month to a labor-backed legislative initiative that would make it more difficult for employers of longshore and working Americans “independent contractors.” It’s about the time we stood up to the corporate criminals who are taking away workers rights to health care, pensions and other labor protections simply by classifying them as something other than employees. The latest of my articles will focus on our attempts to defeat intrusive criminal background checks on longshore workers and other port employees.

Employers are continuing to step up their deceptive practice of classifying employees as independent contractors, temporary workers, part-time workers, or other terms to create a second class of workers. Each scheme seeks to avoid paying health and pension benefits, vacation or sick leave, and most importantly, the chance to join a union. Moreover, since most state and federal employment and labor laws only cover employees, workers who are classified as independent contractors are also exempt from laws addressing employment discrimination, occupational safety and health, workers compensation and unemployment insurance.

Legislation will be introduced soon to make it more difficult for employers to misclassify workers. The exciting thing about the legislation is that it may have the support of some of corporate America’s most prominent law firms. Stephen Amo Houghton (R-NY) has expressed an interest in introducing the legislation.

The new legislation seeks to replace a complex and subjective twenty-five factor test that was used to determine whether workers are classified as employees or independent contractors. Current law is easy to abuse since employers argue that an employee does not meet one of the twenty factors in the law, the employer can legally claim “independent contractor status” for the worker. The new legislation would replace the common law test with a simple three-factor test. This new test would classify workers as employees unless (1) their employers have no right of control over them; (2) they make their services available to others; and (3) they have the potential to generate profits and bear significant risk of loss. Under this test, the majority of thousands of work may be reclassified as “employees” with all the rights and privileges that come with the status.

The legislation would repeal Section 530 of the Internal Revenue Act. Section 530 allows employers to an employee’s income as a consultant. It also prohibits the Internal Revenue Service from helping employers prop up their workers as independent contractors for Federal employment and labor laws. The issue of “independent contractors” has been a winning issue for the Labor Movement. At the start of the UPS strike in 1997 experts were predicting that the public would recognize the “greedy” Teamster union. They were wrong. Millions of Americans are stuck in jobs that don’t allow them to have the health care, pensions and other labor protections they should be afforded. The public is ready for Labor to take the lead and fight for the dignity and well being of all workers.

Call Congress at (202) 225-3121 and tell your member to stop the misclassification of America’s workers. Tell your member that a bipartisan bill will be introduced soon and you want your representative to co-sponsor.

The second issue—and one of immediate concern—I would like to discuss involves criminal background checks on longshore workers and other port employees. Rep. Clay Shaw (R-FL) has introduced H.R. 318, the Drug-Free Ports Act. The bill would allow state and local authorities to use the Federal Bureau of Investigation (FBI) to perform intrusive criminal background checks on port employees.

Shaw said the following when introducing the legislation, “I am introducing this bill because of the high incidence of cooperation between drug traffickers and port employees. These internal conspiracies are becoming a major avenue for bringing illegal drugs into the United States. To lessen the chance of future internal conspiracies, my amendment would allow the local governing body the option to require that port employees have clean records.

I have never heard of illegal drugs being smuggled through West Coast ports. However, Shaw has convinced many colleagues, including the Speaker of the House Denny Hastert, that you, the hard-working longshoremen of the ILWU, are smuggling drugs. If you are offended by this assertion, it is high time that you take action. Send a letter today urging Congress reject this invasion of your privacy.

Not only does the bill propose to legislate a solution in search of a problem, it does so without providing safeguards to prevent the dissemination of sensitive information to those with no connection to port operations. It provides no limits on the information that will be collected and records could be released dating back years that have no relation to current operations. Workers would have no right to respond to or explain any information uncovered. Under current law in many ports there is a significant potential that this information could be used in inappropriate ways. They would have no right to respond to or explain any information uncovered. Under current law in many ports there is a significant potential that this information could be used in inappropriate ways.

This legislation is an affront to the workers who are at the forefront of creating a safe and drug-free workplace. The union’s alcohol and drug prevention and rehabilitation program has won national recognition. Proponents of the H.R. 318 should support these programs and explore other options to deal with drug smuggling in Florida rather than teaching the Constitutional rights of workers in the ILWU.

I understand that some of our members have criminal backgrounds. Some may have been arrested at some point in their lives for drug related charges. That doesn’t mean these workers should be thrown overboard for the rest of their lives. They deserve a second chance to work, live and to pursue happiness.

President Clinton is set to announce the formation of the Presidential Commission on Drug Free Crime and Security. The Commission will focus on a wide variety of aspects including how to curb drug trafficking at our ports, cargo theft, and smuggling of illegal immigrants. The Commission, co-chaired by the Secretary of Transportation, Attorney General, and the Secretary of Treasury, will give a report to the President within one year.

The Commission presents tremendous challenges and opportunities for longshore and port workers to make our case. It is critical that the Commission address port security issues without tampering with the Constitutional rights of port workers. The ILWU must also ensure Congress forgets getting upon H.R. 318, the so-called Drug-Free Ports Act, until the Commission completes its work.

Our goal should be to have at least every member of the Longshore Division write a letter to their member of Congress. That is going to take commitment from the District Councils and the leadership for the ILWU to urge such action.

If you are intimidated by writing a letter to Congress, don’t be. I used to work in a congressional office and I can tell you that personal appeals from constituents are taken very seriously. I strongly urge you to take the material in this article and include your own personal experiences on the waterfront in your letter to Congress. If you don’t know who your member of Congress is you can either call me at (202) 225-3121 or call the Call Operator at (202) 225-3121—they should be able to tell you if you just give them your zip code.

All members of Congress can be reached at the following address:

The Honorable
U.S. House of Representatives
Washington, D.C. 20015

If possible, I would like to receive copies of all letters sent to Congress on this issue. You can copy me at the following address:

Lindsay McLaughlin, General Counsel
ILWU
1775 K Street, NW
Suite 200
Washington, D.C. 20006

San Francisco—President Clinton arrived here Feb. 26 to the boos of a few right-wing's still bent on kicking him out of office. However, in his major foreign policy speech Clinton mentioned a different group of protesters, a loose coalition of unionists and environmental activists under the umbrella of the California Fair Trade Campaign (CFTC).

"Some of the folks outside who were protesting when I drove up were saying by their signs that they believe globalization is inherently bad. I didn't notice there's no way in the world to put a human face on the global economy," he said. Although he got the message on the picket signs wrong, he was right in his assumption the protesters opposed his NAFTA for Africa Bill.

The demonstrators showed with their 20-foot tall "Corporate Clinton" sign, that they oppose the H.R. 318, which would limit the power that the Department of Justice and the Treasury will have to file a report to the Congress for using the punitive powers of the new law to go after "corporate criminals." The demonstrators would file a report to the Congress for using the punitive powers of the new law to go after "corporate criminals."
Ports shut down

Vancouver dockworkers attend court hearing

By Tom Price

The cranes at the ports in the Vancouver area stood silently March 16 for the second time in as many months as ILWU-Canada workers attended a reception for their eight pensioners facing contempt charges in the British Columbia Supreme Court. The shut-down coincides with a breakdown in contract negotiations between ILWU-Canada and the British Columbia Maritime Employers Assn. and rising tensions on the waterfront resulting from the dispute.

More than 150 ILWU members attended the court hearing that day to show their support for the pensioners facing charges. Delegates also attended the court hearing that day at the Maritime Labour Centre.

"The union was not in violation of arbitrator's rulings because we didn't ask members to come while on shift," ILWU-Canada President Tom Dufresne said. "But if they did insist it was out of concern for the founders of our great union and their disenchantment with the employers." As many as 1,000 workers did not report to work that day.

The trial resulted from arrests at an informational picket line in front of the Sultrans loading facility in Port Moody, British Columbia. Sultrans, a sulfur exporting firm owned largely by Shell Oil of Canada, contracted out the traditional work of sampling and testing Local 518 to a non-union firm.

When the Local 518 members protested at the Pacific Coast Terminal last August the company ran to the courts and obtained an injunction against picketing. Local 518 officers and 18 members were arrested and later convicted on contempt charges and fined Oct. 29. The eight pensioners arrested Aug. 28 under the injunction contend they were not blocking any traffic.

"They're all retired and most of them are in their late sixties," Dufresne said. "So they didn't put up a fight. They were arrested before they could even get their signs out. Dufresne said. "In enforcing the injunction that way the cops violated Canadian law," he said. "They just can't ask who wants to get into the way. They have to obey the injunction and see who's violating it."

ILWU attorney Bruce Lawton said the police report showed only 10 minutes passed between the beginning and end of the arrests, which didn't leave time to read each of the 20 detained persons the order and determine if they were knowingly in contempt of it. The police admitted they arrested people who were just near the site but not actively picketing.

"The members feel this is a clear violation of Canada should have free speech no matter where they are," ILWU-Canada Secretary-Treasurer Steve McKenna said. "But does that stop individual citizens from voicing their opinions?"

The judge will issue his opinion April 9, the same day the ILWU-Canada will host the ITF flag of convenience demonstration ship Global Mariner, a floating port of solidarity. A reception is planned for both events.

The Canadian longshore contract expired Dec. 31, 1998 and there has been no movement from management since talks began Oct. 1. Negotiations reached an impasse early in the week of March 15.

"We're going to conciliation (mediation) with BCMEA as required under Canadian law. The big issues on the union side are contracting out and jurisdiction," Dufresne said.

The union's Feb. 2 rally at Crab Park near downtown Vancouver effectively shut the port as workers attended the protest instead. At that rally the union outlined four main areas of contention:

(1) The contracting-out of Local 518's work to a non-union firm that would overbid the ILWU-represented firm.

(2) The hiring of foremen from outside the union, overturning a decades-long tradition of promoting experienced ILWU members to those positions under ship and dock foremen's Local 514.

(3) The contracting-out of traditionally union work.

(4) The transfer of ILWU work at Vancouver Wharves Ltd. to B.C. Rail employees.

Longshore contract caucus determines demands

By Steve Stallone

Delegates from ILWU longshore locals gathered in San Francisco March 15-26 to hammer out their positions for the upcoming contract negotiations with the employer group, the Pacific Maritime Association. The current contract expires July 1, 1999 and bargaining for a new contract is expected to begin sometime in May.

Delegates brought 234 proposed resolutions to the Caucus gathered in San Francisco March 15-26 to hammer out their positions for the upcoming contract negotiations with the employer group, the Pacific Maritime Association. The current contract expires July 1, 1999 and bargaining for a new contract is expected to begin sometime in May. The Caucus decided that maintenance covering issues of health and welfare, pensions, jurisdiction, wages and other concerns were not consolidated and passed 104 of them. Another 26 on safety issues were referred to the Community Safety Committee for consideration.

The Caucus decided that maintenance of benefits (MOB)—keeping all current medical coverage—is a strike issue. The delegates also agreed to bargain for certain increases in medical, dental, optical and mental health coverage. A number of the proposals are aimed at saving costs while improving benefits. Delegates also supported the Coast Committee's recommendation to improve the Widows Independent Living Subsidy Program (WILSP). They also passed a proposal to bring Alaska longshore workers closer to the Coast, including folding in drayage as long as the cargo remains on the waterfront and rail planning that should expand as the waterfront becomes more mechanized and computerized.

Another concern of the Caucus was pensions. Delegates prioritized these demands, making the raising of all benefits and the elimination of tiers for current pensioners number one. They are also seeking an increase in the surviving spouse's benefit from its current 50 percent, as well as increases in the dependent child survivor benefit. Delegates also advocated for raises in the pension for active members.

With new technology and work practices continuing to impact work on the docks, the Caucus paid particular attention to protecting and expanding longshore jurisdiction. As trade booms in the large ports and intermodal rail yards and off dock container yards become more common, the Caucus wants the Longshore Division to secure jurisdiction over these demands as long as the cargo remains under the control of a PMA employer.

The Caucus also wants to solidify ILWU jurisdiction over maintenance and repair work (M&R) and vessel yard and rail planning that should expand as the waterfront becomes more mechanized and computerized.

The delegates passed resolutions instructing their Negotiating Committee on what kinds of wage increases to seek. Realizing that recent pay differentials have increased the difference between the highest and lowest paid jobs on the docks, the Caucus seeks wage increases that will narrow the gap and bring the lowest wages up.

The Caucus also seeks increases in vacation time and improvements in the longshore 401(k) plan. During the two-week meeting the delegates heard a report from ILWU-Canada President Tom Dufresne on the jurisdictional disputes and contract negotiation problems longshore workers in British Columbia are now facing with their employer group, which includes many of the same companies as the PMA (see story above).

The delegates also viewed a video of the Coast Committee's trip with PMA officials to the East Coast and Europe where they saw the latest in computer and robot technology at work on docks there.

The Caucus also passed a motion to support members if they did move to stop the execution of black journalist Mumia Abu-Jamal. Coastwise stop-work meetings on Saturday, April 24, called to discuss the status of upcoming negotiations in a coordinated and timely fashion, also coincide with the National Day of Mobilization in support of Abu-Jamal.

The resolution encourages all longshore members to take the opportunity to support and attend the Free Mumia demonstration in San Francisco that day. The International will be asking members from all other divisions to participate as well (see story page 7).

The Caucus adjourned after selecting the Negotiating Committee and tentatively scheduling a Ratifying Caucus for July 19-23.
ILWU JOINS LABOR/COMMUNITY ALLIANCE AT OAKLAND PORT

The ILWU has joined a powerful new effort to increase the Port of Oakland’s share of international trade and to improve the port’s relations with labor and the community. The ILWU is aggressively supporting the Port of Oakland’s Vision 2000 project, which includes the plans to install a joint intermodal terminal.

“Japanese companies that have been losing market share to other, more modern ports for years,” International Secretary-Treasurer Joe Ibarra said. “The Port has a number of serious problems with labor and the community. These problems have failed, all of the Port’s Vision 2000 project is seriously jeopardized. The ILWU Legislative Director Lindsay McLaughlin is working in tandem with Port of Oakland’s lobbyists to keep the project on track in the maze of pre-election wheelings and dealings. Local 10 President and Northern California District Council Legislative Representative Lawrence Thibeaux joined a two-day community-labor-business delegation to Washington to support WRDA ‘99 in February.

The bill was marked up in the Senate in mid-March and in the House of Representatives later in the month. “This new partnership with the Port—working to pass the Port of Oakland’s ‘Vision 2000’ project is a two way street,” Ibarra said. “The Port has a number of serious problems with labor and their own safety. These problems have to be resolved if this community is going to move forward together.”

First on the list is the effort by the Alameda County Building and Construction Trades Council, AFL-CIO to negotiate a Project Labor Agreement (PLA) guaranteeing that all of the Port’s projects $8 billion in new construction—maritime, airport and hotel developments—will be covered under union contracts. The issue is local hires, according to Ibarra, are workers from the San Francisco Bay Area. The Port Commission by appointment of the Governor. Ibarra said. “We understand that Oakland residents have historically been frozen out of this work, and we want to work with the community to correct that situation.”

And, locally, thousands of Alameda County unionists and community members turned out at a Port-sponsored community meeting on the waterfront that was not open to the public, according to coalition for Accountability at the Port—the labor/community alliance spearheading the drive—sent the same message to the port: negotiate a new agreement that guarantees local hiring.

Next on labor’s list is an agreement assuring ILWU jurisdiction at the new Joint Intermodal Terminal. A task force of Bay Area ILWU local officers, chaired by Ibarra, is meeting regularly with Port Executive Director Chuck Prater and his staff on this matter.

“At first, all we could get out of the Port was ‘trust us,’ Ibarra said. “But things are moving in a better direction. The ILWU is participating in the campaign for WRDA ‘99. The measure and Mayor Willie Brown has said he will sign the legislation.

“Ibarra said. “We can do it if we keep working together and reach out to the community. The labor/community coalition is key. The Port knows we are their only ally to complete this project. And we will only back a project that focuses the jobs on the waterfront and training of local communities that need it the most.”

Members of the ILWU Task Force on the Port of Oakland include Ibarra, Thibeaux, Clarence Thomas and Bobby Guillory of longshore Local 10, clerks Local 13 and Southern Pacific Intermodal yard manager Frank Billeci, formen Local 91 President Bill De La Mater of San Francisco Regional Director Marina Secchiatone and watchmen Local 75 President Bill De La Mater of San Francisco Regional Director Leroy King.

Members of all the affected locals have voted a $25 per month assessment, matched dollar-for-dollar by the International, to support their work. “We have a complex, long-term campaign here,” Ibarra said. And it won’t work without the participation of our members. Hundreds of ILWU members have volunteered to work with us, and have done so. The turnout for the building trades really made a difference, and we’ll be asking them for the same for the long road ahead.

But we’re going to work with the community. The labor/com-Port solidarity greets Chinese ship

Ironworkers gathered before dawn Wednesday, March 3 at the Hanjin terminal in Long Beach, with picket signs waving in the air they made their point—someone was taking their work. Their cause was simple. The Chinese ship unloading eight new transainers for the port had unleashed the cargo to the dock. Then they erect the cranes ILWU workers from longshore Local 13, marine clerks Local 63 and walking bosses Local 94 work around every day. They also work alongside the ILWU mem-

Harry’s Plaza

Despite decades of being the West Coast’s most formidable labor leader, Harry Bridges’ adopted hometown of San Francisco doesn’t even have an alley named after him. But now it appears The City will finally recognize his achievements and inuence by naming the new plaza under construction on the Embarcadero in front of the Ferry Building after him.

Harry’s Plaza

Momentum is building among the Port of San Francisco, local unionists and the City and County of San Francisco to name the site the Harry Bridges Plaza. The site is especially important to the ILWU. Not only are these the docks where Bridges first helped to organize the union that would eventually become the ILWU, it is also the area where two maritime workers were murdered and 33 others shot in the Bloody Thursday incident of 1934. Adding Bridges’ name to the historical plaques already on pylons lining the Embarcadero walkway will complete a chapter in the struggles of waterfront workers. On that spot, where the foreigners used to choose the hungry clerks to unload the cargo, the Embarcadero workers went out to the community. The labor/com-

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building the cranes here in the port,” Skinas said. “Now those jobs are shipper preferred to the Chinesians. They tried to take the little work we have left. This could get worse if they tried to take the full time work on the cranes.”

Longshore workers dispatched to the Hainjin terminal saw a couple dozen people angrily walking the line and refusing. The union had the huge container movers unleashed afloat by non-union labor and the riggers up the upper part of the people whose work had been taken represented a safety issue to the members present. Soon the crowd swelled to two hundred as more workers refused to cross.

The dispute quickly went to arbitration. ILWU-PMA Area Arbitrator John Pandora suggested meeting at the terminal office, but was turned down by the ILWU officers present who wouldn’t cross the picket line to enter. Pandora went ahead with the arbitration with only the dockworkers from the Coast and the locals present and ruled there was no safety issue. The locals then left and he held a second arbitration alone with management and again believed the union had crossed. Longshore Local 40 said there was no health and safety issue.

The locals then discussed for the managers and representatives of the crane manufacturer, ZPMC of China, later sat down with the union and the union had to pay them for the missed shift. The worst of it seems to be over.

“The issue is the work, not the payment,” Skinas said.

After a four-hour delay the unloading began, with management’s promise to discuss the maintenance of the ironworkers’ jurisdiction. Talks continue between the Chinese manufacturer’s broker and the ironworkers.

“We got them in a tight spot,” Skinas said. “The longshoremen continue to support us and it may hit them in the pocketbook real hard.”

WAREHOUSE DIVISION CAUCUSES

At the direction of the ILWU International Executive Board, Warehouse Division locals met March 30 with the union’s International officers to discuss organizing and how the International can assist locals in their organizing efforts. Officers from Locals 6, 9, 17, 20A and 26 as well as several members from Local 6 attended.

The meeting began with a review of the history of the Warehouse Division by International Secretary-Treasurer Emeritus and Local 6 pensioner Curtis McClain, former Northern California Regional Director and President Emeritus of the Northern California District Council and former Local 6 Secretary-Treasurer Leroy King and former Local 6 President and Secretary-Treasurer Keith Eickman. The local officers then discussed jurisdiction issues, their relations with longshore locals in their areas and their recent organizing activities.

The officers agreed to submit their various contracts to the International to create a database on wages and benefits at the different house unions they represent. Often different locals have contracts with the same employer, but don’t know the terms of the other’s contract. The database is envisioned to provide comparison information on companies and their practices to the locals and regional offices of the ILWU.

More than 50 members and casuals showed up to cover the several approaches to the Unalaska Marine Center for two straight days, sometimes in blizzard conditions.

Pacific Stevedoring is working in conjunction with American Sealoads, a large anti-union factory trailer company based in Seattle, which has also caused problems for longshore Local 19. The foreign trucker in the background, the Northern Eagle, was burned by a combination of the ILWU members and non-residents of the area, work historically done by ILWU members.

Longshore workers in Seattle and Dutch Harbor are working together to address their respective problems with American Sealoads.

Unions and labor federations across the globe have joined in the call for justice in Abu-Jamal’s case, including the French CGIL, the Italian CGIL, Brazil’s CUT and South Africa’s COSATU.

—Dispatcher staff reports

PUGET SOUND LOCALS DESIGNATE MOBILIZATION COORDINATORS

With organizing and solidarity activities heating up in the Puget Sound Region in the last year, ILWU locals in the area have instituted a new position—Mobility Coordinators. The locals have designated them in all straight.

The idea of solidarity outreach and solidarity actions have traditionally been an important job in the ILWU, especially with workers in industries that ship on or off the docks. Kaiser Aluminum strikers in Tacoma made close ties with Colet said of the priorities for his local. “Our first goal is to develop a revitalized shop steward system. They have some active grievance procedures freeing up others for organizing. The coordinators will be gatekeepers, keeping lists of volunteers and getting them out to rallies, organizing drives or whatever we need. We believe the average membership is properly trained and properly motivated to do this.”

Coordinators will work with groups such as immigrant worker organizations to reduce the exploitation of these people. They are already helping with the Teamster’s owner-operator truck organization campaign.

“Carry a Local 19 picket sign behind the seat of my pickup all the time,” Proctor said. “If I see workers on strike I hop out and walk with them. The sign says ILWU Longshore Local 19 supports strikers. I walked with the Fuller Oil Brinpaint distributorship workers on my way to the hall until they got a settlement. I’ve tried to draw the union and the musician’s union strike at the Space Needle, and that would like to do more.”

With IUBU tugbag bargaining dragging out, the leadership has come up for negotiations and the Teamsters 174 owner-operator truck campaign. On the union side, ILWU mobilization coordinators are organizing a major solidarity rally April 1 at Alki Beach. They have a tent to demobilize the Global Mariner. The action will be focused on keeping the port union.

“That will be our first test,” Cote said. “We’ll have a solid showing to publicize the needs for maritime solidarity.”

—Tom Price
Commitment and Courage: Northwest Women in the ILWU

Edited by Harvey Schwartz

To honor women's history month this issue features the remembrances of Valerie Taylor, a long-time North Bend/Coo Bay, Oregon activist who served as president of the ILWU Federated Auxiliaries from 1949 to 1973. Taylor is a dedicated and courageous union stalwart from a family of Northwest woodworkers and longshoremen.

Nothing could dull Taylor's enthusiasm for worker causes and union activity. She persevered through the Great Depression, World War II, the McCarthy period and the post-McCarthy years of the Cold War. Her story recalls the invaluable contributions made over the decades by ILWU Women's Auxiliary members to the union and to the numerous humane causes it has traditionally supported.

Taylor was interviewed at Coos Bay in 1982 by University of California Professor David Wellman and Joe Canale as part of the ILWU Oral History Project. The union and the Institute for the Study of Social Change at the University of California, Berkeley co-sponsored the ILWU Oral History Project when it started in the 1980s. It was initially funded by the National Endowment for the Humanities and the L. J. Skaggs and Mary C. Skaggs Foundation of Oakland, California. Special thanks to Jennie Kogak for her help in the preparation of this article.

VALERIE TAYLOR

I was born Valerie Wyatt in Morton, Wash., in 1918. My father was working as a logger back in those days around Aberdeen and the Grays Harbor area. The bosses then always had the philosophy, "We won't pay you, and if you don't roll out, you can roll 'em up," you know, and get out. That kind of thing I remember my dad talking about.

Right after World War I, I can also remember my folks talking about the Wesley Everest killing that took place in Centralia, Wash., and Everett was an Industrial Workers of the World (IWW) military veteran who was brutally murdered by vigilantes.

We moved to North Bend, Oregon in 1923. After we came down here, my dad went into carpentry and joined the Carpenters Union. In the early 1930s he belonged to the Unemployed Workers Union. The people who were trying to figure out ways to get better jobs.

My parents had a large family. I've always had lots of brothers, sisters, nephews and other relatives living around here. My brothers worked in the woods. Later on they went longhoming and became ILWU Local 12 members.

I got out of high school in 1934, the year the big strike was on. It seemed like every radio program would have things about the strike, how it was spreading, how real it was, finally, wood and everything thing down. I thought that was pretty good cooperation all of organized labor. My family and our friends were all on the side of the working people. We followed what was going on and we knew the longshoremen were right.

About every evening the family and our friends would gather around our house and talk politics. Those were the Depression years when no one hardly had any work, and we had lots of time to think about these things. We read all about Harry Bridges and heard about him on the radio.

This is all when Franklin D. Roosevelt was president. I remember one evening when a bunch of us were sitting there playing cards and talking politics. My nephew was about five years old. He was standing around the table. Pretty soon he says, "I know who the president is." So somebody says, "Well, who?" He says, "Harry Bridges!"

Of course, we did feel the Depression. When I was going to high school a lot of us cut out cardboard and put it in the bottom of our worn shoes. Then my dad would cut leather out and put some hack soles on or heels or whatever we needed. We lived over on Maple Street and had a big house there, but we couldn't pay our taxes, so we lost the house and moved into a houseboat and lived down on the bay.

Still, our family didn't go hungry. We always put in a little garden, and the guys did a lot of hunting, so we had venison. We'd get clams and crabs, and we'd fish for perch. We'd go out across the bay in rowboats. We never had outboard motors, but after you got a little bill in your pocket you could buy a rower.

We were a pretty close-knit family so there were some good times. My sister and her husband lived close by. We didn't need to call on too many outsiders for a hand of pinochle. We had it right there all the time. But we were conscious of other people going hungry. We felt we were lucky living more or less in the country instead of being in a big city.

My brother, Ronald Wyatt, his wife, Norma, who worked with me as an officer in the ILWU Federated Auxiliaries in later years, and I were in the Workers Alliance about 1936, '37. I think my sister, Kate Skinner, and her husband, Jasper, were members too. There were monthly meetings and we had dues. We used to meet in the old Pete Loggie Building.

The Workers Alliance was supposed to be for those people who didn't have a job. Some members were working on low-paid New Deal Works Progress Administration (WPA) jobs and thought they weren't getting enough wages for cutting trails, building bridges, and working out in the woods. I didn't get out on those jobs, but we felt they weren't getting a fair shake, so we held a demonstration.

Around 1937 someone said, "Why don't you get into the CIO International Woodworkers of America (IWA) Auxiliary?" I could because of my connections with my brothers working in the woods. So I joined the IWA Auxiliary, and from that I became a delegate to the old Coos Bay Area Industrial Union Council, CIO.

We had everybody on the CIO Council, including the fishermen, the electrical workers and even representatives of the Workers Alliance. The first thing they gave me was a job in the Council as a treasurer. Later on I was elected Secretary of the Council. I served that role for several years.

In 1939 there was a ship in port to load scrap iron bound for Japan. The Japanese military wanted to use the scrap iron to kill the Chinese. My family, friends, and I got word that it might be a good idea to have a picket line on that ship. I didn't think the idea up, but I went along with it. The more forward leaders in ILWU Local 12 supported us.

We held the scrap iron wanted to see it loaded, of course. He got me arguing. He was about ready to slug one of our men, and I said, "Oh, here come the cops!" So this guy dropped everything and took off.

When World War II started my husband, Forrest Taylor, went into the service. I took aircraft training in Coo Bay to become a riveter. Then I went to Portland to work in an aircraft company on the waterfront up there. My partner was actually named Rosie. She was a real little old riveter, too. We worked together quite a bit. So, yes, we were Rosie the Riveters.

We needed some for Machinists Union shop stewards who we thought would be effective. It seemed like I wasn't too afraid to speak out back in those days, so I became shop steward and a delegate to the AFL Central Labor Council. Boy, sitting there with some of those old AFL conservatives, it was really quite an experience. But I managed to get by all right. Then I was elected as one of three women to the Tri-State Convention of the Machinists.

When I first joined the Machinists Union you took an oath that said, "I will not knowingly advo...
Valerie Taylor, a longshorewoman and labor activist, reflects on her experiences with the International Longshore and Warehouse Union (ILWU) and Federated Auxiliaries. She describes her work in various capacities, including as a vice president and a candidate for membership in the organization. Taylor also speaks about her involvement in political activism, such as opposing the Korean War and supporting candidates like Eugene McCarthy and Harry Bridges. Her experiences are set against the backdrop of the Cold War and the struggles of working-class communities. Taylor's account provides a glimpse into the history of labor activism and the challenges faced by those who worked to bring about change. The narrative is rich with personal anecdotes and insights into the broader social and political contexts of the time. The text is a testament to Taylor's dedication to social justice and her commitment to making a difference in the world.
ITF, IBU help New Carissa crew in crisis
By John Rumlér

A severe winter storm so threatened the New Carissa the night of Feb. 3 that Capt. Benjamin Morgado decided to anchor her three miles northwest of the charred remains of the vessel to Coos Bay. The vessel, a freighter owned by the Japanese company Tsuneishi Jukkain K.K., was manned by an all-Filipino crew and registered in the notorious Flag of Convenience country of Panama, was on route to pick up a load of wood chips.

Powerful gales and swells began pounding the New Carissa toward shore, dragging the anchor as it went, and the ship ran aground Feb. 4. Over the next several days, up to 70,000 gallons of fuel oil onto the Oregon Coast. The disaster, and whether any "incompetence, misconduct, or willful violation of the law" occurred on the ground, was the subject of a special U.S. Coast Guard inquiry in Portland during February.

As the media and most of the public focused their attention on the environmental damage caused by the spilled fuel and the repeated failed efforts to remove the wrecked ship, the plight of the New Carissas crew seemed almost inconsiderable.

"I don't think we were for- gotten by the International Transport Workers Federation and the Columbia River Regional- men's Union, the marine division of the ILWU. Seattle-based ITF Inspector Lisa Smith worked closely with the crew, who were held up in a downtown Portland hotel feeling the heelings, ensuring that their ITF contracts were being honored and that they were treated better than many of the New Carissa is a good ship, and we are treated better than many others. Still, we are very far from home and this has caused us all a great deal of stress. Lila has helped a great deal by explaining our rights to all of us and we were so grateful to get some spending money to see us through the hearings. Santillanosa said the morale of the crew remained quite high, although the men were anxious to get the hearing behind them, but the ship-wreck behind them and go home. "We've been through a lot in the last three weeks," he said. "For two or three days we were in great danger and we want to thank the Coast Guard for rescuing us, and to every-one else—especially the ITF and IBU for their kindness. Now we just have to wait until the hearings are over."

Inspector Smith, who appeared at the Coast Guard hearings, took advantage of every opportunity to speak to the media, detailing the many abuses seafarers often undergo on FOC ves-sels. Her message was broadcast to other seafarers in the shops and offices of all the ship owners and insurers. All but five crew members were subpoenaed. Authorities allowed the cook, mess boy, and several other crew to return to the Philippines, but for the others, the atmosphere inside—and even outside—the courtroom remained quite tense. The press was not allowed to photograph the crew members as they sat stiffly in the hearing room surrounded by a tight phalanx of offi-cials who had to serve as both lawyer and interpreter.

The pent-up tension dissolved later that night when Smith returned to the hotel with eight large pizzas and the last few cases of soda. The gloomy silence of the hotel room was replaced by laughter and smiles when Smith bantered good naturedly with the crew members as she distributed the donated funds to the happy men. Several days later Smith also contact-ed the ship owners and assisted the sailors in getting reimbursed $1,000 apiece for their lost personal belonging-s and helped them collect their wages for the month of February. She also contacted the General Consul of the Philippines in San Francisco, Amado P. Cortes, who personally called the ships officers and assured them that they would not be forgot-ten or mistreated.

The Coast Guard inquiry abruptly ended March 3 and Santillanosa, and the six other engineers were allowed to return to the Philippines. The remainder of the crew, including Capt. Morgado, joined them the fol-low ing day. But beyond the Coast Guard hearing looms the shadow of a federal criminal investigation into the cause of the grounding. Both investigations—which authorities say will take several more months before a decision is reached—will seek to determine whether any laws were broken by Captain Morgado, his offi-cers and the owner of the ship.
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FUNDRAISERS CATCH UNION FEVER

The telefundraisers at Stephen Dunn & Associates' Berkeley calling center were resigned to working without sick days or other benefits—until they talked with ILWU warehouse locals. Members of the Share Group, who do similar work. Just three months later, the SD&A callers won the brink of demanding recognition with Local 6 chapters.

Stephen Dunn & Associates raises funds for a raft of progressive cultural and humanitarian organizations, among them the Holocaust Museum, Sierra Club, Mother Jones magazine, the San Francisco Symphony, and some of the nation's leading universities. About 100 people work out of the Berkeley office, though SD&A's parent company, Marketing Science Group Inc., employs some 1,200 in offices around the country.

"We provide a real service—we raise millions of dollars for arts groups and other causes," said Chandare Garson, a member of the SD&A organizing committee.

In return they get base pay of $7 an hour at $7 per hour. Some workers say they can earn more per hour, but lack of benefits ranks even more than the low pay. "It's just not civilized to work without them," Tait said.

Lacking medical and dental coverage, people skip even routine care, like getting a root canal from teeth pain, said organizing committee member Harlan Cross. "Almost all of the older people need medical insurance real bad," he said.

One day in January, Rod Springer, who used to work at SD&A, told the Story of the older people need medical insurance real bad," he said. One day in January 8 Rod Springer from ILWU's courier organizing campaign. He persuasion to work at SD&A, said, "I was working very hard and couldn't even afford a place to live.

Now, under the Local 6 contract, he gets insurance and can make as much as $11.25 per hour, said SPRINGER.

The union idea caught on. Within a week, and found some really nice people. The union -busting 101," Cross said.

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Jolita Lewis has done just about every job in longshore Local 10’s jurisdiction. In her new position as Secretary-Treasurer she is doing something unique—she is the first woman full-time officer in the local. Lewis began working on the docks in 1989 lashing cargo and moved on since then. “What haven’t I done?” she asks. “I’ve done lashing, tractor driving, clerk, everything but being a medic.” Lewis also served on the local’s executive board and as a trustee. She was a tractor driver instructor before her election as Secretary-Treasurer. In her new role Lewis plans to take care of all of the local’s business and get the hall ready for the next century.

“We need to update and publish our constitution for the members. The last update was in the early 1960s and we need to put all the bylaws into a single document,” she said. “Our internal office needs more skilled workers, she said. As with the rest of the ILWU, organizing will also be a priority.

When asked if it felt strange to be the only woman delegate to the Coast Seamen’s Union/Sailors Union of the Pacific, Furuseth, who constantly championed the needs of seagoing labor, inevitably opposed Healy—who ran his ship and enforced the command of other vessels with an iron fist—in a conflict not resolved in either men’s lifetime.

Set in double narrative—the telling of a “wilderness” and the challenge of racial identity—Brooks has produced a compelling video. “The Odyssey of Captain Healy” is destined to live alongside other independent film classics.

The premiere of “The Odyssey of Captain Healy” will be held on the square rigged schooner Balclutha April 17 at 7:00 p.m. ($8.00 admission). This historic ship is located at Hyde St. Pier near Fisherman’s Wharf in San Francisco. Join producer Maria Brooks for a reception and screening of the documentary on the life of a remarkable African American seafarer.

The show’s initial broadcast occurs April 19 at 10:00 p.m. on PBS affiliate KTEH-TV Channel 54 in San Jose.

Jolita Lewis assessment checkoff so the locals don’t lose money. “We would like to get PMA to fix our payroll system,” she said. Other tasks for the officers of the local include the need to train more skilled workers, she said. As with the rest of the ILWU, organizing will also be a priority.

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Thousands of Hispanics and other ethnic and racial minorities die each year from leukemia and other fatal blood diseases that could be prevented with a bone marrow transplant.

There will be two more ILWU Union Blood Drives at Local 13 Memorial Hall, 221 West “C” Street, Wilmington on April 16 and April 23 from 7:00 a.m. to 2:30 p.m. For those of you in other cities and states, please go to your local Red Cross or City of Hope location, give blood and get your name added to the donor bank. You just might save someone’s life.

During her previous round of treatments, Sandi was off work on disability, putting a strain on family finances. If you can help, a contribution to lessen her financial burden would be appreciated. Send to:

Sandi Lobato-Banday Fund
PO. Box 10166
Long Beach, CA 90810-6166

For more information or if you would like to help in any way, please contact Alex Banday at 562-431-5511 or Lori Smith at 310-547-6034.
ITF Inspector Bob Dean leaves a legacy of commitment

By Myc Dean and Steve Stallone

Bob Dean was born in Providence, R.I., on Aug. 17, 1938. In his younger years he lived in Providence and the East Coast and in other Teamster jobs. He moved from the Teamsters to the merchant marine industry where he became a member of the National Maritime Union (NMU). He left the merchant marine to become a member of the Inlandboatmen's Union of the Pacific and was active in organizing the U.S. towing industry working in Vietnam. In 1969, while working for P.A.C., a tugboat company operating in Vietnam later bought by Crowley Marine, he met his future wife, Myrdelle Zinn, in Singapore where she then lived with her family. They were married on March 11, 1970 in Vancouver, Wash. and made their home in Seaside, Ore. Where Myc was raised.

Robert Dean allowed him to serve unfortunate sea-

men in a unique way. In addition to fighting for the rights of seamen he also secured des-

perately needed funding for the Seamen's Center in Vancouver, Wash. and Coos Bay, Ore. and was trying to develop interest in a seamen's center in Longview, Wash. He was also instrumental in signing many ITF agreements. This position was more than a job, it was his life. He inspected ships night and day and on weekends, he took the seamen shopping, to doctors, to the hospital, to the airport and many times home with him.

Bob developed a special relationship-

ship between himself and the long-

distance tugboat pilots. He was con-

vinced that the Coast Guard and Seamen's Union are a vehicle through which one can be instrumental in helping to help communi-

cate with and represent foreign sea-

men. This team he put together

by Tom Price

Myc Dean

Ben Margolis: ILWU and civil rights attorney

upset the House Un-American Activities Committee when he subpoenaed Ben Margolis in 1951, his response was so strong that he became a leader in the labor and civil rights lawyer: "I'll bluntly tell you they can't get infor-

mation out of me about my clients."

With that steely determination and a brilliant legal mind Margolis be-

came one of the most important labor and civil rights attorneys of his time, arguing precedent-setting cases before the U.S. Supreme Court, including the charges against ILWU International President Harry Bridges.

"He had the most zest at using the law to redress social wrongs of anyone I've ever met," said his for-

mer law partner Barbers Hadwell.

Margolis cut his teeth as a labor lawyer in San Francisco working on tough jurisdictional cases for the ILWU and on Harry Bridges' many battles with the courts.

"The first case I ever had with Ben was in 1938," ILWU General Counsel Ammattieus Numan Leonard said. "The union was involved in a suit before the Los Angeles Superior Court in which they were saying something in a telegram the judge didn't like and I worked on the appeal and it came out of a contempt of court citation."

Margolis was part of the legal team that represented the Bridges case before the U.S. Supreme Court. Justice Hugo Black wrote in the decision that the Supreme Court expected the lower courts to show more backbone and moral fiber than to let things like Bridges' telegram upon them.

"Then we went up north to pro-

tect ILWU jurisdiction in Washington state," Leonard said. "We were able to try to raid longshore work there, thereby strengthening the coastwise unity of the ILWU."

"We eventually got them back to the IFU legal which we were able to find out were the great benefits we got for the members," Leonard added.

Margolis moved to Los Angeles in 1941 and continued to represent ILWU locals there. He fought an anti-

trust case leveled against ILWU fish-

erman's Local 33 in San Pedro, win-

ning rights and collective bargaining in July 1951.

"Ben represented warehouse Local 26 throughout my 17 year tenure as B.A., Vice President and President there," International Secretary-Treasurer Joe Ibarra said. "He clearly understood the ILWU position of not calling attorneys in until we needed them to get us out of trouble."

Margolis helped found the pro-

gressive National Lawyer's Guild during his stay in San Francisco. He was a tireless fighter for civil liberties, and cases he worked on established free-speech precedents. He also worked on ILWU's Supreme Court decisions.

"It was fortunate enough to be one to the attorneys on the team that Ben assembled in Los Angeles to defend the ILWU and the California Communist Party in a Smith Act prosecution," Leonard said. The Smith Act criminalized membership in the party, allowing people to be jaled for refusing to 'name names'." The successful appeal to the Supreme Court from the conviction in that case effectively broke the back of the Smith Act," Leonard said.

The decisions for Bridges on the telegram case and the Smith Act vic-

tory wrote two chapters in the histo-

ry of America's civil liberties. The first limited the courts' ability to use contempt citations against a feisty labor leader and stall the ILWU's mili-

tant defense of its jurisdiction. The second defended free-speech rights against the courts' use of imprison-

ment without trial on contempt.

Margolis' unsuccessful defense of the Hollywood Ten added a third chapter. His name "automatically came up if you were involved in a civil liberties case" blacklisted screen-

writer Ring Lardner Jr., who wrote the film "M-S-A-Y-IT" after 17 years on the blacklist, told the Oregonian. Margolis was unable to get the contempt citations lifted from the movie writers and actors. He later sued the movie moguls for employing discrimination, and while unsuccessful, the case helped lift the blacklist.

The Screen Writers Guild paid tribute to Margolis at its Writers Guild Theater March 5 where letters were read from Leonard, Lardner and others. Margolis died Jan. 27 at the age of 86. He is survived by Valerie, his wife of 62 years, three sons and five grandchildren. The Screen Writers Guild remembrances be donated to the Portland, Ore. chapter of the National Lawyers Guild.

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By Tom Price

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ITF Inspector Bob Dean leaves a legacy of commitment

By Myc Dean and Steve Stallone

Bob Dean was born in Providence, R.I., on Aug. 17, 1938. In his younger years he lived in Providence and the East Coast and in other Teamster jobs. He moved from the Teamsters to the merchant marine industry where he was a member of the National Maritime Union (NMU). He left the merchant marine to become a member of the Inlandboatmen's Union of the Pacific and was active in organizing the U.S. towing industry working in Vietnam. In 1969, while working for P.A.C., a tugboat company operating in Vietnam later bought by Crowley Marine, he met his future wife, Myrdelle Zinn, in Singapore where she then lived with her family. They were married on March 11, 1970 in Vancouver, Wash. and made their home in Seaside, Ore. Where Myc was raised.

Robert Dean allowed him to serve unfortunate sea-

men in a unique way. In addition to fighting for the rights of seamen he also secured des-

perately needed funding for the Seamen's Center in Vancouver, Wash. and Coos Bay, Ore. and was trying to develop interest in a seamen's center in Longview, Wash. He was also instrumental in signing many ITF agreements. This position was more than a job, it was his life. He inspected ships night and day and on weekends, he took the seamen shopping, to doctors, to the hospital, to the airport and many times home with him.

Bob developed a special relation-

ship between himself and the long-

distance tugboat pilots. He was con-

vinced that the Coast Guard and Seamen's Union are a vehicle through which one can be instrumental in helping to help communi-

cate with and represent foreign sea-

men. This team he put together

by Tom Price

Myc Dean

Ben Margolis: ILWU and civil rights attorney

upset the House Un-American Activities Committee when he subpoenaed Ben Margolis in 1951, his response was so strong that he became a leader in the labor and civil rights lawyer: "I'll bluntly tell you they can't get infor-

mation out of me about my clients."

With that steely determination and a brilliant legal mind Margolis be-

came one of the most important labor and civil rights attorneys of his time, arguing precedent-setting cases before the U.S. Supreme Court, including the charges against ILWU International President Harry Bridges.

"He had the most zest at using the law to redress social wrongs of anyone I've ever met," said his for-

mer law partner Barbers Hadwell.

Margolis cut his teeth as a labor lawyer in San Francisco working on tough jurisdictional cases for the ILWU and on Harry Bridges' many battles with the courts.

"The first case I ever had with Ben was in 1938," ILWU General Counsel Ammattieus Numan Leonard said. "The union was involved in a suit before the Los Angeles Superior Court in which they were saying something in a telegram the judge didn't like and I worked on the appeal and it came out of a contempt of court citation."

Margolis was part of the legal team that represented the Bridges case before the U.S. Supreme Court. Justice Hugo Black wrote in the decision that the Supreme Court expected the lower courts to show more backbone and moral fiber than to let things like Bridges' telegram upon them.

"Then we went up north to pro-

tect ILWU jurisdiction in Washington state," Leonard said. "We were able to try to raid longshore work there, thereby strengthening the coastwise unity of the ILWU."

"We eventually got them back to the IFU legal which we were able to find out were the great benefits we got for the members," Leonard added.

Margolis moved to Los Angeles in 1941 and continued to represent ILWU locals there. He fought an anti-

trust case leveled against ILWU fish-

erman's Local 33 in San Pedro, win-

ning rights and collective bargaining in July 1951.

"Ben represented warehouse Local 26 throughout my 17 year tenure as B.A., Vice President and President there," International Secretary-Treasurer Joe Ibarra said. "He clearly understood the ILWU position of not calling attorneys in until we needed them to get us out of trouble."

Margolis helped found the pro-

gressive National Lawyer's Guild during his stay in San Francisco. He was a tireless fighter for civil liberties, and cases he worked on established free-speech precedents. He also worked on ILWU's Supreme Court decisions.

"It was fortunate enough to be one to the attorneys on the team that Ben assembled in Los Angeles to defend the ILWU and the California Communist Party in a Smith Act prosecution," Leonard said. The Smith Act criminalized membership in the party, allowing people to be jaled for refusing to 'name names'." The successful appeal to the Supreme Court from the conviction in that case effectively broke the back of the Smith Act," Leonard said.

The decisions for Bridges on the telegram case and the Smith Act vic-
tory wrote two chapters in the histo-

ry of America's civil liberties. The first limited the courts' ability to use contempt citations against a feisty labor leader and stall the ILWU's militant defense of its jurisdiction. The second defended free-speech rights against the courts' use of imprisonment without trial on contempt.

Margolis' unsuccessful defense of the Hollywood Ten added a third chapter. His name "automatically came up if you were involved in a civil liberties case" blacklisted screen-

writer Ring Lardner Jr., who wrote the film "M-S-A-Y-IT" after 17 years on the blacklist, told the Oregonian. Margolis was unable to get the contempt citations lifted from the movie writers and actors. He later sued the movie moguls for employing discrimination, and while unsuccessful, the case helped lift the blacklist.

The Screen Writers Guild paid tribute to Margolis at its Writers Guild Theater March 5 where letters were read from Leonard, Lardner and others. Margolis died Jan. 27 at the age of 86. He is survived by Valerie, his wife of 62 years, three sons and five grandchildren. The Screen Writers Guild remembrances be donated to the Portland, Ore. chapter of the National Lawyers Guild.
Call to the 29th Biennial Convention of the Federated Auxiliaries of the ILWU

By Les Capay

PCPA Convention Committee

For the first time the 1999 Pacific Coast Presidents’ Assn. Convention will take place outside the lower 48. Hosted by the ILWU Canada-Pacifique Debut de la Convention, the assistance of the Canadian locals, the Convention is scheduled for Sept. 13, 14 and 15, 1999. The convention hotel is the Radison Hotel Vancouver, 433 Dominion, Burnaby. The hotel’s phone number is (604) 430-2828. The hotel is located at Caribou RV Campground, half way between the Vancouver office of longshore Local 99 and Westminster and located adjacent to Canada Highway 1, which is accessible to delegates driving to the convention. Be sure to state you are attending the convention in order to secure the reduced rate. Transportation from the airport, train or bus depots will be provided. Travelling RV’s are an excellent park is located at Caribou RV Campground, 8760 Dufresne Place, Burnaby. The motel’s (604) 420-1772. Take the Caribou exit off the freeway. Shuttle service to and from the park will be available.

Preparations for the convention are well under way with the usual hotel and convention center planned. A special treat for delegates will be a two-hour Harbor Cruise of the Port of Vancouver. Vancouver is rated by world travelers as having the third most beautiful setting in the world. This tour should be a must for every delegate.

One of the pleasures for our American brothers and sisters as the exchange rate between our two countries is currently approximately 35 percent and the long-term prediction is that it is unlikely to change. That translates into each U.S. dollar exacting for slightly more than $1.50 Canadian. Some examples of the benefits to the U.S. delegates: a $20 Canadian meal would be $13 U.S. The convention hotel at Villa is $109 Canadian or $71 U.S. For those wishing to stay more than seven days visiting Canada the hotel has extended the convention rate to a period of seven days, two days prior to and seven days after. So plan to come early and stay longer.

If you, a Local 10 member, have a son or daughter who is applying to, or entering or to continue in college, you may phone him at (415) 771-4060. If you wish to make political contributions on a form provided by the International Union, shall be sent a check in the amount of $1.50 prior to March 1, 1999.

The voluntary contributions to the Political Action Fund shall be collected as follows:

Up to One Dollar and Fifty Cents ($1.50) of each March and July’s per capita payment to the International Union 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 or both disbursements, if in their judgment, the financial condition of the International warrants suspension.

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

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

No contribution—1 do not wish to contribute the entire $1.50 to the ILWU Political Action Fund. I will contribute . I understand that the amount 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 however much they may wish.

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NOTE: CONTRIBUTIONS ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS

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 discriminate any member because of the amount of his/her contribution or the decision not to contribute. In case no one shall be required to pay more than his/her pro rate share of the union’s collective bargaining expenses. Reports on the status of the fund and the uses to which the voluntary contributions of the members are put will be made to the International Union’s Executive Board. "The voluntary contributions to the Political Action Fund shall be collected as follows:

Signature
Name
Address
City, State, Zip

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LETTERS

COAST GUARD TO THE RESCUE? 
The following is a shortened version of a letter I sent to my Congressman and representatives.

When did the services of the U.S. Coast Guard become available to the highest bidder? All I thought I assumed that the purpose of the Coast Guard was to come to the aid of those in need, not those who can pay for multi-million dollar corporations—but maybe I was wrong.

Last week during a recent demonstration to protest the elimination of jobs previously held by members of the ILWU, protesters were threatened by County Sheriffs on board who made a point of unsnapping their holsters. This, in response to a noisy, but otherwise peaceful—and legal—demonstration. Are these same strong-arm tactics to be used on others who protest against what they feel is wrong? What if a group of local environmentalists held a demonstration against a corporation's threat to the environment—will the National Guard be called in? Will the next anti-abortion demonstration be dispersed by Marines?

In my opinion when the U.S. military begins catering to private corporations, they are no longer servants of the people—they are little more than mercenaries.

Marilyn Richards
Local 12 spouse
North Bend, OR

ANOTHER POINT OF VIEW ON MUMIA

Mumia Abu-Jamal, to whom you devoted a full page in the lastusan strike in the San Francisco Bay area since the 1934 Maritime Strike on Thursday, April 29 in San Francisco. The lecture is a fundraising benefit to hire an archivist to catalogue Kagle's one-thousand box collection of arbitration cases currently stored at the Labor Archives and Research Center at San Francisco State University.
The talk will be held at the Argent Hotel, 50 Third Street, San Francisco. Registration, reception, and a no-host bar will be from 4:30 p.m. The talk will be from 4:30 to 5:30 pm.

In 1980 a San Francisco Examiner reporter called Kagle the “King of the Arbitrators.” His cases have included issues in the maritime, canning, garment, retail, newspaper, football and many other industries. $200,000 cost to hire an archivist to do this work every year for 7-8 years. The sponsors of the event include the San Francisco Bay Area Chapter of the Industrial Relations Research Association and the Labor and Employment Law Section of the Bay Area San Francisco. Hastings College of Law Professor Joseph Grodin will introduce Kagle.

Longshore Pensioners, Deceased and Survivors

Recent Pensioners: Local 10—Paul Valigun; Local 13—Martha Antonio; Local 19—Julie Jurich; Local 23—Daniel Carson; Local 29—Elvis Carter Sr.

Deceased: Local 4—William Sexton; Local 8—Donald Smith (Delores); Local 13—Antonio; Local 19—Rodger Miretti, Carmen Medina, Ruth Waino Kalke; Local 26—Kenneth Stone Local 19—Pearl Benson, Melvia Collins, Phyllis Keeley, Emley Keith; Local 28—Donald “Sunny” Lojan, Jim Hermengildo, John Maduro, Danny North, John Urres and Wayne Johnson.


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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.

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San Francisco, CA 94133
(415) 776-6883

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(206) 621-1038

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(604) 254-7511

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