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**Inside Line**

**GENDER FACTORS**

The US Census data show that in 1990—90 years ago women made 60 cents for every dollar men made. While reducing the discrimination against women on the job to a number was telling, it was also over-simplifying. The numbers couldn’t begin to measure the work and psychological toll on women from the daily grind and distorted end. That cost came through clearly in some of the humorous and sarcastic slogans that are part of the women’s movement—“Women have to work twice as hard to get half the credit” and “Women who want to be equal to men lack ambition.”

Now the inequality index has crept up to 74 cents for every man make, and that’s telling too. Sure there’s been some significant improvement, but it has been incremental.

Local organizer Maria Brooks points out in our Women’s History Month feature this issue (see pages 8-9) women’s movement made in-traditional jobs. But even in a union like the ILWU that prides itself on its commitment to social equality, progress has been painfully slow. Certainly the percentage of women working on the waterfront is higher than in other blue-collar union industries, and some have even risen to leadership positions on the job and in the union, yet, as the women featured in Brooks’ story relate their successes have not come easily and they have met some unbridled resistance. The women who work as hostesses at Cruise and Tour Services in the Port of Los Angeles see another face of discrimination—that faced by women. (see “Women in the ‘ewb?’” (see page 8). It starts with their being hired to work in a traditional “female” job. (see page 3). It starts with their being hired to work in a traditional “female” job. It is the job of the ILWU to shore up conditions in our core that have been put here by the workers with whom we daily rub elbows. To do this we have to give our members the tools to get the job done.

By Brian McWilliams

ILWU International President

The ILWU is a unique and wonderful organization. We are each proud to be a member and to lay claim to our militant and democratic heritage. Those of us involved in the union as active and retired members know that this heritage is one of the primary reasons we are respected and influential in our communities and in the labor movement. We also know that our track record in representing our members and fighting for social justice was established by decades of direct rank-and-file participation in the life of the union, in shaping policy and implementing programs—and electing leaders who understood and fought for those programs and policies. But we also know a disturbing truth: we are not today as successful as we must be in guaranteeing the constant infusion of new energy and opinions from the rank and file into the daily life of our union.

Each and every member is an essential part of the ILWU. Our numbers and diversity are the strength of our organization. The size and participation of our membership determines our effectiveness in contract negotiations, organizing, and political action. Less than one month away from our 31st International Convention, it is time to discuss how best to enhance membership participation throughout the union. Central to these discussions is finding ways to build and sustain member education and mobilization. These topics should be a priority for our convention delegates and to receive careful consideration in our deliberations.

An educated membership shapes programs, defines policies and protects democratic procedures.

 Spending dues dollars on internal organizing and education is an important step to unlocking our greatest natural resource—the energies and commitment of our members. But we are a small union and our resources are precious. We know that we will never prevail in a protracted fight against our enemies through monetary means—we win our struggles through the determination of our membership. Increasing participatory education and training is the most effective way to ensure a future in which we will be able continue improving, expanding and sharing the benefits of belonging to a progressive rank-and-file trade union. We already have some great examples to guide us: Hawaii Local 142’s ongoing Labor Institutes, ILWU—Canada’s annual educational retreats, the International’s inaugural Leadership Education and Development Institute (LEAD), and our training program for local union Secretary-Treasurers and financial officers. These programs all bolster the union internally, but because of expense they can only be held periodically and can only target a relatively small group of members.

We must also develop an area workshops—a format used successfully in the early 1970s—designed to meet local needs and opinions through the ILWU. Longshore jurisdictions have established by decades of direct rank-and-file participation in the life of our union. Local 142 in Charleston, South Carolina, came under attack, the ILWU’s Longshore Division came immediately to their aid (see pages 10-11 for their story). Charleston is the fourth largest container port in the country and a model of good operation there cannot be tolerated. An injury to one is an injury to all.

March 2000

**Presidential Report**

**Organize! Educate! Activate!**

An educated membership shapes programs, defines policies and protects democratic procedures.

**ILWU Titled Officers**

**BRIAN McWILLIAMS**

President

**JAMES SPINOSA**

Vice President

**LEONARD HOSHJO**

Vice President

**JOE IBARRA**

Secretary-Treasurer

Published monthly except for a combined July/August issue. for $5.00, $10 non-members, a year by the ILWU, 1188 Franklin St., San Francisco, CA 94109-6898. The Dispatch welcomes letters, photos and other submissions to the above address. © ILWU, 2000.
ProMess strikes again

Unprecedented solidarity be
faced by ProMess' San Francisco
drivers all but shut down Profes
essional Messenger's San Francisco
operation with an unfair labor prac
tice strike March 13.

Messengers began arriving at
7:30 a.m. on March 13 at an office
in San Francisco but instead of reporting to work, they
staked their bikes and parked their
toys, took a unanimous strike
vote—and trooped upstairs in masse
to meet their attendance bonus.

"We considered the participation
inspirational," said bike messenger
Bill Bridges. "A $150 bonus was an econo
mically enormous sacrifice for us."

One bike messenger and five
drivers out of 30-some ProMess couri
dispatched from San Francisco
worked a full day; a few drivers turned
down management's offer of a $150
bonus to scab; they lost that plus the
ume. When strikers visited key clients
later in the day, many reported that ProMess
dispatchers advised them to use
other services because Pro was "black
listed.

Management's unilateral policy
change on the drivers' attendance
bonus "backed up." The crowd crammed
ers from the ILWU's Los
Angeles/Long Beach longshore locals,
protested a bonus for working 80 hours in a pay
period. The workers demanded that company
recognized the ILWU and numerous
Local 6, and faces an April
NLRB hearing on some
violations of labor law.
ProMess also faces a wage
and hour lawsuit filed by
the ILWU and numerous
customers. ESO normally hands
out bonuses for working 80 hours a day. One manager reportedly
said the bonus was too easy to get
and recognized the union.

"It was hard for us to do this," said
hostess Annette Mattera. "He
knows the rules, this all has to go to
the NLRB.'"

"He recognized Local 630CU as their
representative. The crowd crammed
into Wood's small office, spilling out
into the hall.

"Woods wouldn't even touch the
envelope the demand letter was in," hostess Annette Matters said. "He
kept repeating himself, telling Mike
(ILWU Organizer Mike Diller), 'You
know the rules, this all has to go to
the NLRB.'"

The delegation left after a scant
10 minutes of non-communication.
"The letter lay on the floor where
Wood's let it drop.

The delegation then caravaned
over to visit Royal Caribbean Intern
ational (RCI), the giant cruise line
that had just replaced Woods' subcon
tract. Some suspect he had union
troubles at RCI that is why he wanted to
deliver a reality check.

RCI pier agent Maureen Johnson
got the hot seat. The crowd showed
quarters in Miami and threatened
to call the police. Even soothing words
from one of the police officers
hostesses brought along failed to calm
her. She was seen peeking through
the curtained entrance to the delegation left.

"It was hard for us to do this," said
hostess Lissy Maynez. "My knees
were shaking. But it's just not fair
to get more money to pay
Littler," driver Anthony Koutsos said.
ProMess has been
engaging the services of one of the nastiest and
priciest of union-busting
law firms—Littler, Men
delson—since before last
day's election.

The company has
decided to refuse to recognize the
messengers' decision to
join ILWU warehouse Local 6, and faces an April
NLRB hearing on some
violations of labor law. ProMess also faces a wage
and hour lawsuit filed by the ILWU and numerous
customers and former em
ployees—but continues
the illegal practices
described in the suit.

"It was probably the best
day's work I've seen in a long time,"
hostess Markie Koutsos said.
"They were fighting for their life to
stay on the line,
"She was fighting for her life to
come back to work," Matters said.

"The women at Cruise and Tours
are not treated fairly at all," said
senior CTS President Debbie
Karmelich. "Woods messes around
with them a lot. Even if not all the
things he does are illegal, the atmos
phere is very retaliatory.

"Facing this hostile environment,
the organizing committee members
wanted to boost their odds as high as
possible. For months they waited for
their fired co-workers to be reinstat
ed. Finally, fed up with waiting for the
NLRB decision on their appeal, they
went ahead with the recognition
demand. As Woods seems unlikely to
the Board-supervised election.

They're already begun building
and activating their support base.
Members of the organizing committee
spoke with the executive boards of
longshore Local 13 and marine clerks
Local 63, and are meeting with Local
13 activist Cathy Maynez-Familathe
to plan ways to engage their commu
nity allies.

"We believe every job in the harbor
should be union," Maynez-Familathe
said. "It's what keeps our community
growing, stabilizing the economy and
building alliances between people. Like
so many employers these days, Woods is
using the fact that people want part
time to escape any responsibility for
providing benefits or job security.

"CTS employs around 80 of the
workers and recognized Local 63, and are meeting with Local
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nity allies.

B

ack up by some three dozen
officers, members and pension
ers from the ILWU's Los
Angeles/Long Beach locals. I
hostesses from Cruise and Tour Services
in San Pedro, gathered around
Jim Woods March 28 to demand that
the company rehire them.

"The company refused to rehire them, and the
company rehire two of the most
experienced workers.

"They're just trying to squeeze us
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Littler," driver Anthony Koutsos said.
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providing benefits or job security.
The case for debt forgiveness

By Tom Price

APRIL 16-17 • WASHINGTON, DC

After the coming-out party against the WTO in Seattle last fall, the fair trade and economic justice movement heads to Washington, D.C., where it will be the uninvited guest at the annual meetings of the other two heads of the global corporate monster, the International Monetary Fund and the World Bank.

During the week of April 16-17, thousands will protest IMF and WB policies that enable poor countries to impose debts and force them to sell their food instead of eating it and send their kids to the sweatshops rather than to school. The non-violent protesters will demand the abolition of the debt and the trade injustices that enforce it—IMF and World Bank.

In Washington that weekend the highest-level architects of the New World Order hope to meet to smooth the path to global profitability, making the road more hazardous for workers and the environment. WB head James Wolfensohn, and maybe even the WTO’s Mike Moore, will plot with finance ministers from the major countries and heads of central banks.

The World Bank manages $200 billion in loans to 80 countries. The money typically goes to large-scale projects like hydroelectric dams that benefit few of the people who end up paying the price. But the roads and electricity generated do provide infrastructure for sweatshops, food exports, and foreign investment.

For the people these projects are more social engineering than civil engineering. In India, for example, WB projects have forced the resettlement of at least 1.5 million people. The WB’s control over the world’s largest democracy is profound. In 1992 the Indian government submitted a draft of its budget to WB officials—and incorporated their revisions before submitting the document to Parliament.

When loan default becomes a problem there’s always the IMF. If the WB is the friendly uncle with the eviction notice. When a country can’t pay its debts, or if its currency collapses, the IMF is there with a bailout—with chains attached. The IMF requires “structural adjustments,” or changes in social policy that make foreign investments profitable. These usually include the sale of public assets such as railroads and energy, cuts in social programs like health and education, and the repeal of laws or taxes that might encourage development. For the masters of global corporatism IMF intervention is so much easier than old-fashioned armed intervention—the pen is cheaper than the sword.

MEXICO—NAFTA NEIGHBOR IN COLLAPSE

IMF and WB policies profoundly changed the lives of the Mexican people. When NAFTA was imposed in 1994, the currency speculators of the world went wild, buying up the peso. When they panicked in late 1994, the currency collapsed, falling by 50 percent and lowering living standards by a third.

Rather than let the “free market” punish foolish and greedy investors, the IMF engineered a $50 billion bailout underwritten by U.S. taxpayers, Treasury Secretary and WB governor Robert Rubin helped secure the loan, and his former employer, Goldman, Sachs and Co., the major investment group in Mexico, was saving a few million on the deal. The Mexican people got a wage freeze and the sale of public assets. Previous structural adjustments in the 1980s had already eliminated flour and bean subsidies to farmers. Infant deaths from malnutrition tripled between 1980 and 1992.

In 1994 the American government plotted to prepare the way for Mexico’s admittance to NAFTA in 1994. The WB helped re-write Mexican law to eliminate constitutional protections banning the sale of communal land, opening the way for corporate domination of Mexico’s agriculture.

Now the results are in: Mexico has increased agricultural exports, while millions have been thrown off their land and left to wander north to the U.S. or to work in sweatshops. Real incomes failed to recover from the crisis of the early 1990s from a fourth of their peak in 1980. The WB is the World Bank.Chief

By Lindsey McLaughlin

ILWU Legislative Director

March 2000

WASHINGTON REPORT

O n April 9 and April 16, 2000, Progressive activists including the ILWU and some trade unionists will converge on the streets of Washington, D.C. to build on the momentum of the 40,000 strong WTO protests. On April 9 the protesters will be demanding debt relief for poor countries at the so-called Jubilee 2000 rally. The April 16 demonstrations will center on opposition to the destructive policies of the International Monetary Fund (IMF) and the World Bank. These policies include placing conditions on loans to countries that force them to privatize services rather than support social programs, to demand huge sacrifices from the poorest 17 million people. When loan repayment becomes a problem there’s always the IMF. If the WB is the friendly uncle with the eviction notice. When a country can’t pay its debts, or if its currency collapses, the IMF is there with a bailout—with chains attached. The IMF requires “structural adjustments,” or changes in social policy that make foreign investments profitable. These usually include the sale of public assets such as railroads and energy, cuts in social programs like health and education, and the repeal of laws or taxes that might encourage development. For the masters of global corporatism IMF intervention is so much easier than old-fashioned armed intervention—the pen is cheaper than the sword.

Mexico—NAFTA Neighbor in Collapse

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Why did Mexico impose NAFTA in 1994? The IMF and WB pressured Mexico to do it. Mexico’s political and economic elites had for decades been dependent on foreign aid from the IMF and WB, and well before 1994 the WB had already eliminated flour and bean subsidies to farmers. Infant deaths from malnutrition tripled between 1980 and 1992.

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The IMF is a powerful institution that represents the interests of the rich countries and high-return cash investors. These anti-poor lending policies have caused economic crises in Mexico and other countries that are designed to allow multinational corporations to run roughshod over countries too poor to resist. These international financial institutions force countries to eliminate regulations on foreign, ownership of resources and businesses. Countries then compete for foreign investment by offering tax breaks, low wages and no unions. This is one of many “structural adjustment programs,” or SAPs, that force countries to promote sweatshops, exports to rich countries and high-return cash investment.

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Longshore Caucus prepares for the Convention

The ILWU Longshore Division held a special caucus Feb. 28-March 2 in San Francisco to consider recommendations from its Constitution, Division Bylaws and Caucus Rules Committee on changes to those documents.

The committee proposed a Constitutional amendment to allow the Longshore Division to subsidizeraise a raise in the salaries of the International Officers, Coast Committeemen and the Coast Benefits Specialist to be financed by an increase in both the per capita and pro rata assessments. The per capita increase would affect only the top tier of members, mostly longshore workers.

Although there seemed to be majority support for a raise, the difficulty was in finding a mechanism to implement it that everyone could agree on. The issue was not resolved and the Caucus will take it up again in a pre-Convention meeting to be announced.

The Caucus also reconsidered a resolution it passed by just one vote at its meeting in March 1999 to modify the language in the Longshore contract to take the vesting of the property rights of the agreement away from the International and place it in the Division itself. After much deliberation on the Constitution and bylaws, the delegates voted unanimously to rescind the earlier action for the protection of the Division. The Caucus also passed a number of other housekeeping changes in the Division's bylaws.

Caucus delegates approved a proposed Safety Shoe Agreement. The Coast Safety Committee worked out with the PMA. Most longshore workwill be required to wear protective footwear on the job and the employer will reimburse workers up to $200 a year for their footwear.

At the recommendation of the Coast Committee, the delegates agreed to set up a committee to study the issues surrounding automating dispute settlement. The committee will report back with its findings and rec-

Rumbles continue against the New World Order

continued from page 4

economist of the WB and former eco-
nomic advisor to President Clinton, blasted the WB for supporting reck-
less lending and making workers pay

the bill. "A standard message was to
increase labor market flexibility, and
the not-so-subtle subtext was to lay
off workers," Stiglitz told the
American Economics Association
Jan. 8.

When Russia and Korea dumped
steel on the U.S. economy to export
their way out of their latest debt cri-

 six, 10,000 U.S. steelworkers lost

their jobs. As with the WTO demon-

strations, workers have gotten on

board for the IMF, WB demo April 16.

THE ILWU JOINS IN

In his March 15 letter to all ILWU Locals, Regions, Pensioners and Auxiliaries, ILWU International President Brian McWilliams urged support for and participation in the April 9-17 demonstrations.

Previously the ILWU Inter-
national Executive Board issued a
Statement of Policy at its Aug. 20-21
meeting opposing further fund-
ing to the IMF. At issue was addi-
tional taxpayer funding to:

"Bail out international banks and
investors whose pursuit of excessive
profits led them to make question-
able, high-risk loans and invest-
ments," according to the SOP.

"The ILWU believes that the IMF is
fully aware of the impact that its
austerity measures have on working
people," the SOP said. While the
union supports the role of interna-
tional institutions, "our vision of that
role is one that places the interests of
working people and families at least
equal to those of finance and capital."

For information check out the
Global Exchange website at:
www.globalexchange.org or call (415) 255-7296. The organizers of the
demonstrations have a website at:

THE NEW ATLAS
INTERNATIONAL CAPITAL

WE DON'T ACTUALLY CARRY THE WORLD, WE JUST PUT IT OUT TO THE COLONIES, WILLING TO WORK FOR THE LOWEST WAGES.

 AFL-CIO President John Sweeney (at podium) stopped by the Longshore Division Caucus March 1 while he was in town for the get-out-the-vote effort in the California primary election. Sweeney thanked the ILWU for its actions around the WTO protests. He told the delegates the AFL-CIO will join in the protests against the World Bank and the International Monetary Fund in Washington, D.C. April 16 and will add its voice to the Jubilee 2000 call for debt forgiveness for underdeveloped countries owing these institutions. He also complimented the ILWU for its commitment to organizing. After his remarks Local 10 delegate Kevin Gibbons presented Sweeney with a longshore white cap. Seated at the dais are (l to r) Coast Committeeman Bob McEllrath, Coast Committeeman Ray Ortiz, Jr., International President Brian McWilliams, Caucus Chair Wally Robbins and International Vice President Jim Spnosa.
PORT HUENENE LOCAL 46 HONORED FOR FLIGHT 261 HELP
The goal now is to create an integrated operation, with an outreach to bikers aboard. By taking everything into account, I foresee a system for skilled ferry crews, the IBU has already established organizing and training plans. Anyone wishing to support the effort to improve and expand the Bay's ferry system is urged to join the Friends of a Regional Ferry System and visit its website at www.baycrossings.org.

TRAGIC ACCIDENT AT SEATTLE DOCK
An accident on the docks in Seattle has claimed the life of one IBU member and seriously injured another.

Don, a local Longshoreman, was working the pumps in the ballast tanks to drain the water. While Larry was handling a tag line to a deckhand on the barge, the water was being drained out. Larry was operating the pumps in the ballast tanks, as usual. Suddenly the water level dropped sharply, and the pumps were no longer effective. Larry immediately threw a rope to a deckhand on the dock within ten minutes, but they were unable to locate the body.

The Seattle Police Department was immediately notified, and a dive team was dispatched. However, the search for Larry was not successful.

The company reported the accident to the Washington Department of Labor and Industries, and an investigation was conducted. The company was found to be in compliance with all regulations, and no violations were cited.

The workers on the dock were devastated by the loss of a fellow worker. The IBU is providing counseling services to the affected workers and will continue to monitor the investigation.

The incident highlights the importance of safety in the maritime industry and the need for continued efforts to prevent similar accidents in the future.

IN THE COLD RAIN AND SNOW
puget sound should be a death sen- dimented between the Fire and Police Departments and fund a return of TRAGIC ACCIDENT

puget sound should be a death sen- dimented between the Fire and Police Departments and fund a return of
women made children. Witches brought storms, havoc and death to seamen. Women, with their enticing and alluring ways, appeared dreadfully dangerous.

It wasn’t only folklore that influenced men’s prejudices. As women showed up as casuals, men claimed they couldn’t carry their own weight. The work was too hard, too demanding for them. Even though much of the job was now automated, men dismissed women’s abilities to operate machinery, as well.

“Women can do this job,” said Jolita Lewis, a third generation ILWU member. “Women can out work the guys.”

“Hey, I’m in. I’m working,” said Aguirre, a third generation ILWU member. “I think people see me on the job and think I’m a decent individual and a hard worker.”

With years of experience behind them, there’s now a generation of women committed to their jobs. Some of them are brimming with a sense of personal accomplishment.

“Hey, I’m in. I’m working,” said Aguirre, a third generation ILWU member. “I think people see me on the job and think I’m a decent individual and a hard worker.”

Aguirre drives a UTR on the Wilmington docks. “I’ve always challenged myself. I drive something that looks like a big rig. It takes maneuvering. You have a forty-foot chassis and container hooked up to you.”

In Seattle Castle is a certified crane operator. At 47 she’s been a registered longshore worker for twenty years. It took that long to get a chance to operate the cranes in the seniority system. Like many women, she feared she’d make a mistake or not measure up to her own expectations.

“I thought, ‘God, it’ll be embarrassing to make a mistake, to move slowly.’ Everyone’s attention is focused on the crane,” she said. “What happened when I got up there, it was so damn hard—I didn’t have time to think of anything else. You’ve been bumped around. You’re feeling every jog. You’re sitting like a frog moving levers. It’s very intense.”

When it was over, Castle had time to reflect. “There’s an enormous satisfaction when you see yourself getting better at something that is so challenging.”

Women are also finding new challenges working on boats. The venerable Inlandboatmen’s Union has been a part of the ILWU for twenty years. Dispatched from the IBU, women work on ferries, tugs and barges.

Captain Laura Smith is a member of IBU. At 33 she works for a small ferry company in Alameda. She received her master’s license three years ago. Several years before she learned engine maintenance, skills that are now a part of her job.

“As a woman I knew nothing about tools or engines or how mechanical things functioned,” she said. “I was raised to get married and have kids.”

Smith was born in large Mormon family in Utah.

“There are so many things women are told they can’t do. Sailing was one of these things,” she said. “I set out to prove to myself that I could."

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IU San Francisco Regional Director Marina Secchitano (center)

Local 19 crane operator Kevin Castle.

Local 13 Executive Board member Patricia Aguirre.

By Maria Brooks

Women On The Docks

It isn’t hard to see why women demanded an opportunity to work on the docks, even though it taxed every common notion of femininity. The alternative was often “women’s work,” performing low paid, dead-end service jobs. Women still make seventy-four cents for every dollar a man brings home. To make matters worse, women are now breadwinners and often the sole support of their children.

Although it’s been nearly twenty years since women gained a foothold on the docks, their numbers remain thin. The official count of women in the union’s Longshore Division last year was 13 percent. While it isn’t much to brag about, statistics are even worse in many other non-traditional occupations. In the building trades, retention rates for women are less than five percent.

“A job like this is such a plum, such a rarity,” said Kevin Castle of Seattle’s Local 19. A woman’s life changes profoundly with a chance at a union job and equal wages with men.

It’s been a long haul, with litigation and recrimination all around. Still, many men are disgruntled and are quick with reasons why women don’t belong on the docks.

“If our old timers were alive,” said Henry Graham, a member of Local 10, “women might not be here today. They didn’t want women on the job. They’re turning over in their graves with these women down here.”

To seafarers in years past, the presence of a woman on a ship was a bad omen. Witches brought storms, havoc and death to seamen. Women, with their enticing and alluring ways, appeared dreadfully dangerous.

It wasn’t only folklore that influenced men’s prejudices. As women showed up as casuals, men claimed they couldn’t carry their own weight. The work was too hard, too demanding for them. Even though much of the job was now automated, men dismissed women’s abilities to operate machinery, as well.

“I’m not a very large woman,” said I.B.U. San Francisco Regional Director Marina Secchitano (center) and Caterpillar. “I’m working.” said Aguirre, a third generation ILWU member. “I think people see me on the job and think I’m a decent individual and a hard worker.”

Aguirre drives a UTR on the Wilmington docks. “I’ve always challenged myself. I drive something that looks like a big rig. It takes maneuvering. You have a forty-foot chassis and container hooked up to you.”

In Seattle Castle is a certified crane operator. At 47 she’s been a registered longshore worker for twenty years. It took that long to get a chance to operate the cranes in the seniority system. Like many women, she feared she’d make a mistake or not measure up to her own expectations.

“I thought, ‘God, it’ll be embarrassing to make a mistake, to move slowly.’ Everyone’s attention is focused on the crane,” she said. “What happened when I got up there, it was so damn hard—I didn’t have time to think of anything else. You’ve been bumped around. You’re feeling every jog. You’re sitting like a frog moving levers. It’s very intense.”

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Smith wanted to learn to sail and to be good at it. To increase her skill, she crewed on a 32-foot boat sailing to Costa Rica. “We had really bad weather the whole way. I faced fear out there steering that boat on my own. It was fear I’d never known before,” she said, standing on deck of her own sailboat in San Francisco.

The trip was a turning point in her life. “It confirmed to me that I could do anything that I wanted,” she said. “Nothing was going to stop me.”
March 2000

The DISPATCHER • 9

The WATERFRONT

Local 10 Secretary-Treasurer Jolita Lewis.

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Maria Brooks

Smith needed more than sheer grit to become a master mariner. She needed to understand the operations of a boat, its engine, its wiring and its myriad of instruments. In her world the only people she knew were men.

Smith, a blue-eyed blonde, said dryly, "I had to play games. Men would teach me stuff. I knew they liked working with me because I was cute. I had to use that, so I could learn things. If I hadn't had that opportunity, I wouldn't be here."

"Some day," said Marina Secchitano "women won't have to use those vehicles to gain skills. As it is now, we have to tone everything down, go along to get along—until we get in a position of power."

Secchitano is IBU San Francisco Regional Director, an elected officer in IBU. She sits behind a desk in her cluttered office. "To be successful in this position, you've got to be a fighter," she said. "There's times you're fighting to keep a good union company on a certain ferry run—or you're fighting for somebody's job. You can't be afraid to stand up and challenge authority!"

Secchitano has been IBU for 20 years. She puts in long hours, averaging fourteen-hour days. Members can often find her late at night working alone in her office.

"Sometimes I've gotten pretty far out there, taking an issue right to the wall—and then gotten defeated," she said with a wince. "I have to stand there pretending to be proud as a peacock—even though I've just been leveled. It's amazing—you're knocked down and you get right back up again."

At 47 Secchitano has been recently re-elected to office. She has few interests away from the waterfront, learning that women would be included in the next pool of B registrants.

"Between technology and attacks on the union, our workforce is shrinking. There used to 1500 longshore women, to work together side by side."

Castle's father was a longshoreman and a trade union organizer. She went to college and earned a degree in history. But in 1980 she returned to the waterfront, learning that women would be included in the next pool of B registrants.

Having made a life for herself on the waterfront, Castle appears less certain about the future. "Unions are busted all the time," she said. "Between technology and attacks on the union, our workforce is shrinking. There used to 1500 longshore women in Seattle and now there's only 572 fully registered in the union." Pausing a moment she added, "In insecure times, prejudices reassert themselves."

"It was a class action lawsuit that brought us women in," said Aguirre from Local 10. "It was called the Golden Consent Decree. A certain percentage of women had to be included with every hiring. I did benefit from that."

Aguirre comes from a large union family. Both grandfathers, her father, mother and aunts were IWWU members.

"First and foremost I'm a hard worker," she said. "Work is something ingrained in my culture, being Mexican American. The work ethic was instilled early by my mother and father."

In her first years on the docks, Aguirre pursued jobs where she learned how to operate heavy equipment, rigs and forklifts. Seeing her persistence and hard work, seasoned men offered her operating tips. "There's a lot of us who would like to try other equipment, try to operate the heaver machinery," she said.

Aguirre would like to see women helping women with these skills. "There are women who've been members for awhile," she said. "They know how to operate equipment and operate it well. Maybe we could work one on one, sharing information."

Aguirre just won election to a seat on the executive board of Local 13. "I want to get involved because I think it's important to have women's perspectives in the union."

At 29 Aguirre is enthusiastic and energetic. She represents a new generation of longshore workers.

"With this job I have so many opportunities," she said. "I can work my nights and take classes and educate myself. I can get involved with my union and someday, even be a leader."

With longshore workers like Aguirre, and the other extraordinary women on the waterfront, the future rests in strong hands.

want you here" and they'd even put you in dangerous situations.

As a second generation longshore worker, Lewis stuck it out. "I did more than my share of work," she said. "I got paid for working, so I did my best."

Graham from Local 10 gives her a nod of approval. "Jolita didn't try to duck and dodge," he said. "She took lashing jobs, some of the hardest jobs in longshore work. And she gave it a thousand percent." To women on the waterfront, having to prove their competence is a daily part of the job. "There's a different standard for women," Secchitano said. "Showing you're capable isn't always enough. You have to prove yourself, over and over again, when you're in the male's world."

In Seattle Castle recalls her bafflement at being perceived as a constant outsider. "We did feel intense pressure to do the same kind of work as men," she said. "You study the guys you work with because your survival depends on it. It was a huge adjustment for the men there, as well as the women. I did benefit from that like, 'Am I still a woman when I'm here?'"

"I had to dress certain way, I had to talk tough," she recalled. "I had to be tough. After a while, a few women started wearing perfume on the job. It was a way to assert our femininity; even though few noticed. Over the years, every woman had to figure out a way to preserve that sense of self while operating in a man's world. The experience is incredibly unique for both men and women working together side by side."

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Remarks by ILA Local 1422 President Kenneth Riley

March 2000

The ILWU Coast Committee presents ILA Local 1422 President Kenneth Riley with a $50,000 check for his local's defense fund. (left to right) Coast Committeemen Bob McElrath, Ray Ortiz, Jr., Riley and International Vice President Jim Spinosa.

On March 1, 2000 International longshoremen's Association Local 1422 President Kenneth Riley addressed the ILWU Longshore Caucus meeting in San Francisco. Riley's local in the Port of Charleston, South Carolina, has been under attack— one shipping line has there been begun using non-union labor. The state responded to the local's picketing with a huge show of force by police who started a violent confrontation with union longshoremen Jan 20. Now the South Carolina attorney general is charging four members with felony conspiracy and riot charges. ILWU longshore Local 10 responded with sending a $50,000 defense fund, sending two delegates to Charleston and bringing a resolution of support to the Longshore Caucus. After Riley spoke to the Caucus, the delegates voted to donate another $50,000 to the defense fund. The next day Riley addressed longshore Local 13's membership meeting and received another $50,000 from them. The following is a slightly edited version of Riley's speech to the Longshore Caucus explaining his local's struggle.

Good morning, brothers and sisters. Let me just say at the outset how deeply appreciative I am for being allowed to be here. I am not because of the struggle that we are in, but because we are on the East Coast with so much about this great organization. We know of your legacy. We keep up with some of the struggle that we had. So, we are indeed grateful for this opportunity to be with you today. I bring you greetings from the ILA, especially from the Port of Charleston. On March 20, the ILA under those terms and conditions, it is about a 36-member organization. But there are other carriers that are not members of the council that are subscribed to that agreement. In other words, they agree to live up to the terms and conditions of that contract negotiated with the carrier and would employ the ILA under those terms and conditions. Nordana is one of those that subscribes to that agreement. When you add the members along with those that subscribe to that agreement, you are talking about 76 different carriers. Control problems between 95 percent to 99 percent of all containers moving along the East and Gulf Coast.

In the Port of Charleston, Nordana can simply decide at any time, "We are done with the ILA, we are going to go to an alternative workforce." Nordana served notice on us some two months before the first vessel was going to work non-ILA. We immediately engaged our employers to find out what was going on. We found that Nordana was claiming to have financial problems around the world and this was going to be some type of corporate decision.

We initiated meetings with our employers, Nordana and the port authority. We had five different meetings with the port authority to try to agree on a resolution. We had a long-standing relationship. We got in touch with the port authority and the state would continue to do business with the non-ILA company, and the port authority and the state would continue to provide the kind of costly protection they were providing.

The second alternative was that they would now take their vessel out of Charleston to a smaller South Carolina port, Georgetown, South Carolina, which was pretty much a nonunion facility.

Thirsty, they sit down and negotiate an agreement with ILA. Fourth, they would have to leave the port.

Immediately the port authority pulled the first option off the table. There was no way they were going to continue to provide such costly protection for them every time that vessel comes to Charleston.

The option of going to Georgetown proved to be logistically impossible for Nordana with the rail situation.

The second option was to sit down with the ILA. We met and tried to work out something with them. It didn't work.

We got in touch with the port authority to say, "Look, we want that fourth option put in place." At that time, we were told by the director of the port that it was now out of his hands. He had gotten orders from the state to let everything stay just like it is. They were ready to challenge the union even though Nordana is such a small piece of business, and a type of disruption can spill over into all these other operations that we have valued for so many years. Sixteen of the top 20 lines in the world call on the Port of Charleston. To sacrifice all of that for this small piece of business, something was just not right.

Four days prior to the next Nordana ship coming in we received a call from some of our friends in law enforcement. They had three law enforcement summits regarding this particular situation. They told us that we were not going to believe what we were going to see on Jan 20th. When that day came, I did not believe what was out there. Early that day they had started to bus in all the police protection, 600 law enforcement officers. They were all dressed in riot gear. Some were on horses. Helicopters in the air. Boats in the water. Armored vehicles. You would think there was going to be a terrorist attack on the State of South Carolina.

Our union headquarters are just about 150 yards from the entrance to the terminal. We were in full view of everything that was taking place. Not only did they set up down at the terminal, they were in front of our building. Very intimidating, very provoking.

Prior to that night there had not been one single incident with any law enforcement officers that merited that type of show of force. Again, the Attorney General, after getting involved in this situation, ordered that type of show of force.

We thought at that time that the best thing to do was simply not even show. We were going to let them stay out there by themselves. They were already spending the taxpayers' money. The ship was to begin working at 7:00. At 6:00 o'clock we told our men that there were three law enforcement officers. "Look, we are not going to go down, we have nothing to gain. We could not get to the ship, we could not even get to the gate, forget it." The Port of Charleston is about 150 yards out there. Armored vehicles, horse enforcement officers that merited that type of show of force.

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"Look, we are not going to go down, we have nothing to gain. We could not get to the ship, we could not even get to the gate, forget it."
them, patrolling the water side. So, you could forget getting down there. It was dark. No one could read our minds. The weather was not conducive to our work. We were down there and we were spending this money. When the media reported that the police were down there, they would be the ones to look like fools. They were down there and we were just following the plan.

I asked them to go home. But I wanted to keep those officers out there all night, spend that money all night. I wanted everybody to see that. We went to 7:00 o'clock that evening. I told our locals to monitor the situation. They were down there and we saw reassembling they would have to call them all back. That was just a strategy to make them spend the money.

At midnight we would decide whether we would do it again. It was cold, it was wet. We wanted them to stay out there all night long. I stayed around with a couple others and we had a total of six of us. Local 2 to patrol the situation between 7:00 and 12:00. About 9:30 they said that they were back downtown and I went back downtown with them to get assigned. We were there to make sure that they were not.

I went down and received a call upstairs that I had better come downstairs. There were nine of them backing up and they are now saying they are going to go down there. We went back downstairs. While we were going up, they were leaking our way to the podium, these members started saying, "There is no need for a union officer. They are angry. We can hardly get back to the people.

We told them, "Okay, for all of those who have to go out, ahead, but be responsible and do not engage the officers."

In less than 20 minutes after groups of us went out, we had two other officers assigned to keep those officers engaged in the situation. They began their riot march and started to throw tin cans. That is the type of clash that we were trying to avoid. It would have been better to let them go, we just wanted to make sure they were not.

We ran down there and started to say this is the reason why we need tougher anti-union, tougher right-to-work laws in South Carolina. They have introduced legislation right now that almost makes it impossible for a union to collect any form of dues or assessments from their members. The law actually makes it illegal that as a condition of employment that the union can assess any fees, any dues or revenue obtaining measures against their members.

The other piece of legislation has to do with making it illegal for any card-carrying union member in the State of South Carolina to be appoint- ed to any board, agency or commis- sion in the State of South Carolina. In the last election, 1986, we had an opportunity to elect the first Democratic Governor in 12 years. Labor got very actively involved in that campaign. Labor delivered. We elected a Democratic governor [Jim Hodges]. As a result, for the first time in the State of South Carolina, the Governor reached back and appointed a labor person, myself, to his tran- sition team.

Then he came back and said, "Look, we want to do something for labor and we want to do something for you in the maritime community, which would be for the first time in the history of this state. We have the power to do this." We have the power to do this.

In South Carolina we are one of the states where the only state that do not comply with the federal minimum wage law. We are the only state without a state minimum wage act. But we have a very aggressive organizing campaign that we put on last year, had a 90 percent success rate in all the elections that were conducted in the State of South Carolina.

We have a serious organizing campaign. Because of those victories, it has really angered the likes of the South Carolina State Chamber of Commerce. We have one of the most powerful Chambers of Commerce in the country. They pride themselves on that. They are so well knit together; they so well control the House of Representatives, they say in effect write their own legislation and just hand it to them. And they have been doing that.

In South Carolina we are one of the states where the only state that still pays the federal flag over our State capitol. That is an outrage. That is the type of clash that cannot happen.

It was not coincidental that coming up to this incident that occurred in Orangeburg— they want to keep call- ing it a riot, we just want to consider it an incident—everything that has hap- pened has happened not in the streets of Charleston, not downtown where you are blowing out windows and plundering and so forth, it has all happened on the job site. So, we don’t believe that this is a riot. The one thing that cannot happen has happened not in the streets of Charleston, not downtown where you are blowing out windows and plundering and so forth, it has all happened on the job site. So, we don’t believe that this is a riot. We believe that the police were not justified in doing this.

There are several pieces of anti-union legislation that came about and were brought about because of this incident. They use that incident to say this is the reason why we need stronger anti-union, stronger right-to-work laws in South Carolina. They have introduced legislation right now that almost makes it impossible for a union to collect any form of dues or assessments from their members. The law actually makes it illegal that as a condition of employment that the union can assess any fees, any dues or revenue obtaining measures against their members.

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Then he came back and said, "Look, we want to do something for labor and we want to do something for you in the maritime community, which would be for the first time in the history of this state. We have the power to do this."

We have the power to do this. We began our organizing campaign in the State of South Carolina, and that is some- thing that cannot happen.

They began to challenge their repre- sentatives. Even though they mount- ed such an attack, we did have the vote in the Democratic-controlled Senate. However, the Governor fold- ed under such pressure and pulled back the nomination. It looked like big business once again has crushed the labor movement in the State of South Carolina. Because he had made an attempt to place labor on the board, the legislation now comes for- ward to say that it will be illegal for any card-carrying union member to serve on any board, any commission in the State of South Carolina. They term that bill the Kenneth Riley bill. It has passed the House, it will be dead on arrival when it gets to the Senate, thanks to our friends over there.

That is just to give you an idea what is going on. We are faced with in South Carolina. Not only are we facing the immediate problem with Nordana, it goes much deeper than that. It’s an all out attack, it’s a violation of civil rights that is occurring in the State of South Carolina. It is unconstitutional. We served notice on those legisla- tors that if this bill will pass in some way, it is a filing a lawsuit. It is unconstitutional.

Again, we appreciate all the sup- port from all the ILWU people and the ILWU Longshore Caucus. We would love to have an oppor- tunity to reciprocate with you at any time you should be faced with a struggle. We are, we must become our own advocates. We must become global in our perspective in looking at things so that we can continue to build a strong network of advocates for workers around the world through organizations such as the IFT, the International Transport Workers Federation, and any other organization that may come about that brings working people together around the world.

I feel that if we are going to sur- vive in the 21st Century, we are going to have to strengthen those ties. We have to rebuild and tear down some of the old walls of tribalism and work. We are going to have to unite so that wherever there are working peo- ple in a struggle, not only in this country, but around the world, that we have everywhere else can rise to their support and bring relief in a very timely manner.
ILWU members tour Cuba, meet unionists

By Tony Salcido and Al Perisho

The Harry Bridges Institute coordinated an eight-day trip for 37 ILWU members, family and friends to Cuba in order to exchange information for publication purposes, this summarized account reflects most but not all of the observations and conclusions of Tony Salcido and Al Perisho, who were designated by the Pacific Coast Pensioners' Association in September 1998 to represent the interests of the pensioner clubs. This complete report will be presented to the PCPA Convention at the September 2000 PCPA Convention in San Francisco.

We arrived late on Feb. 12 from LAX (Los Angeles International Airport) via Cancun, Mexico. The HBI had made arrangements for local guides like aspirin, children’s pain relievers and other items.

We also visited a children’s hospital in Havana and a regional hospital in San Cristobal. At the hospitals we did not see the patients due to doctors’ strikes but we met with the doctors and nurses and shared our presents, including over-the-counter medications such as aspirin, children’s pain relievers and other items.

We met with Silvario Ruiz, the Local 13, the Wharfies, Ron Paulson from Sydney, Australia, to arrange meetings for us. International solidarity! We explained about our separate status in the West Coast, British Columbia and Hawaii from the ILA on the East Coast.

The meeting was mutually a picture of a jerry-rigged kingpin and bushing he tried to make for his Italian made ‘89 Ford Escort. He also needs a water pump. No parts are available due to the U.S. embargo. We said we would see what we could do. Also, they have a broken fax machine. Parts for that also come from the U.S. so they are out of luck. Again, we said we would see what we could do.

We gave them a short history of the founding of his union. The founder was killed by goons with the Batista government looking the other way, Villamil said. Other union organizers met similar fates in those days.

His union is holding its annual convention in June and he extended an open invitation to the ILWU to send a delegation. Some of our group were showing a great interest in attending. We promised to ask the International Officers to extend an invitation for a Cuban delegation to attend our International Convention in May.

We gave them a short history of the ILWU and some of the issues we have taken on over the years, such as not loading scrap iron to Japan in 1940/41 prior to World War II; boycotting South African cargo during apartheid; refusing to handle scab cargoes on many occasions, the last being the Australian beef last year. We explained about our separate status on the West Coast, British Columbia and Hawaii from the ILA on the East Coast.

The meeting was mutually a great experience. We came as strangers in another land and within a couple of hours we felt like long lost friends. International solidarity!

When we were winding up our meeting, Villamil pulled out a hand-made drawing and said it represents a picture of a Jerry-rigged kingpin and bushing he tried to make for his Italian made ’89 Ford Escort. He also needs a water pump. No parts are available due to the U.S. embargo. We said we would see what we could do. Also, they have a broken fax machine. Parts for that also come from the U.S. so they are out of luck. Again, we said we would see what we could do.

Villamil made arrangements for us to meet the local longshore union office and tour the harbor facilities. We met with Silvario Ruiz, the Local Union General Secretary with 23 years in the industry, and Dr. Reyes, the Local Business Agent with 42 years in the industry. We discussed how they handled health and safety issues. They filled us in on hours and working conditions. There are 2,570 members in the port, 670 of whom are women at 55.

They work three shifts if ships are in. The day shift runs from 7 a.m. to 2 p.m. with one 15 or 20 minute break about midway in the shift. We toured a container terminal and a breakbulk facility. There the sheds were high-piled with white flour from Spain and they were showing the flour in railcars on the lowline.

When we showed up, everything on the dock looked so they could check us out. We had several good visits. We took the local officers to lunch along with a couple of Villamil’s staff. We also took along an Australian wharfie, Ron Paulson from Sydney, who was visiting Cuba for a literary fair in Havana.

A later visit the pier in the harbor that houses a museum commemorating a munitions ship, the SS La Coubre, that exploded March 4, 1960, killing about 80 seamen, longshoremen and others. The explosion is believed to have been the work of the CIA against the Castro government, which at the time had only been in power about 15 months. The museum had a collection of photos of the disaster and its devastation.

We met again with Villamil and he gave us official letters inviting the ILWU, the Harry Bridges Institute, and the Pensioners Association to send a delegation to the June meeting of the Workers Union of Cuba that has headquarters in Havana.

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Joanne Whitman, Puyallup, WA.
VICTORY AT LAST AT GULF CARIBE

Workers at a small mooring launch business in southern California have finally won representation by the International Longshoremen’s and Warehousemen’s Union when the NLRB certified the election.

The ILWU pulled the petition to force a vote after the company's claim that the organizing drive was not genuine was rejected by an administrative law judge. The ILWU had held the election last year but was unsuccessful. The company had argued that workers had been coerced into voting against the union.

The union will now represent 10 workers at Gulf Caribe, a subsidiary of Caribe Maritime. The union had been trying to gain representation at Gulf Caribe for years, but had been unsuccessful until now.

The workers at Gulf Caribe were among the last to be represented by the ILWU in southern California. The union has been successful in organizing workers in the port for several years, and has had a strong presence in the region.

The victory at Gulf Caribe is a significant milestone for the ILWU in southern California. The union has been working to organize workers in the port for several years, and has had a strong presence in the region.

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The ILWU Legacy Fund

STATEMENT OF POLICY ON ILWU LEGACY FUND

Over the years the ILWU has received tens of thousands of dollars in donations from members, active and retired — sometimes in the form of bequests — who want to give something back to the Union. Because many of our members and friends also wish to contribute directly to internal education and organizing, the Titled Officers suggest that we formally establish the ILWU Legacy Fund, and that an ongoing request for donations appear in The Dispatcher. Donors will receive a special pin in recognition of their contribution, which will also be acknowledged in our newspaper.

The Legacy Fund is a way to earmark general funds for education and organizing, and to receive voluntary donations to be used only for organizing and educational programs and publications (such as those mandated but not funded by the 1994 Convention). The Legacy Fund will require no additional legal or administrative costs as it is neither a charitable fund nor a corporate entity, and donations to it will not be tax deductible.

The Legacy Fund will stand as a tribute to the men and women who built this Union, and the Fund’s income and disbursements will be entirely under the direction and authority of the elected representatives of the rank-and-file members of the ILWU — the Titled Officers — who will represent the International Executive Board on the status of the fund (passed by the International Executive Board April 8-9, 1995).

CMECONTRIBUTIONS SOLICITED

Contributions to the Legacy Fund are needed to finance several programs and projects that are not currently funded by the International Union’s budget. These include:

- Production of non-English language editions of “The ILWU Story” and our award-winning video “We Are the ILWU”
- Holding advanced leadership training workshops for members who complete the highly successful Leadership Education and Development Institute (LEAD)
- Establishing an audio-visual center in the ILWU library for use and duplication of audio and video materials, including the ILWU oral history project interviews.
- Increased involvement in community outreach programs, including ILWU participation in labor history conferences and development of exhibits and other activities at high schools, colleges, museums, and libraries.
- Classes and materials for newly organized ILWU members among active and retired units or locals in the ILWU family.
- Matching funds for a major grant to conserve, arrange, describe and exhibit the photographic collections in the ILWU library.

Your contribution to the Legacy Fund will help to make these proposals a reality. All contributions of $25.00 or more will receive a commemorative ILWU lapel pin.

MAY IS MEDICAL, DENTAL CHOICE MONTH

Active and retired longshore families in the ports where members have a choice can change medical plans during the open enrollment period May 1 to May 31, 2000. The change will be effective July 1, 2000. For Portland/Vancouver locals dental choice is between Delta Dental Plan and Naismith group plan. For Portland/Vancouver locals dental choice is between Blue Cross of Oregon Dentacare, Oregon Kaiser Dental Plan and Delta Dental Plan.

FOR LOCALS 1, 3, 7, 13, 19, 23, 32, 47, 52 AND 98:

- The new ILWU-PMA Indemnity Plan description booklet is under preparation and will be furnished as soon as it is available.

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 10 of the International Constitution to read: “SECTION 1. The political action plan of the International shall be to promote the direction of the International, to increase the numbers of the International and to express the opinions of the rank-and-file members of the International Union.”

SECTION 2. The International shall establish a Political Action Fund which shall consist exclusively of voluntary contributions. The union will not favor or disfavor any candidate for public office. The contribution is voluntary to the extent that no one will be required to pay more than his or her pro rata 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 Executive Board.

“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 to finance, support and promote political campaigns. These donations 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 judgement, the financial condition of the International warrants suspension.

- For three consecutive months prior to each dividend such dividends paying member of the union shall be advised of his or her right to withdraw the contribution or any portion thereof otherwise made in March and July. Those members expressing a desire, on a form provided by the International, shall be sent a check in the amount of the contribution or less if they so desire, in advance of the member making the dividend 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 whenever they wish.

- Like all contributions, the contribution to the Political Action Fund is voluntary. I understand that the International will send me a check in the amount of $1.50 prior to March 1, 2000.

- 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, 2000.

- Less 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:

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Information on the dental plans, and Kaiser and Group Health Cooperative medical plans, and forms to change plans can be obtained from the local ILWU-PMA Benefit Plans office. The new ILWU-PMA Indemnity Plan description booklet is under preparation and will be furnished as soon as it is available.

All enrollment cards must be completed and submitted to the Benefit Plans office by May 31 for the change to be effective July 1.

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Carl Smith Sr., long time Local 10 officer and area relief arbitrator

Carl J. Smith Sr. registered as an ILWU longshoreman in February 1944, beginning a 42-year career in longshore Local 10. He served his local in office for most of those years, and when he hung the hook in 1986 he applied his knowledge of the docks to a new role as Area Relief Arbitrator, interpreting the longshore contract he knew so well.

He was born in Houston, Texas, June 17, 1921, and moved to the San Francisco Bay Area in the 1940s while he served in the U.S. Army. Smith was elected Local 10 dis- patcher in 1953. Less than three years later he was elected to the local’s Executive Board and in 1957 he served on the Building Committee. At that time work was underway for the new Local 10 hall that now occupies the block on North Point Street in San Francisco. He was elected to the Bay Area Longshoremen’s Memorial Association, the institution set up by Local 10 members to own the property of the local. In January 1958, Harry Bridges spoke at the “mortgage-burning party” held some 20 years later in 1976 as Smith burned the paid-off mortgage papers.

“The building is a monument to the rank and file of this local,” Bridges said at the ceremony.

Smith continued to be involved in the leadership of his local throughout the turbulent 1960s. In addition to serving as the first African American Secretary-Treasurer of Local 10, starting in 1964, Smith was on the board of the Northern California District Council when the political arm of the union was working on getting African Americans elected to local office. In 1964 he led the East Bay Joint Legislative Committee and worked to re-elect progressive candidates to the Berkeley, California school board. The joint committee mobilized warehouse Local 6 and clerks’ Local 34, together with United Electrical Workers Union members, for a massive “get out the vote” campaign.

Smith opposed the NCDC, advocated seating the Mississippi Freedom Democratic Party candidates at the 1964 Democratic National Convention instead of the official delegation. Black people had been excluded from that state’s elec-toral system, and the NCDC proposed that the California delegation to the convention support the seating of a more representative Mississippi delegation. That move failed in 1964, but then in the next convention in 1968 he achieved better racial representation.

Early in 1967 Smith submitted a policy statement to Local 10 calling for summer jobs for high school stu-dents as a means of solving some of the problems of youth unemployment. That year was an especially troubled time for minority youth in the big cities, and few people had the vision to be early advocates of jobs for youth. The local maritime industry created nearly 700 jobs that year, and young people of color filled many of them.

In September 1967 Local 10 made Martin Luther King Jr. an honorary member, and when the civil rights leader was murdered in April 1968, Smith attended the funeral in Atlanta along with Harry Bridges. The seven - person ILWU delegation marched in that city with the underdog.” Lucas said. “He was the first Black secretary, and that inspired me when I first came into the union. As arbitrator he ruled according to the contract, he gave the union what was fair and he gave the employers what was fair.”

“My dad really loved his union and his work,” said his daughter Rhonda Smith. “He was still on call as arbitrator when he was taken ill.”

He is survived by his son, Carl Jr., a member of clerks Local 63, and son Bryan, daughters Juanita and Rhonda, five grandchildren, his sister Doronese, several great-grandchil-dren and his wife Bernice.

Recent Retirees: Local 4—Donald Birrer; Local 8—Frederick Blatch, Gilbert Burk, Carl Helgeson, Robert Hurdys, Robert Nelson, Glenn Frederick; Local 10—George Smith, Frank Guzzo, Guy Whittakers Jr., Tony Olivera; Local 12—Clinton Coughell; Local 13—Escarro Gamboa, Frank Iacono, Matthew Brunskole, Anthony Gonzales, Luka Flamengo, Gerald Melton, James Claresse, Anthony Kikutama, Robert Collins; Local 19—John Flood, Jared Brittan; Local 21—Glen Wine, Calvin Van Flee, Glyd Brist; Local 23—Gale Grassman, Lloyd Triby, Local 40—Gary Larson; Local 50—Randal Biddle, Darrell Russell; Local 52—Frank O’Brien; Local 63—Ernest Le Cour, Joseph Young, Anthony Agundez, Franklin Blake; Local 92—Dale Leislah, Charles Bryant, Wika Gilbert; Local 98—Robert Taylor; Lawrence Mostron.

Deceased: Local 4—Donald Poppe; Local 6—Ralph Peterson (Gertrude), Donald Cheney (Edith), Stanley Worster (Shirley), Ronald Edwards; Local 8—Robert Birdt, Robert Burkovich; Local 10—Fred Hughes (Iuewine), Charles Moore (Shirley), Isakko Patola (Dorothy), Walter Scott (Martha), Jacinto Martinez (Irene Larsen), Joseph Gomez (Darlene), Wesley Tramble (Ethel), Willie C. Brown, Ned Leonard, Tony Burn, Thomas Ryan; Local 12—Robert Hamlin (Edna), David Willis Jr. (Doris); Local 13—Charles Ursini (May), Terman Leabo (Lorraine), Camerino Padilla, Gary Cotter (Theresa), Jonathan Caldera (Donna), Charles Graham (Gloria), Myron Yingler, Harry White (Marsha), Roben Norgard, Carl Davenport, Ernest Jerich, Jerie Brekfeld, Lucian Gomez, Ernest Medina, Pete Blagich (Lenis), Beryl Annan; Local 19—Dover Perry (Nanam), Jack Vitalieh (Phyllis), Manuel Montes (Susam), Jonathan Caldera (Donna), George Hutt (Freda), Shawn Maloney, Bert Williams; Local 21—Vern Salsbury (Susan); Local 23—Winley Jones, Vernon Sitz (Willie); Local 24—Audin Sanda (Glady), David Zosoki (Gale); Local 34—Francisco Sanchez (Doris), John Longlon; Local 46—Jesus Johnson (Marie); Local 47—Donnie Gausey, Francisco Sanchez (Doris), John Longlon; Local 46—Jesus Johnson (Marie); Local 47—Donnie Gausey, Francisco Sanchez (Doris), John Longlon; Local 52—Gary Kibble; Local 53—Clarence Waud, Local 54—13, Uly Jr. (Kay); Local 63—Mit Short (Peggy), Ronald Sutton; Local 91—Leilon Huff (Helen), Angel Perez (Salome); Local 92—Roy Burk (Ruth); Local 94—Tomas Herrera (Margarita), Gordon Buchanan (Gerardine), Fred Kamark (Sharon), Edward Dunbar (Frances), Thomas Atkinson; Local 98—Howard Vanwardenter (Ruth). Survivors in parenthesis.

Deceased Survivors: Local 4—Lola Chambuilli, Mabel Rancore; Local 8—Estelle O’Neal, Violet Hayes; Local 10—Eula Bullet, Battle Hunter, Edna Bordelon, Teressa Turner, Clifford Studatski, Mary Jensen, Elizabeth, Jacinto, Adelaide Prigodich, Leabelle Stagnary, Bassie Bee; Local 12—Betty Szancik; Local 13—Doris Zeller, Mary Espinosa, Myrtle Johnson, Thelma Golden, Clara Briawick, Annie Clampttige, Edith Roiz; Local 14—Irene Hindley, Ellie Johnson, Frances Henke; Local 15—Mary Walker, Wilma Mantyla, Gladys Lasaila, Lueila McManus; Local 21—Gertrude Everall, Grace Olson; Local 23—Pauline Manweiler, Barbara Benson, Montana Cook; Local 26—Rebecca McHornery; Local 34—Claire Sullivan, Lisa Schmidt, Local 46—Caroline Bankston; Local 63—Charlotte Kloster; Local 94—Stella Chuka, Bernell Henderson, Dorothy Case.
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. $6.50

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. $13.00

Reds or Rackets: The Making of Radical and Conservative Unions on the Waterfront By Howard Klimondt: a thoughtful and provocative comparison of the ILA and the ILWU. $11.00

The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront By David Wellman: the most complete history of the origins, meaning, and impact of the 1934 strike. $13.00

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A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Se_yin: 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 Annauroff: 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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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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(415) 776-8363

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ADRP—Washington
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