ILWU GOLDEN TURKEY AWARDS 2003

George W. Bush Sweeps!

INSIDE
ILWU eyewitness: The FTAA protests in Miami ................. p. 2
Marina Exchange workers press lonely fight for contract ........ p. 4
ORAL HISTORY: Phil Lelli and building the union in Tacoma .... p. 6-7
The U.S. arrests Iraq union leaders ................................. p. 8
November 2003

The ILWU anti-FTAA contingent in Miami (left to right) Don Faker (Local 23), Larry Hansen (Local 19), Gail Ross (Local 23) and Mike Hurlock (Local 19).

Police bash crowds, trash rights

EDITOR’S NOTE: Trade ministers from 34 nations met in Miami Nov. 19-20 to negotiate the Free Trade Area of the Americas, a trade agreement meant to cover the entire Western Hemisphere. The U.S. wanted a comprehensive scheme that would reduce trade barriers for agribiz products and other commodities and a sweeping intellectual property rights deal that would allow U.S. corporations to patent seeds and other crop varieties. Other provisions would open public utilities and publicly-owned resources for deregulation and privatization.

But the hemisphere’s developing countries had different ideas. All over Latin America hundreds of thousands of people took to the streets in opposition to the agreement. They had to look as far as Mexico to see that NAFTA had driven millions of farmers out of business while allowing U.S. corporations to dominate the Mexican market. As U.S. manufacturing jobs fled to Mexico, free trade with China drew a half-million of those jobs to even lower-wage China.

For the most part, in full riot gear and brandishing an array of weapons from shotguns to tazers to pepper-spray bullets the size of marbles from the front yards of homes hundreds of thousands of social activists and workers from throughout Latin America converged on Miami in the wake of the FTAA.UBILUS to the above address. ©ILWU, 2003.

With these divisions unable to be bridged, talks broke off Nov. 20 without agreement. New talks will begin next September, but few are optimistic the 34 countries can reach an agreement by the Jan. 2005 deadline.

By Mike Hurlock and Larry Hansen

November 19 was a warm sunny day, as one might expect in Miami. We were in a cab enjoying the conversation with the driver, but as we approached downtown Miami, we got a feeling of something more dark and ominous. Police cars were lined up overhead, patrolling the streets below, and the presence Florida State police at the mouth of the Macarthur causeway foreclosed anything to come. We hailed four ILWU rank and file—Gail Ross and Don Faker of Local 23, Tacoma and Larry Hansen and Midge Hurlock of Local 19, Seattle—traveled to join the APL-CIO and others to protest the Free Trade Area of the Americas, a trade agreement meant to cover the entire Western Hemisphere.

The FTAA would expand the North American Free Trade Agreement (NAFTA) to every country in Central America, South America and the Caribbean, except Cuba. Negotiations began right after the launch of NAFTA in 1994 and are scheduled to be completed in 2005. A curious mixture of trade unionists, retirees, teachers, lawyers, anarchists, union organizers, farmers, social activists and workers from South America converged on Miami to protest the actions of trade ministers from 34 countries.

Police entered downtown Miami, we set out to find the Guzman Theatre where a Global Workers Forum was being held, but we encountered the block of block of police barricades. The police were, for the most part, in full riot gear and brandishing an array of weapons from shotguns to tasers to tear gas canisters. The message was clear—“You are not welcome here.”

As it turns out, this show of force was led by Miami Police Chief John Timoney who was specifically hired by the City of Miami in December 2002 to “reform” the police department in preparation for the FTAA

Police had blocked off access to the restrooms and then blocked the entrance to the amphitheater after only several hundred people entered. We were denied access, so we took part in the festive atmosphere outside.

After a period of time, the march began to the individuals who had been able to get into the amphitheater began to exit in an organized manner. The day before the police had unilaterally cut in half the march route—that had been negotiated over three weeks of talks and officially permitted—leaving the marchers to trek roughly a mile down the street, turn left past the main police department building and back for a mile to the amphitheater.

Throughout our march the side streets were filled with bayoneted police geared with pepper-spray guns. Since we were in the front of the march, we were able to get back into the amphitheater. Sitting there listening to speakers and music, we were shocked that very few people had returned to the amphitheater. We were unaware at that time that the police had blocked off access, not letting the majority of the marchers back in. After about an hour, we decided to leave and we got to the top of the exit and saw that the police had surrounded the entryway. The only way to leave was by going down a grassy lawn. At that point we saw the police beginning to herd individuals who took part in the march with the union people, and other citizens verbally responding to their harassment.

The police began to shoot 70-foot-long streams of mace and red pepper spray bullets the size of marbles from

the rooms.
Our Adventures in the Land of the New American Century

By Gail Ross

A s we rode in the taxi towards the restricted zone, Don Faker and I approached a number of police in full riot gear. We had both been at the Seattle protests against the WTO, so we had some expectations of what we’d encounter. Still it was a bit of a shock.

Sixteen officers stood on every corner within the zone. We were met and by the young protesters who found themselves facing this wall of police.

New York police were using a technique called “skimming.” It involves positioning police near an intersection, where they block an area on their left and move forward, creating a “snaking” pattern to control the crowd. They were moving back and forth, towards us, we asked the union brothers if we could board their bus as protesters, we could imagine.

People yelled to the police that we were bleeding from head wounds and plastic bullets and that our safety was at risk if we stayed. The police opened to allow first aid workers to come in. Two of us were taken away for our own safety. Don and I eventually made it back to our hotel rooms outside the restricted zone, Don Faker and I were leaving the same area.

Miami's "Sharper Image Cops" occupied the city like a military force. We made our way through the maze of exit routes, being aware that our safety was at risk if we stayed any longer. We eventually made it back to our hotel rooms outside downtown Miami.

Later we found out that early in the morning of the rally the police had begun to arrest a number of union members. Union leaders estimated that more than 100 buses, carrying at least 5,000 to 6,000 local people and members of the AFL-CIO rally to meet up with Jobs With Justice friends. The police were there to protect the union brothers. The private security firm at the rally was well off. We were away from the police and being out after dark. We were well away from the police. We were well away from the police.

Some of them got off their bicycles and came at us. We were left alone. We eventually made it back to our hotel rooms.

We were appalled at the ferocity of the police attack and the disregard of our civil liberties. Apparently the FTAA means so much for capitalism that our government spent millions of dollars to take away civil liberties from American citizens.

We were surprised to see how many union members were left in the U.S. knew about the ILWU, and we expected that we stood up against our employers, the government and the large corporate interests to obtain a fair contract. It was a privilege and honor to join with the AFL-CIO to support those trade unionists facing job elimination and repression if FTAA is enacted.
Jack Guisto, an ILWU mechanic at Oakland's APL terminal, displayed a chassis from the Oakland docks to demonstrate to reporters how a thorough inspection is needed to find potentially dangerous defects in equipment on highways. Guisto's presentation was part of an ILWU-Teamster press conference at the Port of Oakland Oct. 23 to illustrate the need for new federal legislation that would mandate terminal operators and shipping companies responsible for the safety of the chassis they give truckers to transport containers. Drivers' safety and the feasibility of chassis safety falls on the trucker towing it once it leaves the terminal. The trucker can do a spot check, but, as Guisto pointed out, he cannot see potential, and perhaps fatal, flaws that way.

“There are a lot of chassis that go out of the port that shouldn’t,” Guisto said. “In my 32 years I’ve seen a lot of accidents.

Chuck Mack, Teamsters Local 70 president and director of the union’s Port Division, emceed the conference that included ILWU Coast Committeeman Ray Ortiz, Jr. and Joe Wenzel, California Trucking Association Vice President Stephanie Williams, Oakland Mayor Jerry Brown, Alameda County Supervisor Keith Carson and Congresswoman Barbara Lee’s chief of staff Sandra Swanson. All spoke strongly in favor of the bill.

The proposed legislation, HR 2983 and SB 1776, is meant to improve safety on the nation’s highways. Defective chassis with faulty brakes, cracked support rods and loose wheels that can fly off at any time pose dangers for all motorists. These bills would require the terminal operators to inspect and repair the chassis to meet all Federal Motor Carrier Safety Regulations and to certify and document that such inspections have been performed. Not surprisingly, the terminal operators and shipping companies oppose the change, and chassis inspections would cost too much and would interfere with the flow of cargo.

“The idea that these companies would put unsafe chassis on the road is unconscionable,” said Coast Committeeman Wenzel. “They need to step up to the plate and take responsibility.”

NEW CONTRACT PUTS RED & WHITE WORKERS IN THE PINK
IBU ferry workers went into bargaining with San Francisco's Red & White Fleet last April after their contract expired last April and remained in the dark as their ferry company began negotiations with the ILWU. The IBU went into contract talks with Red & White Sept. 28, but the IBU reported that the company stalled in talks to accept the IBU two-tier system. Part-timers will get a 1.39 percent raise retroactive to Nov. 1, 2002 and 25 cents an hour less in wages and $25 less per month in pension than others under IBU contract, said negotiating committee member Tony Alvarado.

"But we set the foundation," he said. "Now after the foundation, we have to get to the house. That's next time." —Marcy Reif

SUPPORTERS TURN OUT FOR CHANNEL APPRECIATION DAY
The Columbia River Channel Deepening (CRCDC) hosted an afternoon of celebration and recognition Nov. 24 for its many partners—the members of Congress, state legislators and key business, labor, agriculture, port, marine and community leaders throughout the Pacific Northwest who have consistently supported the Channel Deepening Project over the past 15 years. The 40-foot deep federal navigation channel in the Columbia River runs 103.5 miles from the mouth of the river near Astoria, Ore. to the bridge connecting Portland, Ore. to Vancouver, Wash. Deepened to 43 feet, it will be able to handle more modern deep-draft container vessels fully loaded.

The Nov. 24 celebration marked the clearing of all the pre-construction hurdles. The project had finally received all its federal and state environmental approvals, after having been stalled several times by environmental concerns. It had resolved all active litigation and secured the full amounts of federal funding and matching funds from the states of Oregon and Washington. Actual digging should start in the summer of 2004. The project cost for the dredging plus environmental restoration is $148.4 million.

This project would have been possible without numerous volunteers at the Ports of Long Beach and Portland, the ILWU and other groups, along with elected officials and business leaders. The project has been involved with the project at some level over the years and has involved many hundreds of people working with the people at the CRCDC.

"We would be told not to vote the union in, because we have ways to keep it out," said organizing committee member Stephen Wolf. But the workers persisted, because they were sick of getting measly wages for working hectic, 12-hour shifts. "We got people from both states also sent representative to the project, see channeldeepening.com.

"The executive director told us, 'Don't bother to vote the union in, because we have ways to keep it out,' " said organizing committee member Stephen Wolf. But the workers persisted, because they were sick of getting measly wages for working hectic, 12-hour shifts with no breaks.

The dispatch computer matches guards' names to jobs, assigning guards with the lowest number of hours first, explained Cindy Jones, another committee member. For this to work, the dispatchers have to input all the order's get them from the终端s. They dispatch manually for steady and for jobs that come in at the last minute. The guards go out. And they have to handle problems by themselves or call headquarters for help.

"There aren't always enough watchmen, so we have to try to find a way to fill the spot. "We may have to ask people to double back, or call around. We have to follow orders, but not to our Ingram's way. "(More guards will be available after Jan. 1, because Local 1418 has yet to register under the new contract it signed with the ILWU.)

"The answering service runs 24/7. Before the Exchange got wind of the union drive, workers were making $8.41 an hour on day shift and $9.41 at night. They got raised to $10 and $11 an hour. "People used to have to handle their full-eight-hour shifts solo, with no breaks.

We would be told not to miss
calls, but sometimes you just have to go to the bathroom," Wolf said. "Unless they got us a porta-potty, I don’t know how they thought this would be resolved.

Early this year, Exchange management told the workers to sign a waiver saying they volunteered to work through their half-hour meal breaks. That was the last straw. They called Local 63 OCU, went to election and voted 5-3 for the union April 24, 2003. (One person has since left the unit.)

Negotiations started in June. Local 63 OCU wanted to bring the workers under its standard contract, said President John Fageaux. In about 16 sessions they have reached many tentative agreements on non-economic issues, but none on money matters.

"They’re stalling," Fageaux said. "They hired Littler Mendelson, and they don’t want to get to agreement."

Both he and the workers fear Marine Exchange will give up the jobs rather than sign a contract.

"They’ve told us this is work they don’t need to do. It’s not a big moneymaker," Fageaux said.

The Exchange has already doubled its answering service fees and driven off half its customers.

"It looks like they want to dismantle the answering service," Wolf said.

This uncertainty and their isolation from the rest of the union—they work a few miles from the docks—make the Marine Exchange workers feel vulnerable.

"Nobody knows what's going on with us," Wolf said. "If the longshoremen were better organized, they could give us some support.

"They don’t know we’re struggling for a job and a contract," Siles said. "They need to know how hard we’ve fought to make this a union job.

—Marcy Rein

DOCKERS WIN HISTORIC VICTORY IN EUROPE
THE PORT DIRECTIVE IS DEFEATED

Local 23 Labor Relations Committee member Gary Brown held an informational meeting with union members to discuss the European Port Directive and the impact it would have on dockers everywhere on Nov. 19, the day before the European Parliament was to vote on the issue.

If it had passed, the Directive would have allowed ships' crews and untrained, unregistered dockworkers to handle the loading and unloading of cargo, bypassing the professional, skilled and trained registered dockworkers who now do that work. While it was presented as a way to bring free market principles to ports, the Directive was simply a union-busting policy.

The Directive was opposed by dockers around the world and their international associations, the International Transport Workers Federation (ITF) and the International Dockworkers Council (IDC). The ILWU also opposed the Directive, fearing that ports could be privatized and dockers unions busted in Europe, the shipowners would be emboled to try the same thing in the U.S.

Longshore workers in many West Coast ports held informational meetings like the ones in Local 23’s Port of Tacoma and boarded ships in their ports to tell the captains of the vessels that if the Directive were to pass, the ILWU and the ITF would be compelled to take actions against scab ships. The European Parliament seems to have gotten the message.

In a great victory for dockworkers around the world, members of the European Parliament voted Nov. 20, 2003 to reject the Directive on Port Services by 229 to 209 with 16 abstentions.

"If the employers got away with gutting European dockers' contracts, it wouldn’t be long before union longshore contracts in the U.S. and elsewhere would be declared 'monopolistic' and international pressure will build to get rid of these 'uncompetitive practices,'" ILWU International President Jim Spinosa said. "We would soon find ourselves in the line of fire again. This victory in Europe is a victory for dockworkers everywhere on the face of the earth.'

The European dockers unions struck their ports several times in the last year to emphasize their opposition. David Cockroft, ITF general secretary, described the result as "a triumph." He said it was "a milestone victory, not just for the trade unions and workers who campaigned so effectively against this hopelessly flawed legislation, but also for everyone in the ports and shipping industries who believes in safe ports and social dialogue.'

In a press release Nov. 20 the IDC also characterized the vote as a huge win for dockworkers.

"The rejection to the text of the Directive proves that there is a social majority in Europe supporting the respect of the labor rights of the workers, and supporting also the extension of these rights to the harbors located in other continents," the IDC said.

"This is the most historic victory for dockworkers ever in Europe and maybe the world," said Niek Stamm, coordinator for the Dutch dockers’ union FNV Bondgenoten and a member of the ITF’s Dockers’ Steering Committee.

"Never has one group of workers in the history of Europe been victorious against the bureaucracy of politicians and capital. To my brothers and sisters in the ILWU I say ‘An injury to one is an injury to all.’"

But ILWU President Spinosa warned that the victory is not final and that shipowners and other corporate powers will continue to try to bust dockers unions in other ways.

"We must stay vigilant and extend our international solidarity," Spinosa said.

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Missouri Congressmen and candidate for the Democratic Party presidential nomination, Dick Gephardt, (left), spoke with ILWU Benefits Specialist George Romero (right), International Secretary-Treasurer Willie Adams and Coast Committee member Joseph Wenzl at the warehouse Local 6 at Oakland Dec. 4. In his remarks to about 35 assembled ILWU officers and rank and filers Gephardt attacked the Bush presidency and offered his vision of the future. If elected, he said, he will push for healthcare, pension protection, jobs and energy independence.

"Big Business has had its president for the last three years," Gephardt said. "It's time working people had a president. We need card-check neutrality, [in union organizing drives] so we have a level playing field. We need first contract arbitration. If you win a union representation election, it takes ten years to get through the legal system to get a first contract. We're going to change that by putting arbitration at the front end."

Gephardt led the fight against unfair trade deals in Congress, where he has served since 1976, and supports a global minimum wage to stop the race to the bottom in wages. Asked about Bush's capitulation to the WTO on steel tariffs, Gephardt shot back.

"I would have kept the tariff on so we would still have some steel industry left in this country," he said. "That tariff was to give steel time to reorganize. If you take these tariffs off too soon we're going to lose the economic issues, but none on money matters.

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This is the last of a three-part series featuring veteran longshore workers from the Pacific Northwest. Phil Lelli, the focus of this month's oral history, was Local 23 president almost continuously between 1966 and 1985. Today he is a legendary ILWU figure. Among his many accomplishments, he organized and negotiated contracts for dozens of people working near the Tacoma waterfront—port rail-track and dock maintenance personnel, railroad intermodal yard employees, mechanics, even office staff.

As his oral history reveals, Lelli worked tirelessly with Local 23 business agent George Ginnis and port officials to attract cargo and jobs into Tacoma. In 1977 Lelli became the first longshore worker elected president of Tacoma's mainsteam Propeller Club. That organization honored him later as Tacoma Master Mover for 1982.


Tacoma's waterfront history is unique. Several longshore strikes on the West Coast between 1916 and 1923 ended in disaster. Of all the major coast ports, only Tacoma retained worker-controlled unionism from the early 1920s to 1934. In 1937, three years after the re-emergence of the International Longshoremen's Association (ILA) coastwise and the vestiges of the old strikes, the ILA Longshoremen's Association led most of the region's waterfront workers out of the ILA and into the new ILWU, Tacoma, with its heritage of survival at the ILA's only major port that did not enter the militant new organization.

Tacoma joined small units at Anacortes and Port Angeles in staying with the ILA. The three areas became known as the Northwest's "exception ports." William T. (Paddy) Morris, Tacoma's long-term leader, feared betrayal with Harry Bridges in the late 1930s. As an ILA loyalist, Morris felt Bridges was too radical a unionist to work with and left the ILA. But Morris was the only major port that did not enter the militant new organization.

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I thought being independent we could achieve the best of everything. I would have said to the ILWU, "We want to talk. We'll give you our benefits if you want an alliance with us. If you have a problem, we won't work your ships." We'd be of an empire of our own.

That really is the way Tacoma was. Even though we'd been in the IBL, the AFL and the ILA, we were still independent because we were so far from them. After we got in the ILWU, we didn't look to San Francisco either. When George Ginnis and I were in charge of the local for 20 years we made our own decisions. I was usually the president. George was the business agent. We told the Bridges faction, or anybody the Tacoma waterfront has ever seen. His was a unique situation. We told the Tacoma waterfront has ever seen. His was a unique situation. We told the Tacoma waterfront has ever seen. His was a unique situation.

Actually, I think Bridges endorsed us. This was one way we retained the Tacoma waterfront.

Our cooperation with Perry started with a raw rubber project he promoted in the mid-1960s. We never had rubber before. It's a dangerous, difficult commodity to handle. The longshoremen worked their asses off, but they were only producing 11-12 tons of discharged rubber an hour. We weren't going to be able to survive because other ports were producing 18-20 tons an hour with the same amount of men. So we got together with Perry to consider what to do.

As a result, the longshoremen sent three or four people around the United States with two or three people from the port to study the different places handling rubber. They went to the Great Lakes and to the Hampton Roads. When they came back, Perry said, "That's all right, but if I had $1 million I'd buy new equipment and improve the process."

Bridges was the top leader, but there were a lot of other people who wanted to work harder and had more heart than the other local leaders. One face in the crowd—Local 23 President Phil Lelli, with ILWU delegation to Jobs and Justice Rally from Tacoma's Port of Tacoma.
The U.S. arrests Iraq's union leaders

by David Bacon

U.S. occupation forces in Iraq escalated their efforts to paralyze Iraq's new labor unions with a wave of arrests last week. On Saturday, Dec. 6 a convoy of ten humvees and personnel carriers descended on the old headquarters building of the Transport and Communications Workers Union, in Baghdad's central bus station, which has been used since June as the office of the Iraqi Workers Federation of Trade Unions. Twenty soldiers jumped out, stormed into the building, and hung up on eight members of the Federation's executive board and took them into custody.

"They gave no reason at all, despite being asked over and over," said federation spokesperson Abdullah Muhsein. Soldiers painted out the name of the federation on the front of the building with black paint.

Because the new Iraqi unions lack basic resources like office furniture and machinery, there was no way to con- sistently defend in the building.

"But we didn't have a few files, and they took those," Muhsein added. Ironically, the office had posted the sign demanding to talk with the plant manager, a regulation from the Coalition Provisional Authority that the U.S. military is ignoring.

The bus station raid followed the detention of two other trade union leaders last summer. The first was General Secretary of the Union of the Unemployed, and Adil Salih, another leader of the union. Hadi has been arrested twice before by occupation troops, for leading demonstrations against the CPA's demand for mass unemployment benefits and jobs.

In the raid on the Transport workers union, which had found two guns in the union's office, which was only permitted to have one. That message that the organization has been the subject of threats and favours by Iraq religious parties, and was only able to defend itself with black powder defense since U.S. troops are unable or unwilling to provide security. The two were released on June 1 for a day.

Both union groups have been organizing Iraqi workers for months. The Iraqi Workers Federation of Trade Unions hold a convention in Baghdad last June, at which it established unions in 12 industries. The Unemployed Union belongs to the Workers Unions and Councils group, which also has been organizing since last summer.

Two of the 73 workers at the company's warehouse Local 6 has recognized Local 6 workers at the company's unorganized Wood Street facility have been making between $7.00 and $7.60 an hour, barely more than the 2,700 members at the Tenth Street. CWS facility who take home under the ILWU contract.

This year the Wood Street. workers started to get serious and get organized. "Some of the people on Tenth Street. and Wood Street. were on the Wood Street. people on Sundays," Local 6 RA Efran Alarcon said. "Word got out that here the union was more than just a.bufet."

Comparing notes, Wood Street. workers suggested they have to take low wages, arbitrary discipline and inadequate healthcare. Tenth Street. workers suggested they contact Alarcon. In early October ILWU International Organizer Agustin Ramirez and Alarcon met with workers at the plant.

Shortly thereafter Local 6 Secretary-Treasurer Fred Pecker negotiated a recognition agreement with CWS owner David Duong. Duong would recognize Local 6 as the bargaining agent if a majority of workers at the Wood Street. facility indicated they wanted a union.

Alarcon and ILWU organizers spent a week at the facility. The supervisor told the workers not to vote for the union, but the workers were determined. Soon 45 of them had signed a petition asking for recognition. The union thought a petition was better than a card check because the workers could see that others were signing and join them, which they could not with cards.

Duong agreed Nov. 7 to recognize the union at the Wood Street. facility under the terms of the Tenth Street. contract and then bargain a new agreement in December 2004 that included both." In the meantime, many workers got raises of between two and three dollars an hour.

Thanks to the Oakland Living Wage ordinance, employers doing business with the City have to pay a minimum wage of $9.58 an hour to workers who have benefits and $11.52 an hour to workers who receive no other benefits from the employer. The company claimed it was providing benefits that equaled the Oakland living wage ordinance, but many people at Wood Street were not covered.

"Some Wood Street. workers got benefits, but others didn't," Alarcon said. "We made sure they all get benefits."

Duong has also promised to recognize warehouse Local 17 in Sacramento when he opens a new facility there in the near future.

This successful organizing effort caps a decade of sometimes stormy labor relations with CWS. When the company got the contract with the City of Oakland to sort recycled household waste in 1992, it promised the city it would pay $8.00 an hour. That didn't happen. Workers were only making $6.00. When Local 6 tried to organize CWS in the spring of 1998, the company conducted a card check and then conducted a National Labor Relations Board election which was determined to go \"back to the drawing board.\" In both cases the union lost.

Duong quickly agreed to a contract covering the Tenth Street. facility that included almost all of the union's demands and the members ratified it Sept. 26. The contract gave the workers wage increases, health care coverage and limitations on contracting-out. The workers also won a grievance procedure to protect their rights on the job and the employer agreed to go to the Local 6 hiring hall for all new workers. Now, finally, the Wood Street. workers come under that contract.

"Recycling is a matter of public policy in the U.S.\," Pecker said. "Recycling is an important piece of environmental policy and these people deserve respect.\"
I t's been a banner year for George W. Bush. Defying world popular opinion and a United Nations vote, he invaded Iraq and declared victory. But the incessant guerrilla insurgency has cost more American lives than "winning" the war, and five times as many have been evacuated for illness as have been killed. No Weapons of Mass Destruction have been found, exploding the reason W. gave refusing to wait for inspections to work. But at least W. caught Saddam Hussein—the man who had nothing to do with Sept. 11. Apparently Osama bin Laden was too hard to find and the press apparently can’t tell the difference between two full-bearded men from the Middle East.

On his way to the present quagmire, W. has pulled off more extreme right-wing feats than any American president in history. He has done more damage to more people under false pretenses—that would be, lying—that anyone else has ever before dared to try. Hands down, he gobbles all the ILWU Golden Turkey Awards for 2003.

W. just keeps the whoppers coming, from the stories about Iraq’s Weapons of Mass Destruction to the alleged connection between Saddam and Al Qaeda, there has been no bolder adherent to the philosophy that if you tell a lie often enough, it becomes the truth. The stunt of W. serving up Thanksgiving turkey to the troops in Iraq was all over the television that day when much of the country was in front of their sets. In reality, the turkey was a prop—the troops never got to eat any of it. He wasn’t so much bringing turkey dinner to the men and women sacrificing everything for his war as he was flipping them the bird.

Damn near everything that comes out of his mouth seems to be a lie. It’s come to the point that when he says “Good morning,” reach for your umbrella.

War Criminal and War Profiteer

W. rallied support for war under completely false pretenses. The exposure of the counterfeit “smoking gun” Nigerian invoice for the sale of enriched uranium to Iraq led a Bush administration official to out a CIA agent, a crime against national security. The wars in Afghanistan and Iraq have left thousands needlessly dead, and many thousands more permanently injured and maimed. Many more have suffered and died from the wars’ aftermaths of starvation and disease. Billions of dollars have been wasted. In lives and money, we paid to blow it up and now we pay to fix it up.

The only reason for the war that hasn’t been proven and documented to be a lie is that W. and his corporate pals want to control the second largest oil reserve in the world. The whole country is his to hand out in no-bid contracts to whomever he pleases, like his buddies at Halliburton and Bechtel. The $87 billion “reconstruction” bill the Republican Congress passed had the routine clauses containing penalties for fraud and stealing eliminated. Halliburton has already been found to be overcharging the military, but will face no consequences. The scale and audacity of this feat alone leaves no other contenders. To the victor go the oils!

Rights Remover

W. has used the tragedy of Sept. 11 to wage a war on civil and labor rights. So we get the Patriot Act that shreds the U.S. Constitution to save the American way of life. We see the union rights of hundreds of thousands of government employees confiscated because worker protections are, of course, a national security risk. W. robbed some eight million working people time-and-a-half pay for overtime. Add that to last year’s imposition of the Taft-Hartley injunction—with all its penalties for unions—on the locked-out ILWU longshore workers, and you have an awesome anti-liberty record that would make Joe McCarthy blush.

Budget Buster

W. has taken the U.S. from the largest budgetary surplus in history to the largest deficit in history in three short years. The wars in Afghanistan and Iraq continue to bleed the country’s youth and resources. From the massive tax cuts for the rich to the, by now American tradition of reverse Robin Hoodism—that is stealing from the poor and giving to the rich (after all, there are so many more of them to take from), W. has burned through the nation’s savings faster than an oil well on fire. He makes “Kenny Boy” Lay, the head of Enron, look like a street corner mugger.

REPUBLICAN UNIONISTS
NEED EDUCATION

I would like to submit that when we have 39 percent of union people in California voting for a Republican, as happened in the last recall election, our union leadership is doing an inadequate job of educating our members as to which party has consistently been our friend in government, and that the Republicans are the friends of big business.

—Geoff Potter, IBJ San Francisco

THE ILWU IS A LIFESTYLE

I am a second generation beneficiary of the ILWU because my grandfather, Cleophas Williams, was a longshoreman, and he exposed me and the rest of my family to the ILWU. It is complicated to quantify what the ILWU means to me—not because it is complicated to solve problems. The ILWU stands for so many positive attributes: worker rights, equal rights for all people no matter of race or gender, and fair compensation. Therefore, growing up as a child I heard the stories of the ILWU, and those stories coupled with my own experiences formed the person I am today.

I am currently in my graduate program at La Salle University in Philadelphia, Penn., getting my Masters in Business Administration (MBA), which has the connotation of being an extremely conservative and profit driven degree, which in a lot of cases is the truth. I have had three previous jobs, and my current role is to be the “ter- givator” of the class because I am the one person that brings a sense of ethnic pride to my topics that most MBA students and professors do not consider. The ILWU stories I heard growing up as a child act as a benchmark on how people should be treated, because unlike what business school teaches its students it is not about maximizing profits for a company.

The ILWU is not just an organiza-
tion—it is a lifestyle that changes people’s value system. The ILWU gives men and women a sense of worth and belonging to an organiza-
tion that is bigger than any individual, and in my case specifically the ILWU means opportunity.

—Akilah Rahmaan-Bixler
Grandson of Cleophas Williams, Local 10 retired

THANK GOD FOR JERRY TYLER

I agree with Jerry Tyler, as he said “Thank God for Harry Bridges and the ILWU.”

I say “Thank God also for Jerry Tyler.”

When [former longshore Local 10 member] Joe Johnson and I were married in 1946, we could not marry in California because it was against the law for people of different races to marry. We had to go to Seattle.

Joe's friend, Jerry Tyler, took charge. He found us a place to stay, helped us get our license to marry, found us a preacher, Reverend F. Benjamin Davis, and stood up with us as a witness. Stanley Wilson was also a witness, too, as he was also getting married.

Joe Johnson passed away in 2000. Only 54 years of marriage.

I am eternally grateful to Joe, to Jerry Tyler, to Harry Bridges and the ILWU. Thank you!

Our son, Benjamin, works out of Local 10 now.

—Loretta Johnson
Local 10 widow and mother

Just in time for the holidays
Cartoonists Huck & Konopacki poke fun at politicians, bosses, tabloids—and them-
selves—in latest book

Cartoonists Gary Huck and Mike Konopacki have found a lot to parody, put down and poke fun at in their latest collection of labor and political cartoons, Two-Headed Space Alien Shrinks Labor Movement. Starting off as a spoof of supermarket tabloids, the book gets its name the fact that people often confuse these self-labeled “headlines” for real news.

Released just in time for holiday gift giving, the book is packed with select cartoons that the partners have created since their previous collection of labor and political cartoons. Two-Headed Space Alien Shrinks Labor Movement. Starting off as a spoof of supermarket tabloids, the book gets its name the fact that people often confuse these self-labeled “headlines” for real news.

The book also features other works by the artists—Gary’s hilarious gag cartoons, “Oddservations,” and moving tributes to John Lennon, Malcolm X and Lenny Bruce; and Mike’s Wage Slave World News: Trashy Journalism for the Working Class. Starting off as a spoof of supermarket tabloids, the book gets its name the fact that people often confuse these self-labeled “headlines” for real news.

And threatens to redouble its efforts for another twenty years!

LAW CARTOONS BY GARY HUCK AND MIKE KONOPACKI, VOLUME 5

18th Annual Western Workers Heritage Festival
January 16-18, 2004
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Union Halls of Machinists Local 781, Plumbers Local 467, and Transport Workers Local 505

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Holly Near, Luis Rodriguez, and Bettie Mae Flkes
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7:00 pm, $10 seniors/students/ unemployed, $15 working folks; proceeds go to Bay Area workers in need

Sponsors include AFL-CIO Central Labor Councils of the greater Bay Area, Labor Heritage Foundation, and others.

For more information, contact David Winters. (831) 426-4940, Lincoln Cushing (510) 642-1056, or see http://www.lib.berkeley.edu/lcushing/WWLHF/WWLHF04.html

Local 13 helps needy in Mexico

Baja California, Mexico—ILWU, Local 13 members and families gave one day out of their lives to help a family of four near Tijuana. The village they went to had no running water, limited plumbing, limited phone service, limited electricity and no paved roads. To say this family is less fortunate than us is an understatement.

The volunteers met at 6:00 a.m. Sept. 20 in Chula Vista, loaded up their vehicles and caravanned to the Mexican border. When they reached the construction site, they saw the family’s old house—a pile of rotting, termite infest-
ed wood.

Allowing themselves only a small interlude for an excellent lunch cooked by Ginny Sima and Ricardo Rojas, Local 13 members worked from 8:00 a.m. to 5:30 p.m. nonstop, pounding nails, moving walls, shaping windows and N嵚 ng the roof. The work became so intense that some of the men began to shake—exhaustion from the work at hand and from work they had done the night before. Some of the volunteers only had enough time to squeeze in a few hours of sleep after working the night shift on the docks.

By the end of the day, Local 13 workers were able to look proudly through the dimming rays of the hot Mexican sun at their finished piece of work—a home. Although a small building, this family looked at their new home with beams of joy. They knew that they now had a place to sleep, walls that could hold heat and a roof that wouldn’t leak, a major change from their previous abode.

To the volunteers the family gave their most prized possession, a three-foot statue of the Virgin Mary. While giving this statue to Local 13, the mother said in Spanish, “We felt that this statue has blessed us, now we want this statue to bless you!” The statue was donated to Local 13 at the member-
ship meeting on Thursday, Nov. 6 and accepted by President Joe Donato. It is now displayed at the Local 13 Memorial Hall.

The mother of this family of four was asked if she could have anything for her family, what would it be? Beans and rice for her family was her reply. Local 13 members gave her family these items and more—tarpas, water and many other donated items.

Local 13 proudly financed the $5,500 needed to give this family a sound living structure. Local 13 members gave their time, energy and contributions so that this family could live in a new home for many years to come.

—Ernesto Lupan

Twin Towers
September 11, 2001
By Miae Kim

In the seaport of Pusan in South Korea, Kim Ju Ik, president of the Hanjin Heavy Industries Workers Union, hanged himself from the top of a 130-foot tall crane over the shipyard of Hanjin where he had worked for more than 20 years. Thus his one-man sit-down protest against the company ended after 129 days in the tiny cockpit of the crane, but his sacrifice ignited more workers' protests, and politicians claimed the country was being destroyed by the hard-line unions.

Kim's death has further fueled South Korea's long-running battle against the country's most militant umbrella labor organization, the Hanjin group, Hanjin Heavy Industries is a world-leading shipbuilding company. The Hanjin Heavy Industries Workers Union, hanged himself from the top of his house. In July the union paralyzed the seaport of Pusan in South Korea. Six more workers killed themselves and five foreign workers died in the seaport of Pusan in South Korea. Six more workers killed themselves and five foreign workers died in the seaport of Pusan in South Korea.

“A worker could not change the company's policies that had led to the strike,” said Kwon Ho-Oh, deputy director of the policy planning department of the Korean Confederation of Trade Union (KCTU), the country's most militant umbrella labor organization.

As part of South Korea's largest integrated transportation conglomerate, the Hanjin group, Hanjin Heavy Industries is a world-leading shipbuilding company. The Hanjin Heavy Industries Workers Union ended the strike, permitted the removal of the corpse and held a Martyr Emergency Committee was formed by national labor organizations and they held a silent tribute to his memory in front of the crane in which he died.

The day after Kim Ju Ik’s death a Martyr Emergency Committee was formed by national labor organizations and they held a silent tribute to his memory in front of the crane in which he died. Hanjin union member Pak blamed the government's economic development policy for the deaths of the workers.

Kim Ju Ik shouldn’t have died,” Pak said. "Although we now have reached the agreement with the company, it’s very painful. I can't imagine how desperate his family would feel.

Kim Ju Ik died at the age of 39 and left his wife and three children. He was not the only one who has committed suicide in protest this year. At the WTO conference in Cancun, Mexico, a Korean farmer, Lee Kyung-hae, stabbed himself to death in protest of WTO agricultural policies. Suicides have been a traditional form of protest in South Korea since 1970 when a garment worker set himself on fire and burned to death, shouting, “Workers are not machines.”

Hanjin union member Pak blamed the government's economic development policy for the deaths of the workers.

"Since neo-liberalism, it is harder for workers to survive," he said. "Because we cannot survive, we are committing suicide. The government should apply policies that would not cause anyone to kill themselves.”

Hanjin workers and Kim’s family followed the request in his will to remove his body from the crane and then the company accepted their demands. More determined, they continued the strike. Still Hanjin did not negotiate with the union. In desperation, another union leader hurled himself off the dock and plunged to his death.

On Nov. 15, 29 days after Kim Ju Ik’s death, the shipbuilder finally agreed to withdraw the damage suits, rehire fired workers and raise wages. Hanjin workers also achieved five-day work week starting March 2004. The union ended the strike, permitted the removal of the corpse and held a funeral for both workers.

A Hanjin union member, Pak, who declined to give his first name, remembered Kim Ju Ik as a faithful person who did not harm other people, but who set principles and pursued them until they were accomplished. Pak said he thinks the situation in Hanjin is better after the agreement with the company, but he said he is sad.

By Miae Kim

Farmworkers demand health care or boycott

Hundreds of vineyard workers and supporters marched in Santa Rosa, Calif. Nov. 22 to demand that Gallo of Sonoma President Matt Gallo extend health care benefits to the 75 percent of his workers hired through farm labor contractors or face a renewed international boycott of Gallo wines.

Although the South Korean constitution guarantees the right to strike, employers have sued workers for strike damages and seized workers' properties, he said. "They have seized workers' wages, pensions, houses, bank accounts, cars and car insurance premiums. Workers cannot endure this and they are killing themselves."

While the "provision seizure" law was already on the books before President Roh Moo Hyun came to power, employers have begun to use it more frequently under his regime. Workers all over the country have protested the damage lawsuits and demanded the Roh government repeal the laws allowing them.

After Roh, a labor lawyer, became president last year, many people had high expectations that he would implement pro-labor policies. But now they say he has betrayed them. KCTU's Kwon Ho-Oh said the labor movement in South Korea has been suffering since the Roh government took power.

"Contrary to the expectations, Roh's labor policy is anti-trade union," he said. "Roh was known as a reformist and many people in Korea expected he would try to change the authoritarian system of South Korea. But he took the opposite way and it has made the people angry as well as disappointed."
**Books and videos about the ILWU are available from the union's library at discounted prices!**

**BOOKS:**

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