International dockers conference bolsters solidarity

Striking clericals win big contract in Oakland

Thousands celebrate Harry Bridges’ 100th

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Good news, bad news

I've got some good news and some bad news. This trial for the Charleston Five has been postponed again. Instead of going to court in September as we were all expecting, it now seems the earliest these five longshore workers will get their first chance to clear themselves of the fabricated charges of overturned a jury to indict them on felony charges. The trial for the Charleston Five is scheduled to start in October as we were all expecting, it now seems the earliest these five longshore workers will get their first chance to clear themselves of the fabricated charges of terrorizing workers. The Charleston Five were not allowed to be present to hear the charges against them and to figure out how they might be able to help one another. Delegates from dockworker unions in 16 different countries answered the call, and participated in a lively and meaningful exchange of ideas and information (see conference report on pages 6-7).

We came together under dire circumstances. Never before in the history of humanity have the employers, the owning class, had such a strong grip on the wealth of the world and more importantly, on the means to produce that wealth. Never before have they consolidated that power in so few hands or gone about organizing that control so thoroughly and globally or so arrogantly and with such disregard for the working people whose labor creates that wealth.

The buzz word today is globalization, the integration of their capitalist system into one big world-wide economy run by their rules to guarantee profits every day. The WTO, the IMF, the World Bank, the G-8, these are their organizations that meet behind fortress walls and military barricades to decide how they will rule the planet and divide up the profits.

At the center of their plans for world economic domination is what they call "free trade" — the unrestricted flow of goods from one area to another. This makes the capitalists who own the shipping and stevedoring companies—our employers—key players in the new world economy. And it puts us— the longshore and dockworkers—right on the artery of their economy, and makes us a tempting target of their anti-worker, anti-union plans. If their economy is going to run without interruption, their workers. And it's no secret that they cooperate in attacking us.

The momentum is in our favor. We saw it just three years ago in Australia when Patrick and the Maritime Union of Australia. And we are seeing it now in constant touch and not have to wait until one of us has a crisis before making contact.

The employers are organized. We need to share information, resources and solidarity. That is our strategy must be to organize also. As the delegates from your port areas can tell you, we had a very successful conference. The exchanges on how longshore workers do their work and deal with their employers and dockworkers in their various ports and countries were informative, intriguing and at times inspirational. The broader understandings we gained and the relationships we established and solidified were priceless. The great job done by the Harry Bridges Institute and the host committee from the Southern California Locals 13, 63 and 94, putting on fabulous dinners and events, gave us opportunities to continue our dialogues in relaxed and informal settings between our meetings.

We ended the conference with a consensus that we need each others' solidarity to keep our unions alive and thriving. We set up lines of communication with each other so we can keep in constant touch and not have to wait until one of us has a crisis before making contact.

This conference was the first of what we plan to be annual meetings and regular delegation visits among dockworker unions. It should give every member of the Longshore Division a sense of strength and confidence that we have many friends around the world should we ever need them.
Striking office clericals win big contract in Oakland

Story and photos by Tom Price

I
took more than two years, before Local 34's new clerical contract with Centennial Stevedoring Services in Oakland is finally in place. This is the breakthrough that came after a two-day strike and a marathon bargaining session that ended late in the night of July 20.

The five-year agreement succeeds the first contract, signed in 1996. That deal followed a hard six months of bargaining and organizing. When signatures were finally put to paper, the company's approach to management's request to review provisions was set by the company's approach to arbitrations. "We found out the company hadn't really tried to get PMA's agreement to enter the place, and in fact they'd lobbied against it," International Secretary-Treasurer and negotiating team member Joel Neecke said. "Canada told them it wasn't an independent action," Ibarra said. "He decided that the longshore local, because they were going to the same coastwise agreement as Local 34, should be bound by the same contract as Local 34 and they couldn't respect the line."

And the arbitrator ruled that the Local 34 marine clerks had the same offer as the striking Local 34 office clericals, it wasn't an independent action," Ibarra said. "Canada told them it wasn't an independent action," Ibarra said. "He decided that the longshore local, because they were going to the same coastwise agreement as Local 34, should be bound by the same contract as Local 34 and they couldn't respect the line."

"The arbitrator was wrong on this," Ibarra said, and the union plans to appeal the ruling so a bad precedent would not legally work, so the picket had its intended effect.

The whole tone of bargaining was set by the company's approach to job descriptions," Local 34 President Joe Noteck said. "Job descriptions were key to maintaining jurisdiction. They put in a new computer system in 1996 and at the same time we had there were the result of that new system. The company used complex passwords to lock out our people from the screens they needed for their jobs. They wanted to eliminate the system, so we couldn't log on to certain screens. They had just finished negotiations with Matson's office workers and they had worked the solidarity. Other Local 34 members stopped by, and then the longshore Local 10 workers and walking bosses' Local 91 members came back from lunch and respected the line pending arbitration.

Local 10 BA Richard Mead arrived just in time to pull one picket out of the way as a truck careened through the line. "This guy just came harreling through," Mead said. "The company he works for has been banned from the dock pending investigations." Area Arbitrator Gerald Sutliff issued his ruling at 3 p.m. The walkout by Local 34's office clerical workers was legal, he determined, but it was not legal for the marine clerks from Local 34 to honor it. He applied the same reasoning to Local 10 longshore workers.

"The arbitrator ruled because the Local 34 marine clerks had the same offer as the striking Local 34 office clericals, it wasn't an independent action," Ibarra said. "He decided that the longshore local, because they were going to the same coastwise agreement as Local 34, should be bound by the same contract as Local 34 and they couldn't respect the line."

The arbitrator was wrong on this, Ibarra said, and the union plans to appeal the ruling so a bad precedent wouldn't stand. But the walking bosses' contract clearly gives them the right to respect any picket line that is independent of any walking bosses local, and the arbitrator ruled they could respect it. Without the bosses, the longshore workers and marine clerks were without supervision and could not legally work, so the picket had its intended effect.

A container ship just sat at the Yusen terminal with the dock covered in snow and off and nobody working. The next ship in line was in Los Angeles with containers for discharge in Oakland. Local 34 workers were ready to fly to Los Angeles to set up a picket, and management frantically called Vancouver, British Columbia to see if the Oakland cargo could be diverted there.

"Bill Carrigan, First Vice President of ILWU Canada, said the company wanted to send their next ship to Centennial instead of Oakland, and asked if it would be unloaded," Ibarra said. "Canada told them it wouldn't be worked as long as a strike was on in Oakland."

As the strike entered its second day both sides were ready to talk. Management agreed to deal with the planner issues within 45 days, and with several job description issues that remained. Management also agreed to submit any outstanding issues to ILWU pensioner and former Coast Committeeman Bill Ward for arbitration. As a result of the job description changes agreed to during negotiations, two more jobs were created and brought to the table. By 8:30 p.m. July 20 settlement was close enough for the lines to come down and workers in all three locals to return to the job. By 10 p.m. the agreement was ready for a ratification vote.

The big settlement in Southern California OCU Local 63 (see story page 8) helped get things going, Ibarra said. "We were able to match their pay, plus get about 50 cents an hour more. We had agreed to three additional holidays, but because of the Local 63 contract we picked up another day, for a total of 18."

"The extra holidays were very popular," negotiating team member Alvia Bowie said. Vacations improved as a result of Southern California bargaining by reducing the number of years of experience to get longer vacations. Now it's three weeks after three years, four weeks after 10 years, five after 15 and six after 20 years. They can also cash out some of the vacation. Other bargaining team members included Mark Neal, Uel Guisande and Local 34 Vice President Frank Riggs.

The contract eliminates doctor visit co-pays, and reduces prescription co-pay from $5 to $1. Orthodontic coverage increased by $500, to $2,000. The people who have HMOs picked up 30 chiropractic visits. The workers also got domestic partner benefits, and life insurance will go up to twice the employee's annual income.

Effective July 1, 2001 the pension benefit goes to $95 per month per year of service, and to $100 in 2003. Centennial is a joint venture of three different companies, Yusen, NYK and SSA, and now seniority will be recognized for employment in any of the three for pension benefit calculations. Some employers will contribute $1 per hour to the 401(k) plan, retro to July 1, 1999, up to $200 per year. Workers get one more day sick leave, and can accumulate up to 90 days, and cash out 13 per year. Documentation clerks get a $3 per hour increase retro to July 1999, and customer service reps get $2 and another dollar per hour retro to July 2001. Their wages increased from $15 to $30.

"It was hard, but finally we got the victory, I guess fine wine comes in time," Bowie said.
OFFICE CLERICALS WIN BIG IN SOUTHERN CALIFORNIA

Local 63 office clerical workers in Southern California took on 15 companies at once and nailed down three-year contracts for 600 workers. Bargaining began in May and ended with a 36-hour marathon in late July.

For the last two years of the contract, $100 put into the 401K plan per month per year of service for the first contract, $1,000 put into the 401K plan per month per year of service for the second contract, and $1,000 put into the 401K plan per month per year of service for the third contract. Benefits were established at the other 15 employers, and will expire on the same date, June 30, 2004.

In one major improvement the employer agreed to transfer seniority between companies for those who didn’t have it before. Domestic employees, “We’ll be part of any technological changes,” Local 63 OCU President Debbie Karmelich said. “Before they’d just say, ‘This is the change and this is how it affects you,’ and we’d be forced to get training. Now we’re going to be in that process of change so we know what the changes are and how it affects our work before they implement it. One of the obstacles in negotiations was the fact that most companies owned a piece of each other and there was no way to sit between them because they didn’t want to be held responsible for the total contract.

“For instance, if just CSS signed, and later on CSS closes their doors, no one would be responsible for those employees,” said representative team member and Centennial shop steward Teresa Abbott. “In the Stevedoring Services is itself owned by four other companies.

The local, before organized in 1997 we worked for SSA, and we said we wanted to bring our seniority over to CSS—‘If we’ve worked for SSA, we’ve been here 12 or 13 years and we weren’t going back to the beginning.’

In the end the company agreed to transfer seniority between companies for those who didn’t have it before—

Other improvements included a stronger successor clause, guaranteeing less work life as a contract.

The deal increases pensions to $95 per month per year of service for the first contract, $1,000 per month per year of service for the second contract, and $1,000 per month per year of service for the third contract. All employers agreed to establish labor-management committees to work sites to discuss technological changes.

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When the Hawaiian Waikiki Beach Hotel was sold, Aston Hotels and Resorts was pressured to make sure that the former workers were treated fairly. More than 50 workers gathered outside the Aston Waikiki Beach Hotel on July 13, 2001—just nine days after the ILWU demanded recognition under a card check agreement with DMS as part of the settlement of a high-stakes wage-and-hour lawsuit. The Local asked for your support. You can:

- Write Aston and ResortQuest International telling them you're outraged and will boycott and publicize the hotel until they re-hire the former workers.
- Send letters to:
  - Kelvin Bloom, Executive Vice President and COO, Aston Hotels and Resorts, 2155 Kalaaua Avenue #500, Honolulu, HI 96815
  - David Levine, Chairman of the Board, ResortQuest International, 530 Oak Court Drive, Memphis, TN 38117.

If we have a contract, we'll have some stability—no matter who's in charge," said Don Ball, one of Alaska Nautical's captains.

SWAPA's board oil tanker leaders, cruise ships, fish processors and other large vessels to guide them through the Prince William Sound to terminals in Valdez and Homer. Alaska Nautical's crew of 30 and 33 crew members, the ILWU Local 142 called for a boycott of the newly named Aston Waikiki Beach Hotel and all Aston and ResortQuest International's parent company facilities. The Local asks for your support. You can:

- Donate to the workers' fund. (Make checks payable to: ILWU Local 142 Unit 4525 / 451 Atkinson Drive / Honolulu, HI 96814)
- Write to Aston at 908-931-1400 and tell them you won't book their hotel or any Aston or ResortQuest International hotel and will ask your travel agent to join the boycott.
- Write Aston and ResortQuest International telling them you're outraged and will boycott and publicize the hotel until they re-hire the former workers.
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Longshoremen, dockers, stevedores and wharfies from 16 countries around the world gathered in Long Beach, California at an ILWU International Dockworkers Solidarity Conference July 30-August 4 to discuss their common problems, exchange information and share experiences. They concluded the meeting by passing resolutions pledging mutual solidarity and all out support for the Charleston Five (see text of resolutions on page 11).

ILWU International President Jim Spinosa opened the conference with a keynote address outlining the concern that prompted the call for the meeting and setting the tone of the discussions to follow over the course of the next few days. After reviewing some of the recent struggles and issues dockers throughout the world have been dealing with, Spinosa laid out his vision for the conference.

"We've all been fighting hard, but now we have to fight smarter. We've got to fight with the combined experience and wisdom of all our struggles," he said. "Today the same carrier and stevedoring companies are our employers. They are organized. Our strategy must be to organize also. We need to share information, resources and solidarity. Each of us has an experience others can learn from, and each of us can learn something from others. I have a lot of faith in our collective wisdom."

Spinosa then invited all the delegations to give a brief introductory presentation on their unions, ports and current problems. What followed was a string of fascinating tales of longshore work in many lands as well as horror stories of privatization and current problems.

Paddy Crumlin, the new National Secretary of the Maritime Union of Australia (MUA) and leader of the 11-member Australian delegation, retold the story of the government/corporate conspiracy to bust his union three years ago with a lockout of his members and the use of scabs to work the ships. The major factor in making the government back down and the company, Patrick Stevedores, come back to the negotiating table, was the refusal of ILWU longshore workers in Southern California to work the first—and last—scab-loaded ship to arrive in the U.S., the Columbus Canada.

Marco Pietrasanta, president of the Brazilian dockworkers union, explained how the main struggle for his members over the last several years has been trying to keep union control of the dispatch hall in the face of continuous employer attacks and legislation designed to take it away. Jorge Silvia Boron, president of the Chilean port workers, told how most of his union's gains were lost under the dictatorship of General Pinochet in the 1970s and how they were just now starting to regain the basic rights of forming a union and using it to distribute the work among its members.

Tony Nelson of the Liverpool dockers spoke of how 80 percent of the dockers are still unemployed since they were sacked back in 1995, and how they are now building a new union and community job training center in Liverpool. "For goodness sake, don't let Liverpool happen again," he urged the delegates.

Marco Pietrasanta of the dockworkers union in Genoa, Italy talked of the privatization and casualization that has been going on in his country. He said the unions are being destroyed port by port in Italy and they need a real international network to help them. Akinobu Ito, General Secretary of the ILWU International President Jim Spinosa

International Dockers Council (IDC) and the International Transport Workers Federation (ITF) to fight this initiative.

"To be a successful union in our business you have to be an internationalist," Berg said.

The next day the conference began its discussions in earnest with the first focus being government intervention into labor disputes. ILWU Vice President Bob McElrath introduced the topic, laying out how historically governments have sided with shipsteaming companies, and more recently with shippers, against dock workers, a trend even more pronounced as world trade increases and becomes ever more essential to the global economy.

"Governments are coming after us. For many the first step is privatization of the docks. The next step is to neutral us with coercion and government legislation," McElrath said. "We can see the trend and we can understand the forces of change. The question is, what do we do about it?"

McElrath then introduced the MUA's Crumlin to speak in detail about how the Australian government conspired with the stevedoring company to move against his union and ILA Local 1242 President Ken Riley to describe the coordinated action of the state of South Carolina and business interests that set the stage for anti-labor activities and led to the arrest and prosecution of the Charleston Five.

Crumlin described how the right wing government of Prime Minister John Howard went about systematically dismantling worker protection laws in preparation for a showdown with the MUA. They outlawed secondary boycotts and made it legal for companies to make individual agreements with workers outside of the collectively bargained contract. Once the laws were in place they made their move against labor's stronghold.

"They figured that if they could take out the MUA, the rest of the unions would fall," Crumlin said.

Riley said the state moved against his local because they were getting active in local politics, successfully electing a Democratic candidate for governor and being leaders in the struggle against the flying of the Confederate flag on the state capitol.

"We came under attack for being in the forefront," Riley said. "The prosecution of the Charleston Five is the state's opportunity to get back at our union."

Riley said it was the state's Port Authority that called for the government intervention into the dispute with the shipping line and that the Attorney General responded to that request immediately.

"They were the ones to conspire and instigate the clash," he said.

After Riley's presentation various delegates took the microphone to describe the government intervention problems they are experiencing. Rees Marges, the ITF Dockers Section Secretary spoke...
of the European Union Port Directive, informing the delegates that the ITF is aggressively lobbying against it and is planning a European-wide strike should it be implemented. "If it is successfully imposed, much of it will be introduced in other ports around the world," Marges warned.

He also said the ITF has alerted all its affiliates about the Charleston Five situation and that it will support an International Day of Action on the first day of their trial.

Brazil's Teixiera spoke in detail about his government's attempt to eliminate the dispatch hall and the struggles and strikes, especially in Santos, the country's largest port, to keep union control of hiring. Brazil's new Constitution gives employers the right to hire anyone they want and they have won a lawsuit granting them that, although it has not yet been fully implemented.

"The goal of the system is to weaken unions," Teixiera said.

New Zealand's Ryan told the delegates that when port reform was first implemented in 1998 it took away the union hiring hall and the union lost half its workforce, leaving many of the docks with casual labor. When the conservative Torry party took over the government later, things got even worse.

"They introduced the Employment Act and tried to take the word 'union' right out of the country," he said. Spinosa said the ILWU took the floor to make the point that the ILWU is not without its problems and its employers' program is to seek government intervention into the collective bargaining negotiations.

"They want to put us under the Railway Labor Act so that we can't strike," Spinosa said.

The ILWU's upcoming contract negotiations will be tough this time around, Spinosa said. "Don't anticipate a strike, but we may need your help," he added. "We may be calling on your friendship and loyalty in case we get into trouble."

The next day ILWU legal counsel Rob Remar made a presentation on the legal restrictions related to international solidarity actions. That was followed by a lively and informative discussion among the delegates about their experiences in working with and around their own national laws while continuing to take effective solidarity actions in support of their fellow dock workers in different countries.

The ITF's Marges made the point that unions must be aware of their national laws when asking for support, and that those concerns are different in different countries. The MUA's Crumlin told stories about how his union used the laws to go on the offensive during the War on the Waterfront in 1988. Liverpool's Nelson spoke about how he handed out leaflets at a New York dock to ILWU longshore workers when a scab ship came to port and the workers refused to unload the ship. The employers sued them, but the court ruled that Nelson had a right to leaflet and that the ILWU workers had a First Amendment right to not cross his picket line.

Jose Luis Llorca of the Spanish dock workers union recounted how they convinced Nordana Lines, the company that used scab labor in Charles, to return to the negotiating table and make a deal to work again with Ken Riley's local. And ILWU Local 13's Dave Arian made the point that it was community organizing work that mobilized the action against the Australian scab ship.

ILWU Coast Committeeman Joe Wenzl introduced the next topic of discussion—technology and port privatization. He said that while unions survived and prospered in the container revolution, they still need to be vigilant and resourceful when facing the new technologies being introduced on the docks to protect themselves.

"The phrases 'labor-saving devices' really means, in most cases, labor replacement devices. The employers 'save' and make money, and the labor that is lost is ours," Wenzl said. "The ILWU does not reject modernization and technological advancement. But our jurisdiction of work under the collective bargaining agreements is for sale."

Wenzl said labor unions need to understand how the new technologies will affect their current and future workforces and be involved in those decisions.

"Our unions must demand to be at the table in dealing with the impacts of technological implementation and port modernization," he said. "No one knows our industry better than we do, the waterfront workers who actually do this work."

"Wenzl's presentation was followed by a brief discussion by the delegates on the difficulties they have encountered with new technologies on their docks."}

Jeff Vigna, chair of the ILWU Longshore Division's Safety Committee, introduced the topic of worker safety on the job. He referred the delegates to the ILWU longshore safety code, more than 100 pages of protections the union has negotiated, and handed out copies to all the delegates. Vigna then focused mostly on vertical tandem lifts, the controversial practice of lifting multiple containers using interlocking cones. The ILWU continues to oppose the practice, claiming it has not been proven to be safe.

Pat Riley, Business Agent and Secretary-Treasurer of ILA Local 273 in St. John's, Canada, said his local had stopped all tandem lifts in his port. The Swedish Dockworkers Union's Borg told the delegates that vertical tandem lifts are unheard of in his country, where they have an agreement with the employers that no machinery can be used without the union's say so.

After various delegates spoke on safety issues, Brad Dunn, an MUA shop steward, made the most important point of the discussion. "We have an obligation to ourselves," he said. "We have to police the regulations we have. They aren't any good if we don't follow them."

Dunn went on to talk about how some guys from his union were working through their breaks so they could go home early. The employer contended that the practice showed they didn't really need their breaks and tried to take them away.

"The boss is laughing at us," he said.

During the discussion on health and safety the Southern California Pensioners Club—its president George Kuvakas Sr., and members Al Perisho and Hugh Hunter—presented two Automated External Defibrillators machines to Locals 13, 63 and 94 as a token of the pensioners' appreciation for all the financial and moral support they have received from the active workforce. Forty-three members of the three locals and the Pensioners Club have completed the American Red Cross training on these life-saving machines in the hope that they can avert unnecessary tragedies at meetings and in the workplace.

The final topic of discussion was on port privatization and the casualization of dockworkers. The delegates exchanged stories about how this has been happening to various degrees in their ports and what they have been doing to combat it.

New Zealand's Ryan, where the practice has been devastating his union, called casualization "a cancer that eats away at a port's soul."

"He said his union is now organizing the growing number of casuals. Brazil's Teixiera spoke of how port privatization began in his country in 1993 and how his union has been fighting a constant battle to keep its jurisdiction over the waterfront. Spain's Rodriguez warned that the European Union Port Directive could quickly bring the scourge of privatization and casualization to the entire continent.

The delegates wrapped up the conference by unanimously passing two resolutions—one pledging mutual support for each other and the other committing each union to participat ing in an International Day of Action on the first day of the Charleston Five trial.
Interview with Pedro Ross
The Cuban Revolution: Surviving the U.S.

Pedro Ross (left), Secretary General of the Cuban Workers Center, talks with the ILWU’s Jack Heyman.

RESOLUTIONS OF THE ILWU
INTERNATIONAL DOCKWORKERS SOLIDARITY CONFERENCE

ON SOLIDARITY

The Conference was called to bring together representatives of Dockers Unions from around the world to discuss common problems, not to form any new organization. The globalization of market economies and international trade has produced a highly coordinated and integrated corporate network that works industry worldwide. Consequently, dockers don’t work and deal with one of the same companies and corporate alliances. This means that Dockers Unions and their members face virtually identical problems in all regions of the world concerning labor standards, health and safety, speedup, labor -replacing technologies as well as a whole host of corporate abuses and exploitation of dock workers.

We also recognize that globalization threatens labor standards, union jurisdiction, job security and worker rights by weakening their bargaining and political power, creating artificial conflicts among unions of different nations and pushing national governments to compete in a “race to the bottom” to eliminate labor protections.

Pledging to be bound together by the International Communications network whereby Dockers Unions and their members from around the world can share information and appropriate strategies for the benefit of all dock workers and the global labor movement. Information is power, education is motivation, and the information we pledge to share with each other will particularly concern the development of new technologies and their impact on workers, health and safety issues, labor laws and union busting tactics by corporations and national governments. Where the use of the internet and other modern communication links enhances the exchange of information, we also pledge to improve common understandings through worker-to-worker delegations, exchange programs, further international networking, education programs, labor law seminars and conferences similar to this one.

With respect to specific action, we pledge to pursue all appropriate political, legislative, judicial and organizing strategies to promote the security and welfare of all dock workers, their unions and the global labor movement. In this regard, it is agreed that each union will take such action as it alone deems appropriate in consideration of its own national laws, and economic and political circumstances. It is also understood that we and our members will provide full aid and assistance, as the circumstances may allow, to any Dockers Union or other unions victimized by anti-labor initiatives.

IN SUPPORT OF THE CHARLESTON FIVE

Participants of the ILWU International Dockworkers Solidarity Conference held the week of July 30, 2001, in Long Beach, California and attended by dockworker union representatives from fifteen countries, unanimously pledge to support and defend the Charleston Five. We fully endorse the August 1, 2001 statement issued by the AFL-CIO endorsing justice for the Charleston Five. The union-busting persecution of the ILWU and its members in Charleston, South Carolina must end.

There is no peace without justice and we will, as the AFL-CIO statement declares, “wage and escalate this fight until they are free and justice is done!”
blockade and the fall of the Soviet Union

duction, in oil drilling, in the fishing industry, in other activities, the law of production, in the tobacco industry, in biotechnology, in the sales of vac-
tions, in oil drilling, in the fishing

cines, in some high-tech medications,
tors that became a hindrance in our

textiles, we have been able to advance

The industry has been the branch of the

cuban economy that has most

advancements of between 13 and 18 percent annual growth.

So, the economy has been in a

recovery after years of the living stan-

dards of the people have improved,

not all that we would like if there

was not a blockade. For the blockade

we have not been able to recover our capacity,

but in electric energy we have no

problem. In the past we had to live without

we are still advancing. In public health

we keep on developing. The tourist

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percent annual growth.
When Harry Bridges' 100th Birthday Celebration comes to a close, we will perpetuate rather than simply celebrate his legacy. That really touched all of us.

I rode with my husband Al on the one of the three semi-flatbeds that carried the dignitaries. This was the Harry Bridges 100th Birthday parade in San Pedro. The most unexpected and emotional thing happened. Many of the young members ran up to the flatbed during the parade and to say “Thank you. If it wasn’t for you we wouldn’t have the pension today.”

And we’re lucky for that. We’ll always be lucky I miss you, old timer. There’ll never be another like you. Happy 100th, Harry.

Ted “Whitey” Kelm
Flagstaff, AZ

The Smoltn-Melin Scholarship Fund was established in honor of Harry Bridges. The scholarship winners for the academic year 2001-2002 were Victor Smolin and Carlton Melin were long-term members of longshore Local 10. They left a sum of money to establish the scholarship fund for children of Local 10 members to further their collegiate education.

Winners of $1,000: William Bonner—U.C. Davis; Pilar Guillory—U. of Arizona; Jennifer Lee Golden Gate U.; DJ McPhee—Loyola Marymount Univ.; Lisa Rice—CSU Hayward;


Winners of $750: Crystal Clark—San Francisco.

Finger Lakes Community College; Mike Ramon—U.C. San Diego; Samantha Matthews—City College of San Francisco.

The Scholarship Fund announced Aug. 8 its members. The scholarship committee wanted to help not only the students learn the history of our union—and it corresponds to Harry Bridges’ 100th Birthday celebration. Local 13 received many contributions to our scholarship fund in the name of the late John Pandora. The recipients for the John Pandora 100th Birthday scholars were Lynette Peyton and Gregory Gutierrez, both attended the scholarship funds.

The John Pandora family was in attendance to hand out the scholarship.

The local felt it was important that the students learn the history of our union—and it corresponds to Harry Bridges’ 100th Birthday celebration.

No greater honor, no finer homage, to (scab) work” state. Every time I record my ILWU Pension check deposit, I think about Harry Bridges. One medical facility staffer...
Southern California celebrates Bridges's 100th birthday

by Steve Stallone

Nearly 10,000 people marched across the Vincent Thomas Bridge that connects the Ports of Los Angeles and Long Beach in a massive parade celebration of the 100th anniversary of Harry Bridges' birthday Saturday, July 28. The ports were eerily quiet as all the longshore workers took the day off to honor the founder and President Emeritus of their union.

The trek was led by a large contingent of Teamsters in their big rigs with horns blaring, followed by a contingent of classic cars. Behind them came the marchers on foot, led by ILWU officers, members and their families, other unionists including international delegates in town for the dockers solidarity conference, and harbor area community residents. As the bridge crossing began, the early morning fog lifted, bringing a typically sunny and clear Southern California summer day.

ILWU members carried a large banner with Bridges' likeness on it and proclaiming "Harry Bridges 100th Celebration" including the slogan "An injury to one is an injury to all" in front of the procession. It was followed by a bright yellow banner denoting "Free the Charleston 5" and the banners of ILWU locals and many other unions in the area. On the other side of the bridge the marchers assembled in a waterfront warehouse where they were treated to a barbecue and cake provided by the ILWU Southern California locals and endured a few mercifully short speeches by union officials and other dignitaries.

The parade culminated a week long series of events in the harbor area sponsored by the Harry Bridges Institute and the ILWU designed to introduce younger generations to a real American labor hero, Harry Bridges" said HBI President Dave Arlen. "We succeeded beyond our wildest imagination."

Rousing turn out in Harry's hometown

Story and photos by Tom Price

SAN FRANCISCO—The sun came out for the first morning in a month to shine down on Harry Bridges Plaza at the moment of its dedication. Nearly 2,000 people gathered in the chilly morning Saturday, July 28. It was Harry's 100th birthday.

They stood at small park a few yards from the plaza where a statue of Bridges will greet multitudes of visitors to their city. They stood at small park a few yards from the plaza where a statue of Bridges will greet multitudes of visitors to their city.

"This is hardly the same waterfront that, until 1934, was the daily scene of systematic crimes against workers by a capitalist system intent on pushing workers to their absolute limit," McWilliams said. The Bosses brought a trial to set him free. / Then they brought another trial to frame him if they can. / But the bosses had their way / A worker had to stand in line for a lousy dollar a day. / When up spoke Harry Bridges, `Us workers got to get wise' / Our wives and kids will starve to death if we don't get organized."

"Our goal was to introduce the younger generation to a real American labor hero, Harry Bridges" said HBI President Dave Arlen. "We succeeded beyond our wildest imagination."

Thousands of revelers assemble for the Bridges bridge march.

Congress member Nancy Pelosi gives Harry Graham a copy of her speech to Congress.

"The bosses brought a trial to deport him over the seas, / But the bosses had their way / A worker had to stand in line for a lousy dollar a day. / When up spoke Harry Bridges, 'Us workers got to get wise'. / Our wives and kids will starve to death if we don't get organized.'"

"The bosses brought a trial to deport him outside the country about Bridges' McCarthy-era persecution."

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"The bosses brought a trial to deport him over the seas. / But the judge said 'he's an honest man, I got to set him free.' / Then they brought another trial to frame him if they can. / But right by Harry Bridges stands every working man."

Local 10 members march down the Embarcadero.

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- *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**
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- *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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