

(BOS)

From: Carroll, John (BOS)
Sent: Thursday, January 22, 2015 8:59 AM
To: BOS Legislation (BOS)
Subject: FW: Commonwealth Club proposed project at 110 The Embarcadero - additional submissions to BOS
Attachments: DispatcherDEC2014lores_page 6 CWC honors labor history.pdf; FEBMAR 2015 CWC Magazine_Bloody Thursday program excerpt.pdf; FEBMAR 2015 CWC Magazine_TalkoftheClub_Excerpt on waterfront walking tours.pdf; Additional message from Professor Howard Kimeldorf_01.20.15.pdf
Categories: 141320

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CODE, SECTION 31.16(b)(5)

(Note: Pursuant to California Government Code, Section 65009(b)(2), information received at, or prior to, the public hearing will be included as part of the official file.)

From: Piper Kujac [<mailto:pkujac@commonwealthclub.org>]
Sent: Wednesday, January 21, 2015 3:25 PM
To: Carroll, John (BOS)
Cc: Board of Supervisors (BOS); Lamug, Joy; Calvillo, Angela (BOS)
Subject: Commonwealth Club proposed project at 110 The Embarcadero - additional submissions to BOS

Hello again John,

Please see attached additional submissions to the BOS, in advance of the upcoming hearing on Jan. 27th.


I sent along the ILWU Dispatcher Dec. issue article in a previous email. Attached is the page 6 excerpt that mentions our project.

The other attachments include a follow up letter from labor historian Professor Howard Kimeldorf, and two excerpts from our recent CWC Magazine featuring waterfront walking tours and the recent panel on labor history.

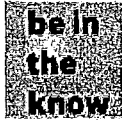
Shall I also drop off (18) hard copies of the attached?

Many thanks,
Piper

Piper Kujac
Owner's Rep and Construction Project Manager
The Commonwealth Club of California
San Francisco - Silicon Valley
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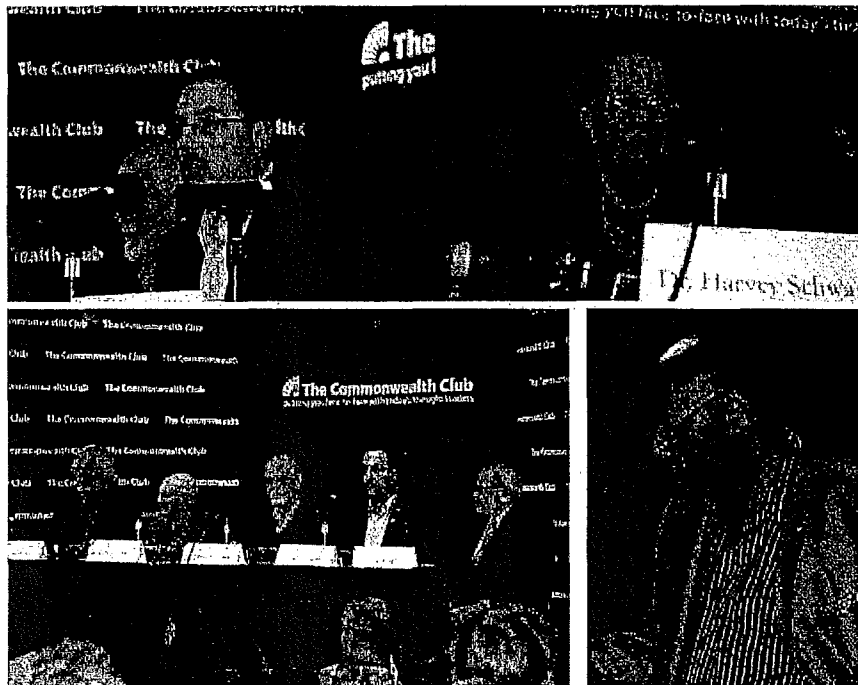
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The Commonwealth Club of California
Illuminating Important Ideas for 111 Years
Founded 3 February 1903



Invest in the know

Commonwealth Club forum explores 80 years of Labor history in San Francisco



Recognizing worker struggles: A panel of experts including ILWU members participated in a San Francisco Commonwealth Club forum on December 3 that explored "80 Years of ILWU History on the City and West Coast" in front of a packed audience. In the top photo, John Castanho, Local 10 member and Coast Benefits Specialist joined ILWU Historian Harvey Schwartz to explain ILWU history and traditions. At bottom right, Local 10 President Melvin Mackay welcomed and introduced the panel who appears in the bottom left photo (L-R): San Francisco Labor Council Executive Director moderated the event; ILWU Historian Harvey Schwartz; SF State History Professor Emeritus Robert Cherny and San Francisco Chronicle reporter Carl Nolte. The event was broadcast on public radio and can be found on the Commonwealth Club website.

The Commonwealth Club of California hosted a public forum in San Francisco on December 3rd that explored the impact of 80 years of ILWU history on the City and along the West Coast. The Commonwealth Club is the country's oldest public affairs forum. They have featured US Presidents, governors, members of Congress, foreign dignitaries, scholars and activists who have discussed a wide range of political, social, cultural and economic issues. The forums are broadcast on public radio and available to stream over the Internet.

The forum panelists included ILWU Benefits Specialist John Castanho, ILWU historian Harvey Schwartz, History Professor Emeritus at San Francisco State University Robert Cherny, and San Francisco Chronicle

Reporter Carl Nolte. San Francisco Labor Council Executive Director Tim Paulson, was the moderator and Local 10 President Melvin Mackay was the Program Chair.

The Legacy of 1934

The panelists tackled the question of the legacy of the 1934 West Coast Longshoremen's strike for dock workers and Historian Harvey Schwartz, who has written several books on the history of the ILWU and conducted numerous oral histories of ILWU members including veterans of the 1934 strike, detailed the many abuses on the waterfront from the "shape up" and kickbacks demanded by bosses as a requirement for work to speed ups and poor safety and working conditions.

Among the many important legacies of the 34 strike cited by Schwartz included the rise of Harry Bridges and the ILWU's commitment to civil rights. Schwartz emphasized the ILWU's commitment to breaking down racial

barriers that had prevented many African Americans from joining labor unions decades before the Civil Rights movement, the ILWU's campaign to organize agricultural workers in Hawaii and the ILWU's support of Cesar Chavez and the United Farm Workers.

Schwartz also said that the '34 strike also inspired other unions to organize. He cited the minutes from a carpenters union meeting in the Central Valley shortly after the longshore strike, "If the longshoremen can do it, so can we," the minutes stated.

Professor Cherny cited the strong organization built by the longshoremen after the strike. "They built a strong union up and down the West Coast, with a great system of communication, a coastwide contract, a union run hiring and a dispatcher elected by the membership," Cherny said.

Carl Nolte recalled the overt hostility by the newspapers in San Francisco in Oakland towards the workers throughout much of the conflict.

John Castanho, a third generation ILWU member said some of the strike's legacies were more apparent than others. He contrasted the more concrete gains of the strike cited by Cherny with other legacies that are not as apparent.

"I got an education on the waterfront that I couldn't have gotten in a classroom. I learned about struggles that were going on in other countries like the fight against apartheid in South Africa. I learned the importance of looking out for each other, the importance of sharing with one another," said Castanho. "That is so counter to the current corporate American culture. There was a time in this country when we really looked out for one another and I'm proud to say that I belong to an organization that still believes in those values."

Commonwealth Club to honor 1934 longshoreman's HQ

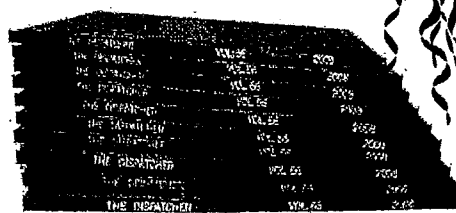
The Commonwealth Club is purchasing the building that used to be the old headquarters for the International Longshoremen's Association (ILA) on Mission and Steuart streets in San Francisco during the 1934 strike. The building will be renovated and used as meeting and office space for the Club.

The facade facing Steuart will retain the appearance it had in 1934 but the side of the building along Mission Street will be completely renovated. The Commonwealth Club has committed to put up a plaque to educate people about the history of the building and the 1934 strike. Currently there are no historical markers on the building and it has not been used for many years. There will also be display material inside the building so that people who attend Commonwealth Club events will have the opportunity learn about history and legacy of the ILWU in San Francisco, said Schwartz.

"It is important to remember that wasn't just an ILA office building," Castanho reminded the audience. "On July 5th, 1934 there was battle between maritime workers and police. There were people who were clubbed, hit with sticks and shot. The wounded were taken to the ILA hall. The two workers, who killed, Howard Sperry, and Nicholas Bordoio, were taken to this building and they laid there in state until July 9th, the day of the funeral and march."

Bound back-issues of the *Dispatcher*

Handsome, leather-bound, gold embossed editions of the *Dispatcher* are available. A year's worth of ILWU history makes a great gift or family memento. Supplies are limited, not all years are available. Cost is only \$10 for a years' worth of ILWU history. Email orders to editor@ilwu.org or make a check out or money order (U.S. funds) to ILWU and send to ILWU Library, 188 Franklin St., San Francisco, CA 94109.



FROM BLOODY THURSDAY TO NOW

80 YEARS OF LABOR HISTORY IN SAN FRANCISCO

Eighty years ago, San Francisco's waterfront was a domestic war scene. But from the bloody events of that conflict arose historic changes to the relationship between workers and owners. Excerpted from "From Bloody Thursday to Now: 80 Years of Labor History in San Francisco," December 3, 2014.

HARVEY SCHWARTZ

Historian, International Longshore and Warehouse Union (ILWU)

ROBERT CHERNY

History Professor Emeritus, San Francisco State University

JOHN CASTANHO

Member, ILWU Local 10 and Coast Benefits Specialist

CARL NOLTE

Reporter, *San Francisco Chronicle*

MELVIN MACKAY

President of ILWU Local 10 (Program Chair)

TIM PAULSON

Executive Director, San Francisco Labor Council – Moderator

MELVIN MACKAY: This year marks the 80th anniversary of the 1934 Pacific Coast maritime strike to protest miserable hiring practices and poor working conditions. The strike [took place] up and down the West Coast, from Bellingham to San Diego. [This year also marks] the 80th anniversary of Bloody Thursday, July 5, 1934, when clashes between San Francisco police [and] picketers resulted in two strike supporters being killed and hundreds wounded. In the aftermath of Bloody Thursday, 127,000 workers representing 160 unions walked off their jobs in protest. During their landmark general strike, they shut down San Francisco for three days. These events helped bring about the national legislation in 1935 that established collective bargaining and set up the National Labor Relations Board.

The Commonwealth Club will soon occupy the building that was a longshoreman's union hall at the time of the 1934 strike. This fall, San Francisco spent up to \$160 million on a new cruise ship terminal named after veteran labor leader James Herman, a one-time port commissioner and head of the International Longshore and Warehouse Union (ILWU). This portends a new era of economic activities and jobs on the waterfront throughout the city.

What is the legacy of 1934 and what are the lasting contributions and legacies of union leaders such as Harry Bridges? Today, we're pleased to take a special look at labor history.

TIM PAULSON: Give an overview of what you think the legacy and the importance is of the 1934 strike and what it means for San Francisco.

HARRY SCHWARTZ: First of all, let's take a look at the pre-strike conditions: What were the problems on the waterfront? Well,

there had been a big strike in 1919 that had been lost, and control of the waterfront was really in the hands of the steamship owners, and also an organization which was a company-controlled group. It was called the Blue Book by nickname, because of the color of its book. It functioned as a way to control workers and to make sure that they didn't have real collective bargaining or real worker-controlled unionism.

On the waterfront by 1934 people "shaped up" right by the Ferry Building to get jobs. And there, you sometimes had to pay for your job. That is to say you had to pay a "kickback." It could be booze, it could be money or various things. There were many, many things that were difficult and wrong on the front. The loads were excessively heavy, the equipment could be rotten; it could be unsafe; there was something called the "speedup," which meant you made people work really really fast to increase productivity. They even had ethnic gangs that were forced by the bosses to compete with one another for speed. The result was a very high number of accidents on the waterfront. There were certain degrading issues. Sometimes a worker had to paint the house of a boss on the weekend. Sometimes you had to put money into a lottery for which there were no prizes.

And this one I think is a bit of a zinger. There's a longshoreman from Los Angeles and the port down there who told me in the 1980s, if you were looking for a job, if you had a nice-looking sister and liquor, and a wife that would put out, you had a job on the waterfront. [He said,] I've seen this here on these docks. And that's a direct quote. So you see, the conditions were really terrible.

One of the main demands of the strike was for a better hiring system. There were lots of

famous aspects of the strike. The employers tried to force open the port – that’s literally force open the port – utilizing volunteers from companies who had tear gas to demonstrate; they gassed the workers so they could show the police force that this stuff really worked. There were beatings; there were shootings. All kinds of things went on. It looked like a warzone on the waterfront. It culminated in Bloody Thursday, July 5 when a couple of guys were killed [and] several sent to the hospital in a big confrontation. From there, you had a big funeral parade on Market Street on July 9, [followed by] the general strike which was a protest strike between the 16th and the 19th of July. The employers faced a strike again in 1936. They did not try to use violence, because they’d learned the hard way that it didn’t work the first time.

There are additional famous things about that situation in 1934. The rise of Harry Bridges as leader was one of them. He insisted on a coast-wide contract that would keep different ports from working on each other when there were strikes. He insisted that black workers come into the union. This was way before there

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“They even had ethnic gangs that were forced to compete with one another for speed.”

– Harvey Schwartz

.....

was a civil rights movement, 20 to 25 years before that. He went into the black churches in San Francisco and said, This time, guys, the black community is going to get a shot. They had been discriminated against in a prior union situation before 1919. The union retained this kind of humane perspective; it also inspired other people to organize. They fought for civil liberties over the years. They fought against various wars like Vietnam, Afghanistan and Iraq. They joined the civil rights movement, or supported it greatly, in the 1960s. They supported Cesar Chavez – the legacy is extremely long.

It might be emphasized that in the ’30s, ’40s and ’50s, the waterfront was a place where a lot of San Franciscans worked; many, many more people were involved in the front either on the waterfront [itself] or in spin-off jobs of one sort or another. With the mechanization, which really goes by the name of containerization, the workforce on the waterfront declined. But still, in all,

this long legacy of the ILWU has survived ever since.

ROBERT CHERNY: I’m going to focus especially on the immediate outcomes of the 1934 strike for those who were working on the waterfront at that time, and then look at the somewhat bigger picture, the way in which that strike and other events in 1934 affected national policy. But I want to begin with the longshoremen, the men who were on strike in 1934. Out of that strike, they built a strong union, a strong organization along the coast from Bellingham to San Diego with a very good system of communication among those local [chapters].

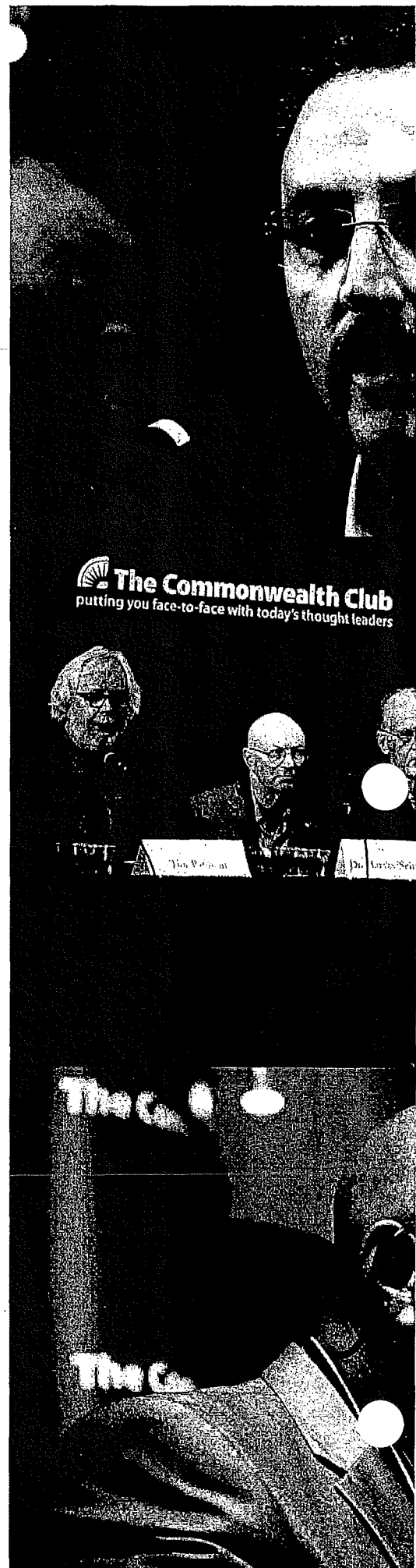
The strike was settled through arbitration. Initially there had been a lot of opposition to arbitration, but in the end, there was a vote of all of the striking longshoremen, and they agreed to accept arbitration. Arbitration turned out to be a very good thing. It gave them almost everything they wanted. It gave them a coast-wide contract

so that there were the same wages, hours and working conditions in every port. As a result, ports could not compete against each other by reducing working conditions. They got

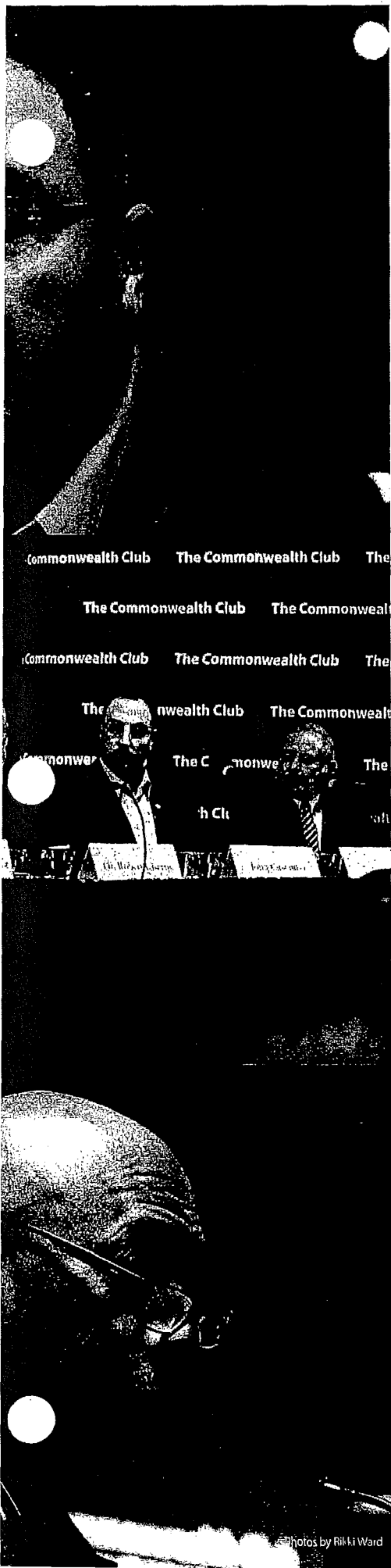
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wages of \$0.95 an hour, a 10-cents-an-hour increase, and they got a six-hour day – a two-hour decrease from what they had had – and a 30-hour week, which sounds unusual to many of us today, but it’s something that stayed in that contract ever since then. They got a union dispatcher, which was an absolutely crucial element in their success.

Harvey [Schwartz] described the “shape up,” the way in which men went to the Ferry Building at 7 a.m. and tried to get a job for the day. That strike changed that process of hiring forever, because arbitration gave them a dispatcher elected by union members. One of the changes that resulted from this was the concept of “low man out.” Control of dispatching permitted the union to implement a system that was designed to equalize pay among all union members. So union members, who became known as A-men, had first priority in being dispatched for jobs. Jobs were assigned on the principle of low man out, which meant



The Commonwealth Club
putting you face-to-face with today's thought leaders



that the longshoremen on the A-list who had worked the fewest hours were assigned first. This was a way of spreading the work equally among the union so that no one would be favored with more work by a generous foreman or a foreman who felt that there had been some kind of a payoff. Controlling the dispatcher also meant that there would be no discrimination in hiring. Because they controlled dispatching and they applied the rule of low man out, there would be no discrimination on the basis of race or politics. In the San Francisco local [chapter], they voted to prohibit segregated work gangs in the mid-1930s.

Gang size was a safety issue: Were there enough men working in the hold? Were there enough men working on the pier to handle those loads? The dispatch system gave the union a great increase in control over those key working conditions, because if a gang was dispatched to a job where they felt the working conditions were unsafe, they'd refuse to work and they'd be sent back to the hiring hall. The dispatcher would send another gang and that gang would refuse to work under unsafe conditions. Sooner or later the foremen

and the companies got the message that they weren't going to get any work done under unsafe conditions. And they communicated among all the local [union chapters] on the coast as to what they were doing, so that they were all aiming at the same working conditions. Eventually, the companies got the message and wrote these [conditions] into the contract.

The 1940 contract created a process for the immediate arbitration of disputes over working conditions, so the contract recognized the right of men to stop work that endangered their health or safety. But in that circumstance, a port arbitrator was immediately sent to the sight, made a decision on the spot, and the decision was binding for both the workers and the employers. The arbitrators were chosen in equal numbers from the companies and the unions.

There were a lot of strikes in 1934. The strike here was not the only one; there were strikes all over the country. In some part, this

was the reflection of the failure of a law that had passed in 1933, the National Industrial Recovery Act, which was designed to recognize the right of workers to join unions and to encourage unions and companies to sit down together and agree on working conditions. But as it turned out, the companies weren't particularly interested in sitting down with workers, and the result was a strike wave all across the country in 1934, which led Senator Robert Wagner of New York to propose legislation in 1935 which became the National Labor Relations Act. That law is still the basic law governing labor relations today, though it's been amended a number of times.

CARL NOLTE: I think the first thing you should consider is, how was the strike perceived by the public in 1934? It sounds like from what you said it was a famous victory and all kinds of wonderful things happened. One would think that the public would be eager to accept such a resolution. Of course

..... we all, like myself, believe that there are two sides to every story and that must be true today, right? Just tune into Rush Limbaugh or Rachel Maddow to see if that's the case. But in

"Arbitration turned out to be very good. It gave them almost everything they wanted."

.....
- Robert Cherny

..... 1934, social media had not come into existence, television was not invented, and radio news was just an adjunct to entertainment.

So that left the print newspapers. There were four in San Francisco – the *Chronicle*, the *Examiner*, the *Call Bulletin*, the *San Francisco News* – and two in Oakland – the *Tribune* and the *Post Inquirer*. Two of the newspapers, the *Examiner* and the *Call Bulletin*, were owned by the Hearst Corporation, which also owned the *Post Inquirer* in Oakland. The other Oakland paper was owned by the Knowland family, a stalwart of the Republican party. So these newspapers represented a point of view. Their point of view was – and they were not reluctant to share it with everyone – that they were in favor of the establishment. The establishment was about 176 percent against the 1934 strike in every way. Until, of course, Bloody Thursday happened. When it became clear that the situation had escalated out

photos by Riki Ward

of control and the police had killed two people and wounded several others. So even the opinions in the paper swung around toward the strikers, especially after the big funeral march up Market Street.

But the strikers regarded the reporters who set out to cover the strike as agents of the cops and the scabs. One of the photographers for the *San Francisco News* was beaten so badly by the strikers he ended up in the hospital. He was Joe Rosenthal. You may remember him from the famous picture he took on Iwo Jima. He once said that what he saw in World War II did not compare to the violence he saw on the San Francisco waterfront in 1934. But later, when the opinion swung around, the Hearst papers still insisted that the leader of the strike, Harry Bridges, was a communist agent and tried to get him deported for... how long did this go on?

CHERNY: 'Til at least 1955.

NOLTE: So when you hear about what they say now, you see that that was perceived somewhat differently in 1934 and later and that that was the message that the people of San Francisco saw filtered through the media at the time.

JOHN CASTANHO: As the least senior person up here, I guess you can tell I belong to a union. So, 80 years later, I am three generations removed from the '34 strike. What does this all mean today? I think there are some things more readily visible today than others. [One thing that] was won in the '34 strike, was recognition of the ILA [International Longshoremen's Association] as the sole bargaining unit for the longshoreman, which is not the International Longshore and Warehouse Union. Before then, there were other unions that were trying to represent the longshore workers, and it was a race to the bottom. Everyone was trying to cut a better contract with lower wages so they could have their workforce represented.

But I think that there are some things that are not very readily seen that are also very pervasive today. It was mentioned earlier that African-Americans were integrated into our workforce, and that's very evident today. My local [chapter], Local 10, is over 65 percent African-American.

I was 19 when I started on the Waterfront - and you guys remember when you were 19. We all thought we knew

everything, [but] I got an education on the waterfront that I couldn't get in any classroom.

My father taught me the value of hard work, but I was taught things about politics that you could never learn in a classroom. You know, things that were going on in other countries. Apartheid was a really big deal when I was starting on the waterfront. I learned the importance of looking out for each other, moral lessons, the importance of sharing with one another. And when you talk about these things today, it just sounds so counter to corporate America. I'm proud to say that I belong to an organization that still tries to do that and [those values] were

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"I'm living proof of someone who reaps the benefits of many of the battles in the 1934 strike."

- John Castanho

.....
instilled in me at a very young age.

My grandfather started in 1945, and he was part of the march inland. He came here from Portugal, didn't speak any English, and believe it or not, there were times and places in this country where if you were a non-English speaker, you were not welcomed to work in a lot of places. But the ILWU welcomed my grandfather. He worked at Albers Grain Mill in Oakland, which is now TraPac Terminal, for those of you who know the Port of Oakland. My father emigrated here in 1963 as a non-English speaker. He was welcomed into ILWU Local 10, and for many years he worked in the break-bulk gang, he worked in gang 43, and this was before the advent of containerization. Now when containers came around, this changed the waterfront and a lot of the work moved to Oakland. But as far as the San Francisco landscape went, I'm pretty much living proof of someone who reaps the benefits of many of the battles that were fought for and won in the 1934 strike.

PAULSON: It was acknowledged that The Commonwealth Club was going to be developing a building on the waterfront that has a history with the ILWU and the Longshore

Workers Union. They immediately called the ILWU. John or Harvey, [do you have a] comment on the significance of that building and what The Commonwealth Club is going to be doing.

SCWARTZ: Well, The Commonwealth Club is purchasing the old building which is located on the waterfront at Mission and Steuart, which was headquarters in 1934 of the organization. At that time its name was the International Longshoremen's Association, the ILA. So the old ILA headquarters during the big strike has been purchased. It hasn't been used for a long, long time; the inside of it is very different. The Commonwealth Club has agreed to make the facade that faces Steuart Street, look like it did in the 1930s. They've also agreed to put up a plaque outside, and they've actually asked us to draft it. They're also going to have some display material on the inside in the lobby area, so all kinds of people that visit Commonwealth Club happenings will pass by information on the material on the legacy of labor and the ILWU in San Francisco.

There's a side that faces in the other direction, that faces the Embarcadero, which is not the side that you see in the photos in 1934, and that side, the facade has to be changed because the Club needs room to hold its meetings. It's going to have a couple of [auditoriums], one for 300 people, one for 150; it's going to be quite something. So it seems to me that this is going to be the best possible resolution for the long-term life of this building. It will be recognition of its historical legacy there.

CASTANHO: It wasn't just an ILA office building. If we're looking at July 5, 1934, and the events that happened that day, we also have to recall that there was a battle that took place between maritime workers and the police, and people were clubbed and hit with bricks, sticks and even shot. The wounded maritime workers were taken to this hall, this very same building that we're talking about, and were treated there. There were two maritime workers that were killed, Howard Sperry and Nicholas Bordoio. Both of these gentlemen had their bodies brought to this building, and they laid there and stayed until July 9, the day of the funeral.

So there is a very important significance, historically, beyond the fact that it was just an ILA building. 🐾

Four Blocks of History

Rick Evans brings San Francisco's past alive with new waterfront walk

The architecture buffs, walking enthusiasts and neighborhood residents on the Club's November 19th waterfront walk were so engaged by guide Rick Evans' insights on topics ranging from the gold rush to futuristic skyscraper designs, that they didn't appear to mind a little rain blowing under their umbrellas. The sold-out tour spanned four square blocks beside the Bay, between Mission and Folsom Streets.

The damp and intrepid walkers were particularly interested in the many public art pieces scattered throughout the neighborhood dealing with San Francisco's maritime history. A big piece of that history is the 1934 general strike and associated violence known as Bloody Thursday. The Club takes a special interest in that episode, because its future headquarters once housed the International Longshoremen's Association.

Just around the corner from that building, Evans ushered the eager crowd in for a closer look at six steel panels covered in bright airplane-paint pictures telling the story the longshoremen's 1934 hard-won fight for better pay, shorter hours and union-controlled hiring practices. After two demonstrating waterfront workers were shot and killed by the police, other San Francisco labor groups – as well as dock workers all along the West Coast – joined their strike in sympathy. (See page 47.)



Photo by Amella Cass

As the tour group gathered in front of the ornate Auldiffrid Building (1889), everyone's attention was drawn to a drab, vacant fixer-upper next door by a cheerful blue and white banner emblazoned with a familiar sunburst logo and the words "A Home for Ideas." Having already housed the big, controversial ideas of the longshoremen, the building now stands empty. Soon the Club will fill it again, using the space to bring diverse thinkers together to examine today's controversial big ideas.

You can join Evans for future waterfront walks. See this issue's event listings.

Comedy Knows Comedy Questions from the floor

Actress Kathleen Turner attracted a full crowd of fans, acting students, and even at least one professional comedian when she appeared in conversation with Doug Sovern at The Commonwealth Club in December.

After she and Sovern discussed her career, including her current role as political columnist Molly Ivins at the Berkeley Rep, they took questions from the audience. One of the questioners was none other than political humorist Will Durst. Durst, who has spoken at the Club on numerous occasions, got right to the point with his question.

DURST: You did a great movie with Dennis Quaid –

TURNER: *Undercover Blues*.

DURST: It was a wonderful movie, so politically incorrect. You were shooting guns off while carrying a baby around. Were you worried about the political correctness ... when you do comedy?

TURNER: No, no, no. We made sure the baby was safe. [Laughter.] I was just tickled pink by the idea of

being able to do both at the same time – watching the kid take its first steps and teaching it how to hide.

DURST: I love your comedy. You have just great timing.

TURNER: I do! [Laughter.]

For more from Turner and Sovern, see page 10.

Photo by J. Astra Brinkmann



THE MEMBER

Updates and check-ins

Zoom: Millions of people have viewed Club videos on YouTube (youtube.com/commonwealthclub), but a recent one gained viewers faster than the others. When John Cleese spoke to the Club in Silicon Valley about his Monty Python career and other topics, he was engaged in a lively, funny, and at times very smart conversation by "Mythbusters" host Adam Savage. Many of our videos rack up several thousands of views apiece, but only this one zoomed to nearly 30,000 in a few weeks.

The viewer comments provide help explain its popularity. Clinton Hammond wrote, "If you fancy yourself an actor, a writer, a director, or a human you ought to watch this interview. Two great minds, having an excellent chat." Abhishek Paul wrote, "This is the first video I've seen with 15000+ views and 0 unlikes. John Cleese still creating history." And Hero Crafters wrote, "An hour passed by like a minute. After the vid was over I was hungry for more! Listening to both of them talk is mesmerizing."

Read the words of Cleese and Savage starting on page 8.

From: Howard Kimeldorf [<mailto:hkimel@umich.edu>]
Sent: Tuesday, January 20, 2015 2:31 PM
To: Gloria Duffy
Subject: email to Board of Supervisors

Dear Gloria,

Thank you for your informative email describing your efforts to preserve and honor the historical significance of 113 Steuart Street. Based on that information, and a recent conversation with Harvey Schwartz, I would like to provide a second message for the Board of Supervisors to consider. Given the fast-approaching deadline, could you please forward the following email to the Board of Supervisors on my behalf? Thank you, Howard Kimeldorf

Dear Board of Supervisors,

I would like to expand on my recent letter regarding the preservation of 113 Steuart Street.

Having learned more about the restoration plans of the Commonwealth Club, and judging from the strong support they have received from the current leadership of the ILWU and the pensioners, I support the plans being developed by the Commonwealth Club for preserving the building's historical significance. Nothing in my previous email should be construed as opposing the preservation efforts being proposed by the Commonwealth Club.

Sincerely,

Howard Kimeldorf
Professor of Sociology
University of Michigan

(BOS)

From: Carroll, John (BOS)
Sent: Thursday, January 22, 2015 9:00 AM
To: BOS Legislation (BOS)
Subject: FW: ILWU article on labor panel at the Commonwealth Club
Attachments: DispatcherDEC2014lores.pdf

Categories: 141320

From: Piper Kujac [<mailto:pkujac@commonwealthclub.org>]
Sent: Wednesday, January 21, 2015 2:31 PM
To: Carroll, John (BOS)
Cc: Calvillo, Angela (BOS); Board of Supervisors (BOS); Lamug, Joy
Subject: ILWU article on labor panel at the Commonwealth Club

Hello John,

I would like to deliver hardcopies of the attached ILWU December newspaper featuring a recent labor history panel at the Commonwealth Club on page 6. I've highlighted in yellow the part of the article that talks about the proposed Commonwealth Club HQs building and how it will honor site-related labor history.

Despite statements by the appellant, Dave Osgood, the ILWU and other labor organizations very much support the proposed project, particularly because important labor history will be celebrated and brought to light within the project and its rehabilitated Steuart Street façade.

Thank you,
Piper

Piper Kujac
Owner's Rep and Construction Project Manager
The Commonwealth Club of California
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THE DISPATCHER

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VOL 72, NO 11 • DECEMBER 2014

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Local 12 fights for good jobs in Coos Bay page 3



Caucus delegates and longshore leaders: Ninety Longshore Caucus delegates who met in San Francisco on December 15-16 received an update on contract negotiations from ILWU International President Bob McEllrath (top left), Vice-President (Mainland) Ray Familahe (bottom left), Coast Committeeman Ray Ortiz, Jr. (bottom-center) and Coast Committeeman Leal Sundet (bottom right).

Longshore Caucus meets to review status of contract talks

When the Coast Longshore Caucus recessed last July, most delegates assumed the contract with the Pacific Maritime Association (PMA) would be put to bed before Christmas. Instead, delegates who gathered in San Francisco on December 15 heard a sobering report from ILWU International President Bob McEllrath.

"We're now entering our 8th month of talks, which is completely new territory. This is the longest set of negotiations in recent history — at least since 1971, when there was a 134-day strike," said McEllrath. "I told our Negotiating Committee when we got started that these negotiations would be much more difficult, and now we can see that's the case."

In explaining some of the challenges, McEllrath pointed to industry restructuring schemes and new business models that have triggered massive industry-induced congestion at Pacific Coast ports. These include:

- ✓ Outsourcing work on the docks that was previously done by longshore workers, including the management, maintenance and inspection of tens of thousands of container chassis units.
- ✓ Creating new companies, twice removed from PMA-member employers, who are receiving subcontracted work that was formerly done by longshore workers.
- ✓ Failing to provide sufficient training for current and future dockworkers to improve safety and protect ILWU jurisdiction.

Other factors contributing to massive congestion are increased container volumes, use of new

"mega-ships" carrying up to 14,000 containers, shortages of port truckers, tighter railroad capacity and a host of other factors that have caused the crisis due to corporate greed and poor planning.

McEllrath declared that the ILWU would not be intimidated by industry efforts to blame workers and the union for company-caused port congestion problems. He thanked members for remaining strong and united.

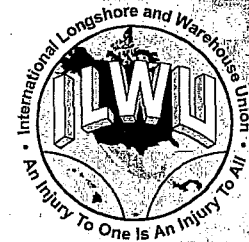
"We're not going to roll-over for the employers," he said. "We've already reached terms on a tentative agreement that will maintain our health benefits — and we've made progress on some other important areas — but there's still a lot more to do before this can be settled in a way that protects our jobs and jurisdiction down the road."

continued on page 4

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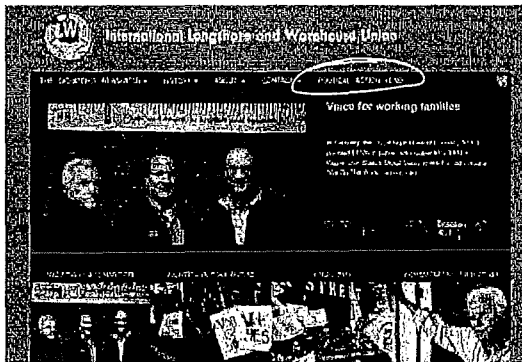


Happy Holidays from the Officers and Staff of the ILWU



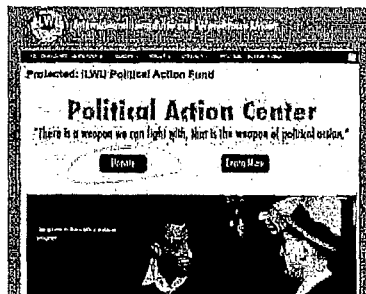
Happy New Year!

Help ILWU workers have a voice in Washington, donate the Political Action Fund



In April the ILWU Political Action Fund (PAF) launched a new section on the ILWU.org website where members can securely donate to the PAF using a credit card. One-time and recurring monthly or quarterly donation options are available. To access the site go to www.ilwu.org and click the Political Action Fund button on the right-hand side of the navigation bar. When prompted, enter the password 1934k to access the site's Political Action Center, then click the Donate button to reach the donation form.

The purpose of the ILWU Political Action Fund is to make expenditures in Federal Elections to protect and advance the interests of ILWU members and the entire ILWU community. Your contribution is voluntary and is separate from your union dues and is not a condition of membership. No favor or disadvantage will result from contributing or refusing to do so, and you are free to contribute more or less than the suggested amounts. Your contribution is not tax deductible. Federal law prohibits the ILWU Political Action Fund from receiving contributions from individuals other than members of the ILWU, executive and administrative personnel of the ILWU, individuals with a relatively enduring and independently significant financial or organizational attachment to the ILWU, and their families. All donations will be screened and those from persons outside the restricted class will be returned.



DISPATCHER

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Corporate subsidies for anti-union employers: are taxpayers are being hosed in Coos Bay?

For the past several months, Local 12 members and supporters have been picketing whenever non-union barges arrive at the Southport Forest Products dock in North Bend, Oregon – a waterfront employer who's trying to operate without the ILWU.

Machine guns

"The weather is sometimes nasty, but that doesn't stop us," said Local 12 Secretary-Treasurer Gene Sundet, who was soaked to the bone on December 4th but remained in good spirits with co-workers who picketed in front of the company gates and out in the bay, thanks to a flotilla of small fishing boats. Local law enforcement treated the protest as a major event; mobilizing seven officers and four squad cars – the better part of local law enforcement – while a Coast Guard vessel patrolled nearby with a .50 caliber machine gun. Sherriff's deputies said they wanted to "practice dealing with protestors" who are expected to visit Coos Bay in the future if a controversial liquefied natural gas (LNG) facility goes forward.

Going non-union

Two years ago, Local 12 had an agreement with Southport to use ILWU workers for unloading log barges, through Ports America. Many logs were unloaded with ILWU help during the past two years – but the company refused to reach terms with Local 12 for shipping wood chips from their facility. Southport was soon searching for non-union tow and barge operators to help them move their chips – and recently started moving both logs and chips without ILWU labor.

"We've organized five picket lines at Southport since September," said Jill Jacobson, who also serves as Local 12's Secretary-Treasurer. "We'd like to settle this as soon as possible, because we can't let Southport or anyone else drive down standards on the waterfront."



Non-union barges: Raw logs coming in and wood chips going out are being moved without ILWU workers on shore. The tugs and barges are also operating with non-union crews.

Special favors

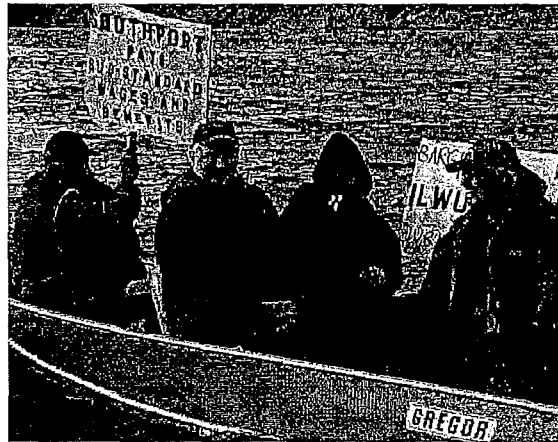
Southport has been getting special help and sweetheart deals from the Oregon International Port of Coos Bay, and their Chief Commercial Officer, Martin Callery. The first deal was reached in 2004 when Southport outgrew their original mill site. Eager to sell-off publicly held land on the Coos Bay North Spit, the Port offered Southport waterfront acreage that included a barge slip at a bargain-basement price. The Port also arranged for Southport to benefit from a \$1.3 million federal grant from the Oregon Department of Commerce to build a rail spur connecting an existing rail line into Southport's mill.

Lying about jobs

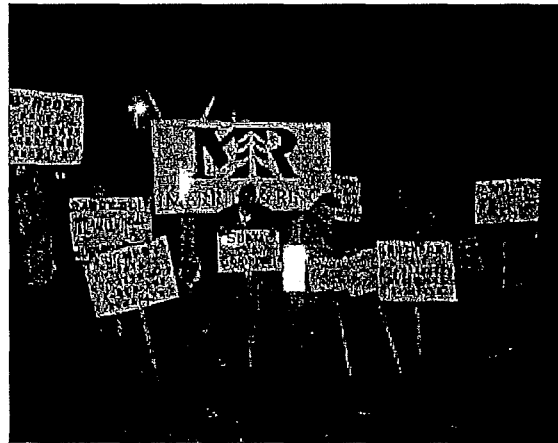
To secure the federal grant, Port officials and Southport claimed that the new mill would create 300 jobs. Southport has been quick to boast about that their new labor-saving, state-of-the-art sawmill, described as a "...highly efficient, high speed, high tech manufacturing operation which is one of the most efficient lumber and wood chip manufacturing operations in North America." Their fully-operational mill now employs less than 75 workers – hundreds short of the numbers used to get the grant.

Public grant money

In 2005, the Port secured another grant for Southport worth \$506,000 from the "Oregon Connect" program. The Port and Southport were supposed to provide additional funding of \$140,000, bringing the total project cost to \$646,000. The grant said the funding would be used to refurbish the barge slip that had filled with silt. A local newspaper reported: "The project is expected to increase employment in Southport's local operations, and in maritime services and the longshore labor sectors." But after Southport received the public grant money, the Port granted the company a waiver from the competitive bidding process – allowing the firm to pocket



Picketing on Coos Bay: Local 12 members and supporters are using fishing boats to extend picket lines against non-union tugs and barges at Southport Lumber's facility in Oregon.



Anytime, day or night: Picketing at Southport lumber has taken place at night and in the pouring rain to protest the company's refusal to recognize ILWU jurisdiction on their docks.

money by repairing the barge slip themselves without hiring local contractors to do the work.

Enterprise Zones

The term "enterprise zone" was created during the Reagan years to justify corporate tax subsidies. Several years ago, the Oregon International Port of Coos Bay took steps to create a "Bay Area Enterprise Zone." In theory, the tax subsidies provided through enterprise zones are supposed to spur job creation, which in turn is supposed to benefit the community – a form of trickle-down economics. But most enterprise zone schemes take more from taxpayers than they deliver back to the community. Southport received their Enterprise Zone subsidy courtesy of the Port in 2011, which slashed the company's property tax bill by more than 90%; from \$69,656 in 2011 to \$5,178 in 2012 and \$5,215 in 2013. The number of jobs delivered by Southport remains a fraction of what was promised, and now the company has gone non-union – lowering the value of their jobs.

Promoting public good

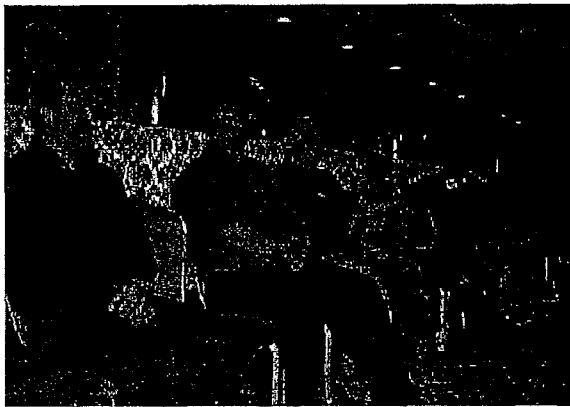
"Southport has received hundreds of thousands of dollars in corporate welfare, but remains arrogant and disrespectful of our community," said Local 12 Secretary-Treasurer Gene Sundet. "They need to be held accountable, and we intend to educate the community about their abuse of the public interest."

Bottom line

Local 12 leaders say they're committed to fighting the attack on longshore jurisdiction in their small port by privately owned mills and docks.

"Maintaining good jobs with high standards that support our community is what we're about," said Jill Jacobson. It may start in a small port, but eventually these non-union operators threaten everyone on the waterfront if they get a foothold."

Longshore Caucus meets to review status of contract talks



Legislative update: Members of the ILWU Coast Longshore Legislative Committee provided reports to the Caucus about efforts to secure political support. Pictured (L-R) are: Local 19's Dan McKisson, Local 10's Adam Mendez, Committee Chair and Local 52 member Max Vekich, Local 63's Mike Podue, Local 8's Jeff Smith and Local 34 President Sean Farley.



Political accountability: ILWU International Secretary-Treasurer and Legislative Committee member Willie Adams told Caucus delegates that politicians who consistently support working-class issues are in short supply.

continued from page 1

In addition to reviewing the contract negotiations, other Caucus business included an update from the Longshore Legislative Committee, delivered by Local 52's Max Vekich along with International Secretary-Treasurer Willie Adams, Local 34's Sean Farley, Local 19's Dan McKisson, Local 10's Adam Mendez, Local 63's Mike Podue and Local 8's Jeff Smith.

Area reports were delivered by William "Baba" Haole of Hawaii's Longshore Division, President Chuck Wendt of the Alaska Longshore Division, and Local 502 President Tim Farrell who represented the ILWU Canada delegation for ILWU Canada President Mark Gordienko who had to return early.

Brief updates were provided by Coast Committee officers Ray Ortiz, Jr., Leal Sundet and International Vice-President (Mainland) Ray Familathe.

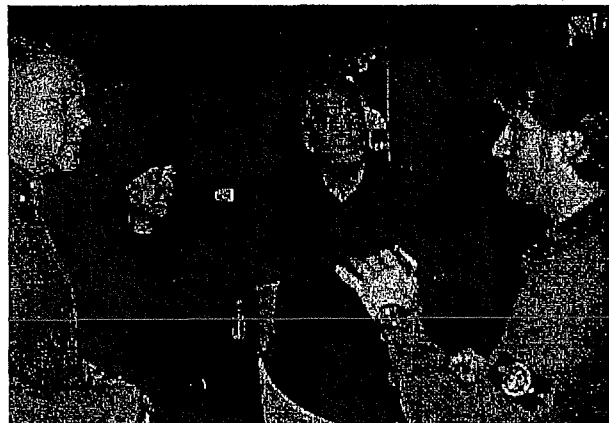
Ortiz noted that dialogue with employers has become much more difficult in recent years – making it harder to solve problems that arise on the job. Familathe reported about his experience at an industry conference on new technology where company officials spoke openly about their quest to eliminate longshore jobs.

Local 23's Conrad Spell proposed a resolution supporting the ILWU's Negotiating Committee, which read: "The rank-and-file membership of the ILWU and this Caucus unequivocally support the Negotiating Committee and President McEllrath in the pursuit of our contract."

The statement was unanimously approved by delegates who recessed on December 16, agreeing to reconvene when the Negotiating Committee has reached a tentative agreement that will be subject to a Caucus recommendation and membership vote.



Chairing the Caucus: Local 13 veteran Joe Cortez chaired the latest Caucus session on December 15-16 in San Francisco where the focus was on contract negotiations with the PMA.



Solidarity visit from the International Dockworkers Council (IDC)

The ILWU Negotiating Committee was honored to receive a solidarity visit from leaders of the International Dockworkers Council (IDC) on December 17. IDC General Coordinator Jordi Aragunde and Office Coordinator Susana Busquets addressed the ILWU Committee and pledged to "mobilize the IDC's network of support and organization to help the ILWU win this important contract struggle." An IDC flag was presented to President McEllrath that was hung in the conference room where negotiations take place. Affiliates of the IDC met in Brussels on December 12 where they adopted a solidarity statement that concluded: "The IDC will fully support the ILWU's effort to negotiate a good contract for all West Coast dockworkers and will organize any actions deemed necessary to protect dockworkers' rights on the West Coast." ILA Vice-President Ken Riley, who serves as IDC's East Coast Coordinator, was also part of the delegation that visited San Francisco to offer his support and solidarity.

Solidarity pledges and support have also been received from the International Transport Workers Federation (ITF), another global union network. Vice-President (Mainland) Ray Familathe serves as First Vice-Chair of the ITF Dockers Section and recently attended an ITF meeting in London where he provided an update on the ILWU/PMA negotiations. ITF President Paddy Crumlin attended the ILWU longshore Caucus on February 24, 2014, as did IDC leader Antolin Goya.

The Legend of Carlos Bulosan

A growing number of social justice activists are coming to admire and respect the contributions made by Carlos Bulosan, despite the fact that many are still unaware of the contributions from this remarkable man and important union leader who excelled as a gifted writer, poet and activist.

holiday dinner table. Written at the end of the Great Depression and dark days of WWII – the essay and painting inspired millions of Americans who were hoping and struggling for a better life. Bulosan's essay also resonated widely with the public because it shared values outlined in a famous speech by President Franklin Roosevelt, called "Four Freedoms," including the "freedom from want."



Brilliant writer and union activist: Filipino immigrant Carlos Bulosan, who grew up poor in his home country, came to the U.S. where he expressed passionate feelings for social justice through his writing and union organizing.

"We in America understand the many imperfections of democracy and the malignant disease corroding its very heart. We must be united in the effort to make an America in which our people can find happiness. It is a great wrong that anyone in America, whether he be brown or white, should be illiterate or hungry or miserable."

– from *America Is in the Heart* by Carlos Bulosan

America is in the heart

Carlos Sampayan Bulosan lived a brief but brilliant 45-year life. He was born in the Philippines and died in Seattle in 1956. His most renowned writing contribution is found in his book, "America is in the Heart." Like Jack London and John Steinbeck, Bulosan's writing and political views were based in working class struggles. His writing focuses on events and characters located in Seattle and the Western United States where he worked and travelled. The issues he tackled include passionate portrayals of immigrants facing racial injustice – much like the poet Langston Hughes documented in the lives of African Americans in New York City about the same time.

Celebrated essay

A famous essay by Bulosan, titled "Freedom of Want," brought him worthy acclaim when it was published in the Saturday Evening Post in March of 1943. His essay was accompanied by a painting from the famous illustrator Norman Rockwell, showing a family celebrating their bounty at a



Brave young man: Carlos Bulosan was only 17 when he left the Philippines and came to the United States.

Early years

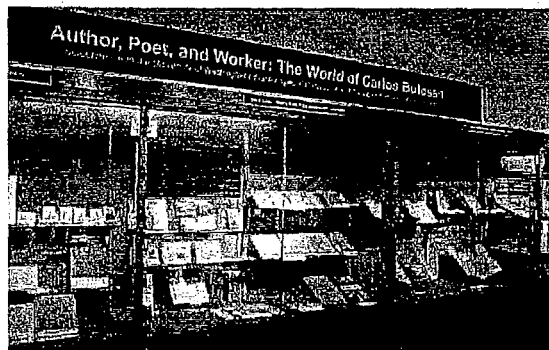
Like many Filipinos of his generation, Bulosan emigrated from his homeland as a young man of 17 in 1930 when the islands were still a U.S. colony. During his childhood years in the Philippines, he and his farming family were cruelly exploited and abused by wealthy landowners – establishing a formative experience that was later recounted in "America is in the heart."

During the next two decades, Bulosan chronicled the experience of immigrant workers in the U.S., providing a rare voice for workers and families who enjoyed rich lives but were often ignored and marginalized by an America ripe with racism.

An inspiration

Being Filipino American myself, I was inspired by Bulosan's writings because they helped me become more mindful and aware of my own experience. When I first read "America is in the Heart," I was struck by his unique "Bulosan style" and masterful use of imagery to tell a story.

But I must admit that my respect for "Manong" Carlos (Manong is a Filipino term of respect, similar to the English term "brother") was also strong because of our personal connection to the Alaska Cannery Workers Union ILWU/IBU Local/Region 37 - where he served sixty years ago and I serve today. Back then, Bulosan was an elected official of Local 37; today I am currently the Executive officer of the same union. Naturally I take great pride in Bulosan's association with our union – especially his priceless writings and passages that were penned during his tenure here at Region 37. I still consider it the highest honor to work in a position that was once shared by such an important and brilliant icon. Some of my personal experiences with our union are similar to those described by Bulosan, although with less tension and hostility than he faced in the early days of Region 37.



Showcasing Bulosan's life: The University of Washington has created a special exhibit of Carlos Bulosan's life and work that is appearing in the lobby of the Allen Library from November 2, 2014 to March 13, 2015.

Historical research

Thankfully, there has been ongoing research and debate concerning the life and contributions of Carlos Bulosan. On November 14, 2014, an academic conference was held at the University of Washington, titled: "Empire is in the Heart: A conference to mark the centennial birth of Carlos Bulosan." This all-day conference examined the brief life of this gifted writer and poet in great detail. Presentations explored Bulosan's political views as a left-wing sympathizer and union activist – considered a "subversive" by the FBI and cited in hearings of the House Un-American Activities Committee (HUAC) during the 1940's. And like Harry Bridges – also an immigrant – Bulosan was able to survive these political attacks and avoid deportation efforts by the U.S. government.

Teaching tool

The Conference also discussed how "America is in the Heart" could be used as a teaching tool for students. At the Conference conclusion, a reception was hosted by IBU Region 37 and the Harry Bridges Center for Labor Studies. The reception allowed us to update conference participants about the current state of Carlos Bulosan's union, and share information about our union with local labor leaders who were invited to the reception. Participants were also able to view the impressive Carlos Bulosan exhibit, featuring many documents and photos, which will remain on display at

the University of Washington's Allen Library Special Collections area until March, 15, 2015.

Courageous & selfless

Bulosan's writing conveys the character of a compassionate man who was generous toward the nation's immigrant workers, long abused by their employers. His determination to maintain a radical consciousness and strong ideological beliefs put him at odds with the literary and political establishment. Carlos spoke the truth and organized against the status quo which cost him dearly, in personal and financial terms. He focused on helping workers organize, take collective action and unite to form their union. But most important of all was Bulosan's gift of providing workers and people of color with hope and direction – through his writing and deeds – helping workers to discover their power and leverage in the workplace.

David & Goliath

Bulosan's stories were often based on a protagonist character, usually under duress and always out-matched, like the Bible story, David and Goliath. While rooting for the underdog, Bulosan created complex and flawed human characters that make it easy for us understand and draw inspiration from this literary master and working class organizer.

Richard Gurtiza, Regional Director
Inlandboatmen's Union (IBU)
Region 37

Commonwealth Club forum explores 80 years of Labor history in San Francisco



Recognizing worker struggles: A panel of experts including ILWU members participated in a San Francisco Commonwealth Club forum on December 3 that explored "80 Years of ILWU History on the City and West Coast" in front of a packed audience. In the top photo, John Castanho, Local 10 member and Coast Benefits Specialist joined ILWU Historian Harvey Schwartz to explain ILWU history and traditions. At bottom right, Local 10 President Melvin Mackay welcomed and introduced the panel who appears in the bottom left photo (L-R): San Francisco Labor Council Executive Director moderated the event; ILWU Historian Harvey Schwartz; SF State History Professor Emeritus Robert Cherny and San Francisco Chronicle reporter Carl Nolte. The event was broadcast on public radio and can be found on the Commonwealth Club website.

The Commonwealth Club of California hosted a public forum in San Francisco on December 3rd that explored the impact of 80 years of ILWU history on the City and along the West Coast. The Commonwealth Club is the country's oldest public affairs forum. They have featured US Presidents, governors, members of Congress, foreign dignitaries, scholars and activists who have discussed a wide range of political, social, cultural and economic issues. The forums are broadcast on public radio and available to stream over the Internet.

The forum panelists included ILWU Benefits Specialist John Castanho, ILWU historian Harvey Schwartz, History Professor Emeritus at San Francisco State University Robert Cherny, and San Francisco Chroni-

cle Reporter Carl Nolte. San Francisco Labor Council Executive Director Tim Paulson, was the moderator and Local 10 President Melvin Mackay was the Program Chair.

The Legacy of 1934

The panelists tackled the question of the legacy of the 1934 West Coast Longshoremen's strike for dock workers and Historian Harvey Schwartz, who has written several books on the history of the ILWU and conducted numerous oral histories of ILWU members including veterans of the 1934 strike, detailed the many abuses on the waterfront from the "shape up" and kickbacks demanded by bosses as a requirement for work to speed ups and poor safety and working conditions.

Among the many important legacies of the '34 strike cited by Schwartz included the rise of Harry Bridges and the ILWU's commitment to civil rights. Schwartz emphasized the ILWU's commitment to breaking down racial

barriers that had prevented many African Americans from joining labor unions decades before the Civil Rights movement, the ILWU's campaign to organize agricultural workers in Hawaii and the ILWU's support of Cesar Chavez and the United Farm Workers.

Schwartz also said that the '34 strike also inspired other unions to organize. He cited the minutes from a carpenters union meeting in the Central Valley shortly after the longshore strike, "If the longshoremen can do it, so can we," the minutes stated.

Professor Cherny cited the strong organization built by the longshoremen after the strike. "They built a strong union up and down the West Coast, with a great system of communication, a coastwide contract, a union run hiring and a dispatcher elected by the membership," Cherny said.

Carl Nolte recalled the overt hostility by the newspapers in San Francisco in Oakland towards the workers throughout much of the conflict.

John Castanho, a third generation ILWU member said some of the strike's legacies were more apparent than others. He contrasted the more concrete gains of the strike cited by Cherny with other legacies that are not as apparent.

"I got an education on the waterfront that I couldn't have gotten in a classroom. I learned about struggles that were going on in other countries like the fight against apartheid in South Africa. I learned the importance of looking out for each other, the importance of sharing with one another," said Castanho. "That is so counter to the current corporate American culture. There was a time in this country when we really looked out for one another and I'm proud to say that I belong to an organization that still believes in those values."

Commonwealth Club to honor 1934 longshoreman's HQ

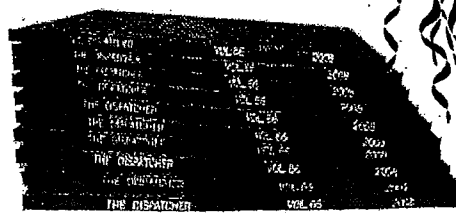
The Commonwealth Club is purchasing the building that used to be the old headquarters for the International Longshoremen's Association (ILA) on Mission and Steuart streets in San Francisco during the 1934 strike. The building will be renovated and used as meeting and office space for the Club.

The facade facing Steuart will retain the appearance it had in 1934 but the side of the building along Mission Street will be completely renovated. The Commonwealth Club has committed to put up a plaque to educate people about the history of the building and the 1934 strike. Currently there are no historical markers on the building and it has not been used for many years. There will also be display material inside the building so that people who attend Commonwealth Club events will have the opportunity learn about history and legacy of the ILWU in San Francisco, said Schwartz.

"It is important to remember that wasn't just an ILA office building," Castanho reminded the audience. "On July 5th, 1934 there was battle between maritime workers and police. There were people who were clubbed, hit with sticks and shot. The wounded were taken to the ILA hall. The two workers, who killed, Howard Sperry, and Nicholas Bordoio, were taken to this building and they laid there in state until July 9th, the day of the funeral and march."

Bound back-issues of the *Dispatcher*

Handsome, leather-bound, gold embossed editions of the *Dispatcher* are available. A year's worth of ILWU history makes a great gift or family memento. Supplies are limited, not all years are available. Cost is only \$10 for a year's worth of ILWU history. Email orders to editor@ilwu.org or make a check-out or money order (U.S. funds) to ILWU and send to ILWU Library, 188 Franklin St., San Francisco, CA 94109.





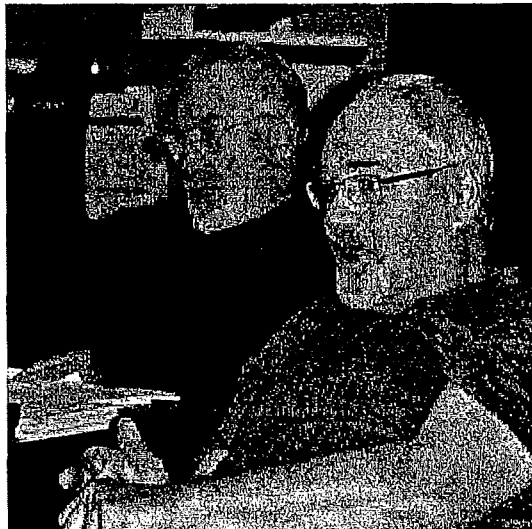
Local 10 Holiday Party for kids: On December 13th, BALMA hosted their Kid's Holiday Party. The event featured, food, games, clowns, animal balloons and face painting and a special visit from Santa.

In the bottom left photo are the Local 10 volunteers who made the event possible. Top row from left to right are: Carlos Villanueva, Valerie Butler, Dana Harrell, Rene Sharp, Christopher Christensen, Kelly Kane, and Steve Carson. In the bottom row from left to right are: Debbie Kilday, Rlicorah Wanzo, Tammie Arnold, and Trevyn McCoy. Not pictured: Tracy Adams and Willie Sanchez.

Photo on the right: Local 10 member Demitria Owens and her niece Telia were among the many who had their faces painted at Local 10's annual holiday party for kids.

Negotiating Committee keeps working to settle contract

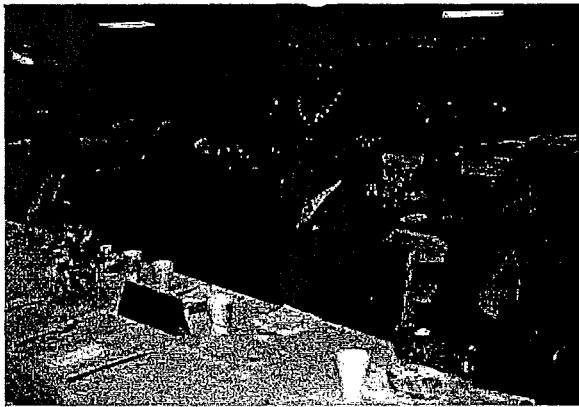
After the Longshore Caucus recessed on December 16, Longshore Negotiating Committee members immediately resumed efforts to reach an agreement with the Pacific Maritime Association. The ILWU's 16-member Negotiating Team is led by President Bob McEllrath with Vice-President (Mainland) Ray Familathe, and Coast Committeemen Leal Sundet and Ray Ortiz, Jr. The Committee includes Jim Daw of Local 8, Melvin Mackay of Local 10, Frank Ponce De Leon of Local 13, Cam Williams of Local 19, Tony DePaul of Local 23, Anthony Soniga of Local 29, Brad Clark of Local 4, Duane Johnson of Local 51, Dane Jones of Local 40, Joe Gasperov of Local 63, Daniel Miranda of Local 94 and President Rich Austin of the Pacific Coast Pensioners Association. Another eight delegates serving on the Safety Sub-Committee are responsible for negotiating improvements to the ILWU-PMA Pacific Coast Marine Safety Code. Local 10's Ed Ferris Chairs the Sub-Committee with Vice-Chair Mike Podue of Local 10 and Secretary Adam Wetzell of Local 8, plus Committee members Luke Hollingsworth of Local 13, Ryan Whitman of Local 23, Tracy Burchett of Local 53, Ray Benavente of Local 13 and Paul Weiser of Local 98.



Discussion and debate: Longshore Negotiating Committee member Tony DePaul (left) of Local 23 is a Major Ports representative who serves with Local 51 member Duane Johnson, representing Small Ports for the Washington State/Puget Sound Region. Committee members have spent countless hours developing proposals to help secure a good contract.



Speaking up for small ports: Anthony Soniga of Local 29 in San Diego is the Small Ports Representative for the California Region on the Longshore Negotiating Committee. Soniga is the Committee's youngest member and is asked to share his views about how various proposals could impact dockworkers at smaller ports.



Pensioner party: BALMA hosted a holiday lunch for Bay Area ILWU pensioners and their families at the Local 10 Hall. And on December 12th the Bay Area Pensioners hosted a lunch for the Benefits Plan Office staff, the ILWU staff and officers and the ILWU negotiating committee.

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

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(604) 254-7911

TRANSITIONS

NEW PENSIONERS:

Local 8: Douglas L. Lundy; Lonnie A. Cranston; **Local 10:** William L. Taylor Jr; **Local 13:** Daniel A. Imbaglazzo; Donnell Rushing; Donald E. Nelson; Joe A. Lopez; Mark A. Placentia; Frank D. Kelleher; John E. Ramos; Feliberto V. Vargas; Donnie McGuire; Frank Gonzales; William R. Lisenbery; **Local 19:** Roger A. Witsoe;

Local 23: Robert D. Clark; Karen L. Hardy; **Local 53:** Robert L. Halverson; **Local 63:** Louise A. Hay; **Local 94:** Gary D. Wolfe; Steven V. Trutanich;

DECEASED PENSIONERS:

Local 10: John S. Williams; Ireland Hill; Frank J. Guzzo; Robert Stitt; John H. Andrews (Jean); **Local 12:** Jack T. Bolan; Shelvey M. Prow; **Local 13:** Charles Lampkin;

Charles L. Winans (Nancy); **Local 19:** Kenneth E. Wooding; **Local 23:** James C. Adey (Faye); **Local 24:** Bruce A. Caron; **Local 26:** Ray Venturi; **Local 34:** Hugo P. Iannacone; **Local 40:** Gilbert K. Ridout; **Local 94:** Forrest T. Moore; **DECEASED SURVIVORS:** **Local 8:** Macel F. Pearce; Grace G. Ciuman; **Local 10:** Adeline Neves;

Ida Lee Spikes; Mildred Gilbert; Barbara L. Munn; Ruby D. Mobley; **Local 13:** Ada Sutton; Sally M. Carter; Dorothy Young; Trinidad Villanueva; Carmen Wynla; Mary Kordich; **Local 19:** Georgia Henslee; **Local 23:** Marjorie Carrano; **Local 34:** Catherine A. Maurice;

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Books and videos about the ILWU are available from the union's library at discounted prices!

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