Workers march against the FTAA  
page 3

Docker union thrives at Felixstowe  
pages 6-7

Abandoned ship and crew saved  
page 5

INSIDE

Portland unions oppose police spying ........................................... page 4
Longshore Education Seminar builds leadership ................................. . page 8
Cruise hostesses strike again for contract ........................................... page 9
Coast Committee Report: Taking on the challenge ............................... page 11
Inside Line

THE DISPATCHER RECEIVES HONORS

For the second year in a row, The Dispatcher received more awards and more first place awards than any other publication in the Western Labor Communications Association's journalism contest for the year 2000. The WLCA is the organization of editors and communications directors for AFL-CIO union publications west of the Rockies.

For the third year in a row Dispatcher graphic designer and artist Jim Swanson won first place for best original cartoon, this time for his Golden Turkey drawing that graced the November 2000 cover.

For the second year in a row regular Dispatcher contributor Maria Brooks won first place for best feature story, this time for her piece "Women on the Waterfront," about how women are finding a place in the West Coast longshore industry and the ILWU (March 2000).

For the second year in a row The Dispatcher won first place in the in-depth analysis category, this time for Assistant Editor Tom Price’s story “Workers of the world stand up for Burmese rights,” about the international labor movement’s campaign to pressure the dictatorship of Burma to stop its use of forced labor (September 2000).

Harvey Schwartz, Curator of the ILWU Oral History Project, won second place in the best series category for his three part series of former ILWU International President Harry Bridges’ account of the 1934 strike that established the union on West Coast docks (September, October, November 2000).

Bike messenger Kyle Shepard took second place for best photograph for his shot of ILWU bike messengers from Professional Messenger on strike (March 2000).

ILWU Communications Specialist for Organizing Marcy Rein took third place for best news story for her story “Powell’s workers meet the ILWU—and Portland rocks!,” the account of the demonstrations on May Day 2000 when the ILWU Convention delegates joined the striking Powell’s workers in facing down the city’s police riot squad (May 2000).

And finally The Dispatcher won third place in the best overall newspaper category.

CORRECTION

In the March 2001 issue of The Dispatcher we mistakenly referred to the dockers conference the ILWU is hosting in Los Angeles during the celebrations of Harry Bridges’ 100th birthday this summer as being a conference of the International Dockers Council or IDC. Although dockers unions from around the world are being invited to Southern California to discuss matters of international solidarity and common problems, it is not a conference sponsored by the IDC. (See announcement on page 10 for further details.)

PRESIDENT’S REPORT

Nothing free about free markets

By James Spinosa
ILWU International President

Editor’s Note: This is the speech ILWU International President James Spinosa delivered at the anti-FTAA rally April 21 at the Peace Arch at the border of Washington State and British Columbia, Canada.

Here we are again, less than a year and a half after we shook Seattle and the WTO, letting the politicians and the corporate heads know that there is no consensus about the free trade policies they want. Millions of people throughout the Americas think those free trade policies are not the way to go.

Millions of people throughout the Americas think free trade treaties like NAFTA and the FTAA are the road to hell.

When the NAFTA agreement was first made in 1994, the movement against free trade was in its beginning stages. We were still small and the media could brand us protectionist, isolationist and backwords. The labor movement opposed NAFTA and union leaders were vocal against it, but the rank and file and working people in general did not have a deep understanding of the dangers of the policy or the urgency of the issue.

But look at us now. Seven years of NAFTA, the loss of hundreds of thousands of jobs in the U.S. and Canada, an anti-globalization movement that has made itself felt in Seattle, Prague, Washington, D.C., and now Quebec City and Peace Arch Park—now workers know about these free trade treaties, know their real intentions and consequences, and know they must be stopped.

There’s nothing free about all these free market regulations. These free trade treaties are just a new set of rules designed to favor modern multi-national corporations and eliminate a century of gains workers have struggled to get.

There’s nothing new about this about this new economic order. Using undemocratically decided laws, secret courts and police to force workers to work more for less is the same strategy bosses used in the 18th, 19th and 20th centuries. Just because they dress it up as the way of the 21st century globalization economy doesn’t mean we haven’t seen it before.

And there’s nothing here for the vast majority of the people of the Western Hemisphere—the working people. All we have to look forward to are runaway jobs, union busting, lower wages and living standards, and a polluted environment causing more disease and death.

So what are we going to do? We know it is important that the opposition to these free trade treaties be visible, that it be widespread, that it be loud and insistant if we are to make a difference. We know that demonstrations like this one and the ones in Quebec City and at the California/Mexico border today are important. But they are not enough.

We need to fight this battle on many fronts. Besides these large demonstrations, we need to continue to build the labor/environmental/community alliances we have here today.

We also need a political and legislative program. In Canada, the New Democratic Party has already taken a strong stand against the FTAA. This is a strategic alliance we can build on. In the U.S., on a national level, both the Republican Party and the Democratic Party are supporting free trade policies. But on a local level many politicians see these agreements undermining their regional economies and the budgets they struggle to make work. We can use those local and regional problems and those local politicians and legislatures to show that these treaties are anti-people, and to help build the opposition to the FTAA.

And lastly, we need to articulate an alternative economic vision for the world, one where we work and trade in ways that bring prosperity to all people, in ways that promote cross-cultural understanding and peace.

We can do it and we must do it. Today is a continuation of what we began in 1994 in opposing NAFTA and what we did in Seattle against the WTO. We still have much to do. Let’s get to it.

The DISPATCHER

ILWU Titled Officers

President

JAMES SPINOSA

Vice President

BOB MCELLRATH

WESLEY FURTADO

Secretary-Treasurer

JOE IBARRA

Published monthly except for a combined July/August issue; for $6.00, $10 non-members, a year by the ILWU, 1188 Franklin St., San Francisco, CA 94109-8898. The Dispatcher welcomes letters, photos and other submissions to the above address. © ILWU, 2000.

www.ilwu.org

Steve Stajano

Editor

Tom Price

Assistant Editor

April 2001
Spirit of Seattle lives on at the Peace Arch

Story and Photos by Tom Price

The Peace Arch on the Canada-U.S. border commemorates two centuries of friendship between the two countries. But nearly 5,000 Americans and Canadians wrote their own history by crossing the border April 21 protesting the extension of NAFTA to the entire Western Hemisphere. Unhindered by the border guards, the protesters marched or danced under the arch and raised their voices against the Free Trade Area of the Americas summit held that day in Quebec City.

Speakers from El Salvador, Canada, Mexico, Chile and the U.S. detailed the disasters NAFTA caused the first three countries it was imposed upon and the peril Central America faces from FTAA.

The event was organized mainly by rank-and-file workers and activists to support the protests in Quebec City where the heads of state from the hemisphere met to plan out the next stage of corporate globalization.

The six-hour program included skits from Bellingham's Radical Cheerleaders, songs from the Seattle Labor Choir, folk singers and everybody's favorite, Vancouver's Raging Grannies. They sang parodies of popular songs with biting anti-corporate lyrics and would have brought down the house if the rally hadn't been staged under the clear blue skies of a springtime day.

ILWU International President Jim Spinosa's speech was welcomed by the deep chant "I'll Li! W! U!," an echo of the union's marching song from the streets of Seattle during the WTO meeting in 1999. (See page 2.) Spinosa praised the anti-globalization coalition's success over the last few years and urged it to expand its strategies and tactics. As many as 400 ILWU members, affiliates and their families attended.

Speakers detailed the mischief NAFTA caused environmental laws and its encouragement of job flight to low wage areas. They warned of the broader dangers posed by FTAA and its encouragement of job flight to low-wage areas. They warned of the dangers of FTAA and its encouragement of job flight to low-wage areas.

The NDP is solidly against FTAA. Speaker Alexa McDonough demanded in Parliament a government investigation of police tactics in Quebec City. The NDP is solidly against FTAA.

The rally started with a march under the seven-story high Peace Arch, erected in 1921 on the border-line between the two countries. It took some time for the procession to make it through, under the watchful eyes of the Washington State Police and the Canadian Mounties. Police arrested eight people who sat down on the Canadian side. They were later released, with trial dates set for June.

"The ILWU took a leadership role from the beginning," IBU member Jeff Engels said. He and Terry Engler, president of ILWU Canada's marine division Local 400, spent a couple months organizing discussions and logistics. ILWU Local 23's Gail Ross organized busses and members from Tacoma, and soon all Northwest ILWU affiliates in the region were on board. Members held numerous teach-ins and went to each other's local meetings to drum up support.

ILWU Canada rented three busses, while many members and retirees made the short drive down from Vancouver on their own. Canadian Auto Workers' Joe Keithley served as organizer and MC, and Teamsters' Local 174 provided a semi and members to haul the equipment. The AFL-CIO contingent was considerably lessened when striking Washington State workers organized an emergency rally on the same day in Seattle and Olympia, and many busses went there instead. In all, 98 groups signed on as supporters.

The Peace Arch rally was the largest of 100 demonstrations in the U.S. opposing FTAA. In Quebec City as many as 65,000 protestors turned out over three days as the 34 heads of state hunkered down to wheel and deal in the walled city behind 6,000 heavily armed cops. More than 400 people were arrested and scores injured, including Svend Robinson, an NDP Member of Parliament shot with a rubber bullet.

The Bush regime had hoped for an "early harvest" of agreements promoting deforestation and over-fishing, but failed in that goal. Bush also hoped for energy agreements with Canada and Mexico leading to the privatization of those countries hydro-electric, oil and natural gas. With nearly 40 percent of government revenues coming from the publicly owned Pemex oil company, Mexico is resisting privatization at present.

The opposition New Democratic Party will vigorously debate FTAA in Parliament—there will be no "Fast Track" in Canada. Venezuela's President Hugo Chavez claimed at the summit he would put FTAA to a popular vote before even considering it, and Brazil's Cardoso expressed a raft of opposition dealing with sovereignty and fair trade issues. Already members of the U.S. Congress are expressing doubts on Fast Track, euphemistically renamed "Presidential Trade Authority."

"I'd like to point out that all the heads of state were elected democratically," Canada's Prime Minister Jean Chrétien said as he closed the still-secret talks. President Bush, who actually lost the popular vote by 550,000 ballots, kept wisely silent. Chrétien won his re-election a couple months ago with 43 percent plurality of the popular vote.
Portland unions fight police spying

By Marcy Reif

J ust one of the second-generation longshoreman and member of ILWU Local 8, belongs to the Leonard Peltier Defense Committee. One fine
day he was sitting by the Willamette River near downtown Portland, hop-
ing for a break, when a bunch of swingeline workers in Peltier T-shirts, buttons and pam-
phlets. Up came three nondescript, clean-cut guys in dark suits.
"You can go sell those shirts down at the longhouse hall, Mr. Lee," they said.
Lee knew right away they were cops. "It scared me a little, but didn't surprise me," Lee said. Local 8 Business Agent Tom Langman found the same style of encounter.
"To be in the middle of downtown and have some random dudes come up and say 'That's your name, that's pret-
ty weird," Langman said.

With Portland's Joint Terrorism Task Force (PJTTF) in place, such encounters could become all too rou-
tine. The PJTTF formalized the tight cooperation between the city police and the FBI. Under the guise of fighting "criminal extremist activi-
ty"—to quote the city ordinance—law enforcement agencies are coming together with the Portland police, the Oregonian and other representatives of big business, Mazza said. "Basically it's a number of individuals with lots of access to Mayor Katz.

"The Task Force also reflects a national trend. Federal law provides for "counterterrorism" measures have escalated steadily since the Oklahoma City bombing, and the FBI now participates in 37 collaborative efforts with state and local law enforcement agen-
cies, according to a report by Diane Lane of Portland Copwatch. The September 3000 "Memorandum of Understanding" between the Portland Police Bureau and the FBI formalizes a three-year-old arrangement between the two agencies. The actual legislation creating the PJTTF didn't come before the City Council until Nov. 22, the Wednesday before Thanksgiving. It was then listed as an "emergency measure" on the Council's consent agenda. Council members normally put non-contro-
versial items on the consent agenda and pass them as a block without dis-

tusion. Emergency measures do not have to come back to the Council for the second reading required for nor-
mal legislation.

"They did it right behind our backs while we were catching our plates outa there for the holidays," Jack Lee said.

"The ordinance increases the number of police officers assigned to "anti-
terrorism" work from two to eight and puts them under direct supervision by the FBI. Any information they gather will go into FBI files and the FBI will kick down extra money to pay for informants and police overtime. A seemingly bland companion ordinance allows the FBI to share software used by the Portland police. This gives the FBI access to any photos taken by Portland police, but surveillance photos taken at pub-
lic events.

Putting the Task Force under federal supervision and using federal

funds erodes local control over police resources, Mazza said. It also over-
rides Oregon's extra protections for individual rights without having to meet fed-
eral standards governing such activi-
ties as information collection and ref-
nels. Police procedures justify spy-
ing on legal activity.

"Many terrorist groups rely on the customary open prosecution of legal activity and the statute of limitations. Federal law is different. Federal prosecution can bring charges even after the statute of limitations has expired...

"Many terrorist groups rely on the customary open prosecution of legal activity and the statute of limitations. Federal law is different. Federal prosecution can bring charges even after the statute of limitations has expired..." noted a 1999 FBI Law Enforcement Bulletin.

The memorandum of under-
standing between the police and the FBI said the PJTTF should "identify and target for prosecution those under investigation...which have some type of involvement in...extradition of refugees, violations of federal statutes such as the Hobbs Act, intimidations, forcing business out of business through the use of force or violence, arson, threats of violence," Mazza said, according to a transcript read by Dan Handelman of Copwatch.

Using this rationale, police would need only to identify "serious anti-
management/fear" in order to target union organizers, said OFN/PF Jailhouse.

"If a CIO calls the police and says someone threw a rock through a window that means our union campaign is violent!" Marshall said.

"But we have seen collusion between police and employers throughout the history of the union movement in this country.

The threat looms larger with the anti-worker regime ruling in D.C.

"It's more than a coincidence that we now have a Republican administra-
tion," said Bob Remar, one of the PJTTF organizers. "It's the continuation of police/FBI collaborations to be direct-
ed at unions is the Republican twist.

Opponents of the PJTTF hope to block its reaffirmation when it comes to the City Council this month or overturn it sooner, if possible. So far 18 union locals have passed resolutions calling on the city to dump the Task Force. ILWU Locals 5 and 8 among them.

Several civil rights and equal opportu-

nity groups, along with a few normally conservative neighborhood associa-
tions, have also called for the "join-
ting of hands." According to Mazza:

"We need to be watchdogs," Jack Lee said. "If it's happening to us, it's happening to everyone else."

For more information about the PJTTF and union organizing against it, call the Peltier Defense Committee (503) 701-2636 or by e-mail at tims@mp.com (put his name in the subject line).
Troubled ship adopted by Honolulu's maritime workers

by Tom Price

Line handlers are the first people on the dock to see a ship when it comes in. They secure it with thick cables running from the ship to the bollards, the huge steel studs anchored into the pier that hold the ship snugly while longshore workers load and discharge cargo.

For several months a strange tramp of a ship, with the name "Obod" painted on the stern, just visible through streaks of rust, haunted the Port of Honolulu. The ship moved from pier to pier, never quite going and yet not staying.

"Something was wrong with the Obod," longshore Local 142 Longshore Unit Chair Nate Lum said. "The line handlers felt the ship was under distress, and they kept having to tie and untie the ship as it moved around the harbor. Then we found out the crew was being detained on board."

Local 142 line handlers and IBU members on the tugs saw the crew milling aimlessly about on deck. They talked about that with other harbor workers, reporters and the local Serb community, eventually getting the word out to the whole city. The Serb-speak ing Montenegrin crew had gotten a message out by tossing a note to a seaman, a SUP member who put the word out to the maritime workers around the harbor.

"On the road from Korea to the U.S.A. for over six months," the note read. "We had engine trouble, we were floating at sea among sharks about sixteen days, expecting a rescue tugboat. It was terrible."

The story that unfolded is horrible even by the sweatshop standards frequently found on flag-of-convenience ships. For 13 months, until the ship was auctioned and the crew paid, the Maltese-flagged Obod was a worst-case example of FOC ships that ply the world's oceans, accountable only to the laws of nations that sell their flags precisely because of their unaccountability. Seafarers crewing these merchant vessels have long been among the most abused workers. Stuck aboard ships for many months at a time, thousands of miles from home and subject to the arbitrary authority of the officers, they are often under paid and underfed. But rum as they were, they lived on the high seas, literally discarded simply because their lives were seen as expendable.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship.

With no steering gear the ship is vulnerable to taking waves on the beam, which can capsize a vessel. With heavy steel girders the storm raged on for several of the 16 days the ship was adrift while the crew desperately re-lashed the steel on the deck. It was a brave but losing battle, and eventually half of the deck cargo was lost overboard, although the ship and crew survived.

During the long wait for rescue it became clear that the ship had been abandoned by her owners, left to founder in the heavy seas. Like so many FOC ships, the Obod was worth more at the bottom of the sea than the insurance was paid, especially since now it had no chance of meeting its schedule and even the remaining cargo was worthless. And a dead crew is cheaper than a live crew.

The Obod, owned in Montenegro, had been spotted as a troubled ship last year. The International Transport Workers' Federation followed its voyage from Rio de Janeiro in April 2000 up to New Orleans and Houston in May ITF inspectors boarded the ship again in Japan, but most of the crew didn't want to come on United. Northern California IFT Inspector Barry Binsky estimates the 20 seafarers were owed $150,000 in back wages at that time. One sailor was repatriated from Japan to Montenegro with full back pay.

"These guys might ship out for six months, not get paid, and then be on the beach for three months, and then ship out again," Binsky said. "By the time they finish the second voyage they might have their pay for the first."

The company took up a load of Samsung steel in Korea for a convention center in Washington, D.C. and sailed Aug. 30, bound for the Panama Canal and then on to Baltimore. The engine failed near Hawaii, and the ship had to be towed into Honolulu in September. While in port seaman Klikovac Velko suffered a torn optic nerve during a lifeboat drill that may leave him permanently blinded in his right eye.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship.

With no steering gear the ship is vulnerable to taking waves on the beam, which can capsize a vessel. With heavy steel girders the storm raged on for several of the 16 days the ship was adrift while the crew desperately re-lashed the steel on the deck. It was a brave but losing battle, and eventually half of the deck cargo was lost overboard, although the ship and crew survived.

During the long wait for rescue it became clear that the ship had been abandoned by her owners, left to founder in the heavy seas. Like so many FOC ships, the Obod was worth more at the bottom of the sea than the insurance was paid, especially since now it had no chance of meeting its schedule and even the remaining cargo was worthless. And a dead crew is cheaper than a live crew.

CREW HELD HOSTAGE IN HAWAII

The Russian deep-water tug Master Cody towed her in, and the Obod docked in Honolulu Nov. 4. The engine failed near Hawaii, and the ship had to be towed into Honolulu in September. While in port seaman Klikovac Velko suffered a torn optic nerve during a lifeboat drill that may leave him permanently blinded in his right eye.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship.

With no steering gear the ship is vulnerable to taking waves on the beam, which can capsize a vessel. With heavy steel girders the storm raged on for several of the 16 days the ship was adrift while the crew desperately re-lashed the steel on the deck. It was a brave but losing battle, and eventually half of the deck cargo was lost overboard, although the ship and crew survived.

During the long wait for rescue it became clear that the ship had been abandoned by her owners, left to founder in the heavy seas. Like so many FOC ships, the Obod was worth more at the bottom of the sea than the insurance was paid, especially since now it had no chance of meeting its schedule and even the remaining cargo was worthless. And a dead crew is cheaper than a live crew.

The Russian deep-water tug Master Cody towed her in, and the Obod docked in Honolulu Nov. 4. The engine failed near Hawaii, and the ship had to be towed into Honolulu in September. While in port seaman Klikovac Velko suffered a torn optic nerve during a lifeboat drill that may leave him permanently blinded in his right eye.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship.

With no steering gear the ship is vulnerable to taking waves on the beam, which can capsize a vessel. With heavy steel girders the storm raged on for several of the 16 days the ship was adrift while the crew desperately re-lashed the steel on the deck. It was a brave but losing battle, and eventually half of the deck cargo was lost overboard, although the ship and crew survived.

During the long wait for rescue it became clear that the ship had been abandoned by her owners, left to founder in the heavy seas. Like so many FOC ships, the Obod was worth more at the bottom of the sea than the insurance was paid, especially since now it had no chance of meeting its schedule and even the remaining cargo was worthless. And a dead crew is cheaper than a live crew.

The Obod, owned in Montenegro, had been spotted as a troubled ship last year. The International Transport Workers' Federation followed its voyage from Rio de Janeiro in April 2000 up to New Orleans and Houston in May IFT inspectors boarded the ship again in Japan, but most of the crew didn't want to come on board. Northern California IFT Inspector Barry Binsky estimates the 20 seafarers were owed $150,000 in back wages at that time. One sailor was repatriated from Japan to Montenegro with full back pay.

"These guys might ship out for six months, not get paid, and then be on the beach for three months, and then ship out again," Binsky said. "By the time they finish the second voyage they might have their pay for the first."

The ship picked up a load of Samsung steel in Korea for a convention center in Washington, D.C. and sailed Aug. 30, bound for the Panama Canal and then on to Baltimore. The engine failed near Hawaii, and the ship had to be towed into Honolulu in September. While in port seaman Klikovac Velko suffered a torn optic nerve during a lifeboat drill that may leave him permanently blinded in his right eye.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship.

With no steering gear the ship is vulnerable to taking waves on the beam, which can capsize a vessel. With heavy steel girders the storm raged on for several of the 16 days the ship was adrift while the crew desperately re-lashed the steel on the deck. It was a brave but losing battle, and eventually half of the deck cargo was lost overboard, although the ship and crew survived.

During the long wait for rescue it became clear that the ship had been abandoned by her owners, left to founder in the heavy seas. Like so many FOC ships, the Obod was worth more at the bottom of the sea than the insurance was paid, especially since now it had no chance of meeting its schedule and even the remaining cargo was worthless. And a dead crew is cheaper than a live crew.

The Obod, owned in Montenegro, had been spotted as a troubled ship last year. The International Transport Workers' Federation followed its voyage from Rio de Janeiro in April 2000 up to New Orleans and Houston in May IFT inspectors boarded the ship again in Japan, but most of the crew didn't want to come on board. Northern California IFT Inspector Barry Binsky estimates the 20 seafarers were owed $150,000 in back wages at that time. One sailor was repatriated from Japan to Montenegro with full back pay.

"These guys might ship out for six months, not get paid, and then be on the beach for three months, and then ship out again," Binsky said. "By the time they finish the second voyage they might have their pay for the first."

The ship picked up a load of Samsung steel in Korea for a convention center in Washington, D.C. and sailed Aug. 30, bound for the Panama Canal and then on to Baltimore. The engine failed near Hawaii, and the ship had to be towed into Honolulu in September. While in port seaman Klikovac Velko suffered a torn optic nerve during a lifeboat drill that may leave him permanently blinded in his right eye.

After repairs, the Obod sailed again in early October. Then she was hit by a fierce storm and another engine failure. Without power the ship was helpless, as a certain amount of forward motion is necessary for the rudder to bite into the water and steer the ship. Liloa Omonaka
After nearly two decades of the Conservative Party government of Maggie Thatcher, docker unions in Great Britain were in deep trouble. Using the same free-market, anti-union philosophy Ronald Reagan modeled his policies in the U.S. on, Thatcher tore up the basic guarantee of union rights and job security on the docks—the Dock Labour’s Scheme. Ports were privatized and sold off to operators, who now run them for profit. Many private operators "derecognized" the unions entirely. The heroic strike of the Liverpool dockers was one of the final acts in that painful process.

However, according to Geordie Landles, convenor for the dockers union Branch 1699 in Felixstowe and vice-chair of the Transport and General Workers Union, the union is rebuilding its strength on the British waterfront. About 11,500 dockers now work under union agreements, in most major ports. There is no master agreement—the union in each port negotiates separately with the private operator.

In the last year, two of the most important ports, Thamesport and the Tilbury docks near London have won union recognition. In both ports, private operators derecognized the union in 1989.

The largest port in Britain, Felixstowe, was privatized along with the rest, but its Hong Kong-based operator, Hutchinson Ports, never withdrew recognition from the union. Today 2,350 Felixstowe dockers are TGWU members, out of 2,600 employees in total. The union represents longshore and clerical workers, clerks, and vessel controllers and planners. Only management employees are excluded from the bargaining unit.

The port is very new, and was originally a small general cargo port with a flourmill. In 1969 the first small terminal opened with four cranes. Today there are 22, making between 20 and 25 moves an hour, and handling 2.6-2.8 million TEUs (twenty-foot equivalent units) a year.

Landles says that Felixstowe wages aren’t the highest on British docks—
Southampton, for instance, is higher. "Felixstowe has traditionally been an agricultural area, and consequently the wages haven't been as high as in industrial regions," he explained.

A container operator in Felixstowe earns 443 pounds (one pound = about $1.40.) A transtainer driver makes 433, and a lasher 423. All dockers are permanently employed by Hutchison Ports. Work is distributed by a rotation system. Dockers work 21 days out of every 28, spending a week on each shift before rotating onto the next. Everyone doing the same job makes the same income.

Living costs in Felixstowe are slightly less than in the U.S. A 3-bedroom, semi-detached home (what we call a duplex) costs 75-80,000 pounds. With 10 percent down, the mortgage would usually run 500 pounds a month. Two sirloin steaks for dinner cost five pounds, and a half-gallon of milk a pound.

Landles says docker salaries nationwide average about 300 pounds a week. For union dockers, the average is 350 pounds.

The union at Felixstowe has an office on the port property. In the same area, a company-operated cafeteria provides hot food 22 hours out of every 24.

The port also has its own medical center, with two ambulances and one hazardous materials spill unit. They can respond to an accident on the dock much more quickly than a unit from a local hospital. As a result the accident rate has declined from 2-3 deaths a year to 1 every two to three years.

Trevor Kent, national committee member for the dock and waterways industry of the TGWU, and chief steward at Felixstowe, is proud of the union's accomplishments.

"I think we are effective in protecting the interests of our members, and as a result, a dock job is a very good one in Felixstowe, one which provides a worker with the chance to raise a family. With our union we are respected on the job and in our community," he said.
Longshore Education Seminar

Learning the past to build the future

Story and photos by Steve Stallone

Nearly 150 ILWU local officers and activists gathered for the first Longshore Division Education Seminar in Palm Springs, Calif. on March 24-25. The four days of lectures and workshops were designed to build skills among local officials and activists, setting up a new generation of shop steward leadership on the docks. So it focused on issues of contract language, grievance procedures, arbitration, fair representation and other related duties and responsibilities of local union officials. Participants were chosen by the locals from among members active in union affairs.

OLD TIMERS WISDOM

In the opening plenary session of the seminar ILWU International President Jim Spinosa, International Vice President Bob McElrath and Coast Committeemen Ray Ortia Jr. and Joe Wenzl welcomed the delegates. Then former ILWU International Vice President Rudy Rubio gave an overview of the union’s history and traditions of leadership. He explained how the settlement of the 1948 strike brought about the longshore grievance and arbitration system and the establishment of the Coast Committee to represent the union. “A grievance machinery is admired around the world,” Rubio said. “We have to learn to use it and protect it.”

The highlight of the seminar was a presentation on the history of the grievance procedure and how to prepare an arbitration by Coast Arbitrator Sam Kagel. Kagel, now in his nineties, was a close friend of Harry Bridges, involved in the 1934 strike that established the longshore union, and has been the Coast Arbitrator—the final authority on all contractual disputes—since 1948. The hall filled with longshore workers welcomed him with a reverent standing ovation in recognition of his experience and wisdom.

He explained how longshore workers won the hiring hall and the coastwise contract and grievance system in the 1948 strike and how this laid the basis for the union’s power. He admonished his audience to read and review the contract documents.

“You have this in these books,” he said, referring to the contract publications.

Kagel pointed out that the employer won the right in the 1904 strike to introduce new means of discharging cargo as long as it was not unsafe. The issue came to a head with containerization. After much internal debate the union decided the basis of the machine, it would try to get a piece of it and negotiated the Modernization and Mechanization Agreement. The M&M. The agreement protected the union’s longshore jurisdiction, guarded the workers’ safety code and eventually got them higher wages, vacations and pensions. Regained without a strike, Kagel said.

Currently the employers want more members from among the locals from among members active in union affairs.

Coast Arbitrator Sam Kagel (third from left) met and talked with young Local 13 members who weren’t even born when he took over as the final authority over ILWU-PMA contract disputes.

The seminar participants were divided into four groups and attended the four workshops in rotation. Pensioners Bill Ward (a California Coast Committeeman for 20 years) and Art Almeida led the workshop on the eight-hour guarantee. As part of the settlement of the 1904 strike the ILWU workers won a six-hour day, allowing them to share the work with more union members. But as mechanization started to reduce work opportunities, too often workers were being dispatched to two, three and four hour requiring them to work more than five days a week to make a living and get the qualifying hours for vacations, pensions and health benefits.

So the union negotiated the eight-hour guarantee from the employer and in return gave the employer the right to shift a worker from one job to another to complete the eight hours. The workshop reviewed the procedures of making such claims and cannot move a worker from one job to another so that a shop steward on the dock can make sure the rules aren’t abused and a worker already dispatched does not take a job the employer should be calling the hall to have another fill.

Former International Vice President Richard Austin led the workshop on in lieu of time and lost work opportunities. The claim is the worker was penalized in which type of grievance a shop steward should file when some other than the legally protected longshore worker does longshore work—in lieu of time or lost work opportunity.

“If we see someone doing our work, we should stop it,” Austin said, emphasizing the need to protect longshore jurisdiction.

In lieu of time claims apply to work done on the ship by the crew, such as when the crew loads stores or does clashing work, Austin said. Lost work opportunity claims apply to jurisdictional violations on the dock. After reviewing the guidelines, Austin divided the workshop participants into three groups and gave each a hypothetical situation of a jurisdictional violation and asked the groups to figure out which kind of claim to file and how to present the grievance. The groups then collectively solved the problem and presented their reasoning to the whole workshop for further discussion and evaluation.

Pensioner Steve Clark led the workshop on picket lines and the criteria of what makes it legitimate not to cross according to the longshore contract and the arbitrations interpreting it. That criterion is detailed in Section 11.51 of the longshore contract.

“A legitimate and bonafide picket line is one established and maintained by a union, acting independently of the ILWU longshore locals, about the premises of an employer with whom it is engaged in a bonafide dispute over wages, hours or working conditions of employees, a majority of whom it represents as the collective bargaining agent,” Clark said.

If longshore workers are to respect a picket line they must, when challenged by the employer, establish that it fits that definition to win an arbitration.

Clark discussed about 15 arbitration cases where the legitimacy of a picket was questioned and which won and lost and why.

Local 13 President Ramon Ponce de Leon led the workshop on health and safety grievances, focusing on the procedures of filing such claims. Ponce de Leon buttoned the old ship gang structure with its built-in shop stewards, and stressed the need to set up shop stewards on the docks again to be the first line of defense and to handle disputes like health and safety issues.

Under the contract longshore workers may stop work when they believe in good faith that continuing would be dangerous. An immediate Labor Relations Committee meeting with the employer is then held and if agreement on how to continue the work safety is not reached, the dispute goes to the local arbitrator and the union must be prepared to prove the legitimacy of the picket. Ponce de Leon reviewed which provisions in Section 17 of the contract establish the conditions of employees, a majority of whom it represents as the collective bargaining agent.

BRINGING IT HOME

On the last day of the seminar the four groups, each composed of representatives from different areas of the Coast, discussed the jurisdictional problems they face in their home areas.

While many of these were unique to the area or size of their ports, many others crossed geographic boundaries. The discussions gave everyone a better understanding of the entire Division and the ways they could help each other.

Speaking of the obvious renewed energy and commitment to the union struggle, Northwest Coast Committeeman Joe Wenzl urged the seminar participants to take it back home.

“What we are doing here through this education program, many others crossed geographic boundaries. The discussions gave everyone a better understanding of the entire Division and the ways they could help each other.

Speaking of the obvious renewed energy and commitment to the union struggle, Northwest Coast Committeeman Joe Wenzl urged the seminar participants to take it back home.

“What we are doing here through this education program can have an impact on the job, in the gang and well-attended membership meetings,” he said. “If you come out of this and gain some insight into what you have experienced, people will stay with you if you will not progress as quick as we need to. So you must take this knowledge, these documents, experiences and information and share and teach what you have learned with your brothers and sisters in your locals back home.”
PIER HOSTESSES BRAVE ANOTHER SETBACK TO UNION DRIVE

Last summer Los Angeles pier hostesses were preparing to negotiate their long-sought union contract. Now they’re fighting a renewed battle for recognition against a larger foe.

Los Angeles pier hostesses struck April 1 over unfair labor practices by Greyhound Shore Services. Their walkout delayed loading and unloading of the Royal Caribbean ship *Rhapsody of the Seas* by several hours.

The election results if it hires a major- ity of workers from the previous employer. The ILWU filed ULP charges on both violations, and the hostesses voted to strike again.

Their April 1 walkout stalled loading and unloading of the Royal Caribbean ship *Rhapsody of the Seas* for several hours. Some 2000 passengers waited helplessly on board while the Local 13 porters refused to handle baggage. Many missed flights home as a result. Another shipload of cruisers waited to board...and waited...

"I've worked there almost 10 years and I'd never seen lines like that," Mendoza said. "They zigzagged outside the building." The ship didn't leave until around 8 p.m., four hours behind schedule.

"We felt terrible for the passen- gers," hostess Fran Penick said. "But we felt we had to do this because Greyhound has to know we mean business."

The hostesses followed up the strike with a walkout rally during the inaugural cruise of Royal Caribbean's new luxury ship, *Radiance of the Seas*. Several hundred hosted the line from Los Angeles' June election. Mayoral candidate James Hahn, City Councilman Tony Hoynagard and another shipload of cruisers waited to board...and waited...

hostess Lucy Maynez said. "Why couldn't he be a man and do the right thing?"

The ILWU pushed Woods to honor a legal agreement or bargain over the effects of his closing up shop. Woods offered each hostess $50 severance. The union rejected the offer.

The union filed ULP charges over Woods' failure to bargain in good faith. The hostesses took a strike vote in late November. Two days later, their manager at CTS called and told them not to come to work the next day.

The workers went home with their strike Dec. 3. The porters who handle cruise baggage belong to Local 13 in San Pedro, and the union didn't respect the line until the arbitrator ruled they could no longer do so without striking.

Meanwhile, Greyhound Shore Services (GSS) had already begun running four round-trip ferries a day for pier hostesses. GSS is part of the Greyhound Travel Services unit ofGreyhound Lines. Greyhound bills itself as "North America's largest provider of inter-city bus service" and aims to become the top provider of shore services for cruise lines as well.

It also ranks as one of the top union-busters in the last decade. When 9000 workers struck in 1990, Greyhound hired replacements. The strike and a national boycott eventually a brought a decent contract. But only 15% of the original workers reaped the benefits, according to the national AFL-CIO web site.

GSS snapped up the Royal Caribbean contract in January, then took over another San Pedro shore service company and hired owner Matt Quinlan as its local manager. It hired only 47 of the 48 former CTS hostesses, but elevated several vocal union supporters.
Free the Charleston 5

March 30 in Charleston, South Carolina capitol

The rightwing Republican Attorney General of South Carolina Charles Condon has cut off all negotiations to drop the charges against the Charleston 5 and has told International Longshore Association Locals 1422 Charleston 5 and has told the Charleston locals are calling whom are facing felony riot charges after 600 police attacked their picket line—the union's Coast Committee—South Carolina for the march and rally. He wants each delegation to arrive in its union colors with local and other banners to show the coastwise support for the Charleston 5. A list of hotels in the area can be obtained from your local or found at the ILWU's web site at www.ilwu.org.

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 disfavor any member because of the amount of his/her contribution or the decision not to contribute. In no case will a member be required to pay more than his/her pro rata share of the union’s collective bargaining expenses. Reports on the status of the fund and the 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 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 amount. The diverted funds will be contributed only on behalf of those members who voluntarily permit that portion of their per capita payment to be used for that purpose. The Titled Officers may suspend either or both diversions if, in their judgment, the financial condition of the International warrants suspension.

"For three consecutive months prior to each diversion such dues paying members 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.

"No contribution—I do not wish to contribute to the Political Action Fund, but wish to make political contributions directly to either the Political Action Fund or their local union, may so do in any amounts whereas, they may wish.

"No contribution—I do not wish to contribute to the ILWU Political Action Fund. I understand that the International will send me a check for the entire amount of the Political Action Fund contribution ($1.50) prior to July 1, 2001.

"Less than $1.50—I do wish to contribute to the entire amount to the ILWU Political Action Fund. I will contribute__________

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

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

NOTE: CONTRIBUTIONS ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS

CALL FOR

International Dockworkers’ Solidarity Conference

The ILWU will host an International Dockworkers’ Solidarity Conference in the Port of Los Angeles/Long Beach, California July 30-August 2, 2001.

To continue the ILWU’s tradition of supporting our brothers and sisters worldwide in times of need, we are seeking participation from dockworkers’ unions around the world to strengthen international solidarity. The Conference will also play an educational role. It will compile information and facilitate discussion concerning common problems and issues that dockers’ unions and organizations face today and will face in the future. Such problems and issues include the privatization and modernization of ports. These issues, in turn, may have adverse effects on jurisdiction, work rules and safety.

For more information on agenda and attendance, contact Assistant to the Coast Committee Robert Maynez at 415-775-0533, ext. 130 or at robert.maynez@ilwu.org.

Ian Ruskin as Harry Bridges

IAN RUSKIN

SCHEDULE OF PUBLIC EVENTS

The following five public presentations will be offered with free admission to the public.

**NOTE NEW TIME!**

**SUN. JUNE 3RD, 2001 AT 3:35 PM**

Banning’s Landing Community Cultural Center, Walker Street, Wilmington (Los Angeles Cultural Affairs Department)

Contact: Zoot, Arts Center Director 310-549-2489

**THURS. JUNE 28TH, 2001 AT 7:30PM**

Los Angeles Maritime Museum Berth 84, Foot of Sixth Street, San Pedro

Contact: Dr. Lee, Director 310-548-7618

**THURSDAY, JULY 5TH, 2001 (BLOODY THURSDAY) AT 6PM**

San Francisco Main Library, Auditorium 100 Larkin Street, San Francisco

Contact: Susan Goldstein 415-557-4563

**SAT. JULY 7TH, 2001 AT 3PM**

The Tall Ship Balclutha Hyde Street Pier (United States Department of the Interior, National Park Service)

Contact: John B. Cannane, Supervisory Park Ranger 415-556-1238

**SAT. JULY 14TH, 2001 AT 2PM**

Southern California Library for Social Studies and Research 6120 South Vermont Avenue, Los Angeles

Contact: Sarah Cooper, Executive Director
Coast Committee Report

Tackling the challenge

The Coast Committee is periodically called to write articles in The Dispatcher dealing with the current status and future direction of the Longshore Division. One main objective of the articles will be to improve communications between the Coast Committee and the rank and file. These articles will discuss the many challenges facing longshore workers on the West Coast. Also, from time to time, we will discuss various sections of the PCL&CA and PCL&CA.

The Longshore Division is currently being challenged on a variety of fronts. The employers are attempting to go out of the normal collective bargaining arena. They are seeking to obtain in legislation, especially in Washington, D.C., what they have failed to achieve in collective bargaining with the ILWU. Our employers are using pressure tactics and propaganda through newspapers and other media to attack the jurisdiction of the ILWU Longshore Division. Through these efforts, the employer seeks to erode support for West Coast longshore workers and undermine the integrity of our union.

This challenge is being answered. Currently, the Coast Committee has agreed to fund the “Waterfront Workers for a Better Washington” campaign published by our Washington, D.C. representatives. This newsletter outlines current legislation that affects the ILWU and actions that need to be taken by officers and rank-and-file members in response.

Also, the Coast has appointed a Legislative Action Committee. This committee is made up of representatives from each area of the Coast. It serves at the direction of the Coast Committee and works directly with our legislative aide in D.C. This committee will be able to respond quickly to legislative efforts of the employers.

The Coast Committee believes it is essential at this time to counter the efforts, the employer seeks to establish closer relations with our representatives in the Congress and Senate. We must keep them continually informed of the positions of the Longshore Division on pertinent issues. This committee will provide assistance to the D.C. office to accomplish these goals. The Coast Committee, through the Caucus, has established a jurisdiction and technology committee. This committee is investigating and developing the directions that we will take to the bargaining table in 2002. It is essential that the Longshore Division solidifies our jurisdiction and makes positive gains in Section 2 of the PCL&CA. This committee is gathering data and exploring ways to achieve this.

The Longshore Division held, in late March, the first-ever Longshore Education Seminar (see page 8). This seminar was for new, young officers and others interested in service to the union. It dealt primarily with the grievance and arbitration procedure under Section 17 of the PCL&CA. It was a great success, and is planned to be a part of an ongoing education program both for our Division and incorporating the ILWU International programs already established. We are confident it will lead to an enhanced stewardship and education program in all areas and locals of the Coast.

As the Longshore Division advances into the next century, these are just some of the programs and committees that the Longshore Caucus and Coast Committee have established to meet the challenges that we face together. We thank the rank and file of this division for your continued support. Let us all work together to prepare for the difficult road ahead of us.

—International President Jim Spriano

ILWU Secretary-Treasurers Conference

The second ILWU training program for local union financial officers, the ILWU Secretary-Treasurers Conference, will be four days of seminars scheduled for September 10-13, 2001 in Palm Springs, California. It will deal with various aspects of financial administration, election rules and record keeping. The program is designed to help ensure ILWU compliance with federal regulations and internal union procedures. Instructors include ILWU attorneys, union staff and internal officers.

Each mainland local and affiliate is invited to send its secretary-treasurer (or other officer in charge of finances and record keeping), the office manager or clerical employee who fills out and maintains the union’s financial and administrative records, and one trustee. Depending on the number of participants, space may be available for additional members for each local or affiliate. Priority will be given to individuals who did not participate in the 1999 training. Subjects to be covered include:

- Reporting requirements of the Labor Management Reporting and Disclosure Act (LMRDA)
- Reporting to the International Union
- Fiduciary responsibilities of the local union and its officers
- Beck procedures
- Appropriation union expenditures
- Bonding requirements
- Bookkeeping systems
- Role of trustees
- Local union election procedures
- Records management and retention

Members interested in participating in the training should contact their ILWU Local Union or Affiliate before June 29, 2001.

Hector Cepeda for L.A. City Council

Hector Cepeda is labor’s choice for L.A. City Council District 15, encompassing the harbor area. Hector was born and raised in an ILWU household (warehouse Local 26), has worked as a casual longshore worker for four years and served as Executive Director of the Harry Bridges Institute.

Hector also has extensive legislative experience, having worked as Special Assistant to California state Assembly Speaker Emeritus Antonio Villaraigosa, Field Representative for Assemblymember Alan Lowenthal and Legislative Aide and Field Representative for L.A. City Councilmember Rudy Svorinich. Jr.

Hector is endorsed by ILWU Southern California District Council (Locals 13, 26, 63, 68, 94, Pensioners), ILWU Local 13 PAC (longshore workers), PACE Local 8-675 (refinery workers), SEIU Joint Council 8 (Locals 99, 280, 347, 399, 434, 4348, 535, 620, 660, 787, 998, 1877, Retiree Coalition), IAM District Lodge 1484, United Farm Workers (AFL-CIO), and AFT 1021 – UTLA.

VOTE FOR HECTOR CEPEDA

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, Longshoremans, 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 Kimeldorf: 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 Selvini: the newest and best single narrative history about the San Francisco events of 1934. $16.50
- **The March Inland: Origins of the ILWU Warehouse Division 1934-1938** By Harvey Schwartz: new edition of the only comprehensive account of the union’s organizing campaign in the northern California warehouse and distribution industry. $9.00

**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

**ORDER BY MAIL**

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>copies of The ILWU Story</td>
<td>$7.00</td>
</tr>
<tr>
<td>copies of The Big Strike</td>
<td>$6.50</td>
</tr>
<tr>
<td>copies of Workers on the Waterfront</td>
<td>$13.00</td>
</tr>
<tr>
<td>copies of Reds or Rackets</td>
<td>$11.00</td>
</tr>
<tr>
<td>copies of The Union Makes Us Strong</td>
<td>$15.00</td>
</tr>
<tr>
<td>copies of A Terrible Anger</td>
<td>$16.50</td>
</tr>
<tr>
<td>copies of We Are the ILWU</td>
<td>$17.00</td>
</tr>
<tr>
<td>copies of Life on the Beam</td>
<td>$28.00</td>
</tr>
<tr>
<td>copies of The March Inland</td>
<td>$59.00</td>
</tr>
</tbody>
</table>

Add $3.00 per item for orders outside the U.S.

Total Enclosed $ ___________

Name ____________________________
Street Address or PO Box ____________________________
City __________________ State __ Zip ___________

Make check or money order (U.S. Funds) payable to “ILWU” and send to: ILWU Library, 1188 Franklin Street, San Francisco, CA 94109

Prices include shipping and handling.

Please allow at least four weeks for delivery.

---

Bound Dispatchers for sale

Beautiful, hardcover collections of The Dispatcher for 1997, 1998, 1999 and 2000 are now available. These are a must for Locals and individuals keeping a record of the union’s activities. Get your supply of the ILWU’s award-winning newspaper while the limited supply lasts. Send a check for $50.00 for each volume (year) to The Dispatcher at:

Bound Dispatchers
C/o The Dispatcher
1188 Franklin Street, 4th Floor
San Francisco, CA 94109

---

A Helping Hand...

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

ILWU LONGSHORE DIVISION

ADRP—Southern California
Jackie Cummings
670 West Ninth St. #201
San Pedro, CA 90731
(310) 547-9966

ADRP—Northern California
George Cobbs
400 North Point
San Francisco, CA 94133
(415) 776-8383

ILWU WAREHOUSE DIVISION

DARE—Northern California
Gary Atkinson
255 Ninth Street
San Francisco, CA 94103
(800) 772-8288

ILWU CANADIAN AREA

ADRP—Oregon
Jim Copp
3054 N.E. Gilman, Ste. 2
Portland, OR 97232
(503) 231-4882

ADRP—Washington
Richard Borsheim
506 Second Ave., Rm. 2121
Seattle, WA 98104
(206) 621-1038

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