

NewsREPORT

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ORGANIZING



for Jobs and Justice

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NewsREPORT

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On the cover: MARCHING IN JACKSON, MISSISSIPPI

Left to right: Kenneth Holloway, Hampton Roads, VA; Thomas Little, Hampton Roads, VA; William Smith, Newark, NJ; Herbert Hall, Newark, NJ; Godfrey Washington, Hampton Roads, VA; Charles Brave, Charleston, SC lead ILA delegation on the streets of Jackson, Mississippi, site of this year's Martin Luther King commemoration. See story on page 4.

PRESIDENT'S REPORT

John Bowers, ILA President

ILA Investigates Two Locals and Appoints Trustees

LAST JUNE THERE WERE REPORTS in the press of claims by the Federal government that ILA members' rights were being violated by people associated with organized crime. Kevin Marrinan, a partner with Gleason and Mathews and Professor James A. Cohen from Fordham University were designated Special Counsel to aid a special Investigating Committee of senior ILA officers to determine what was the basis for the claims, and what course of action should be taken. In addition, I have asked Special Counsel to determine whether and what reforms might be put into place to eliminate any influence of organized crime on the ILA.

The Committee, in collaboration with Special Counsel and now aided by Labor Attorney Seymour Waldman, conducted a broad investigation which centered on claims that the President of Local 1814 was controlled by an associate of one of the crime families and claims that officers in Local 1588 were controlled by and extorted by an associate of the Genovese crime family. The investigation was far-ranging and involved numerous interviews of individual officers and members of the Locals, interviews with counsel for the Locals, meeting with representatives from law enforcement and reviewing documents and trial proceedings.

At the conclusion of the special investigating committee's investigation it recommended to me that both Locals be placed in Trusteeship and I accepted the Committee's recommendation. Furthermore, the ILA's Executive Council also approved the Committee's recommendation. John Baker, a long-time ILA Vice President and President of the Great Lakes District Council, was appointed the Trustee for Local 1588 and Robert E. Gleason, Secretary-Treasurer for the ILA, was appointed as Trustee for Local 1814.

Several days after I appointed Brother Baker, the government unaware that I had acted, filed a motion seeking to impose an Administrator to takeover Local 1588. Our efforts to persuade the government to wait and allow Trustee Baker to work were unsuccessful. The Judge, while questioning the government's legal basis for imposing an Administrator, nonetheless converted the

government's motion into a civil contempt action of the 1992 Consent Decree. The Judge then held a hearing at which both sides called witnesses. Despite the fact that the Local itself was not named in the part of the Consent Decree the judge found a violation. This, despite the fact that my lawyers believe that the law is strongly on our side; and despite the fact that the Local was clearly the victim of the criminal acts of the former officers who were threatened by the organized crime associate who was not a union member, but rather a hiring agent who was part of management, (which also was operating under the same 1992 consent decree and could have been cited by the Judge for contempt) the Judge instead held the Local in contempt and imposed an Administrator to run the affairs of ILA Local 1588.

As noted, Local 1588 was a victim of its corrupt officers who were threatened by a hiring agent of the employer who was also a known organized crime associate. The Local had no power to remove him from the waterfront. What is less well known is that as part of the 1992 Consent Decree, the government gave the Local and its officers permission to associate with two corrupt

organized crime hiring agents and the girlfriend of one of them who was also the office manager of the Local for business purposes. What is also not well known is that the Waterfront Commission had and has the power to remove hiring agents merely with proof that the hiring agent is not a person of good character. Instead of removing two hiring agents, who the government has alleged were associated with organized crime for the past 20 years, the Waterfront Commission let them stay in place and victimize ILA members.

We are appealing the Judge's ruling that Local 1588 is in civil contempt and the appointment of an Administrator to takeover the Local because we have a strong legal case and because I believe strongly that it is our right to govern ourselves. We can do it honestly and better than the government.

Other Important News

I have instructed ILA Secretary-Treasurer Robert E.

(Continued on page 19)





ILA Honors Martin Luther King, Jr. at Jackson, Mississippi Celebration

International Longshoremen's Association International Vice President and Co-Chair of the Alexander Talmadge ILA Civil Rights Committee Edward L. Brown celebrated the legacy of Dr. Martin Luther King, Jr. in Jackson, Mississippi this year, along with a large delegation of participants from the ILA.

The ILA has a rich tradition of supporting civil rights activities dating back to the early days of the union. Each year, ILA and other union members and leaders celebrate Martin Luther King Day in a city relevant to the legend's life and work. The city and residents of Jackson, Mississippi were pivotal players in the civil rights movement of the 1960s. In 1961, after attacks in Anniston and Birmingham, Alabama, the legendary "Freedom Riders" were arrested and imprisoned in Jackson, Mississippi.

More than 40 ILA members participated in a range of activities over the January 17 – 20 holiday weekend, including many organized by the AFL-CIO Executive Council's Committee on Civil and Human Rights and other organizations dedicated to commemorating King's life work through present-day activism.

On Friday, January 17, the ILA Civil Rights Committee held a dinner and caucus for members who

traveled to Jackson to participate in the national commemoration. The caucus meeting featured a briefing by ILA Legislative Director John Bowers, Jr., and ILA Legislative Representative Ingolf Esders on the ramifications of port security legislation.

ILA representatives — proudly displaying a new banner — joined with thousands of union and other participants in the King Day parade on Saturday and afterwards, performed community service projects to help Jackson's less fortunate residents.

Brown attended an AFL-CIO dinner on Sunday night at which various trade union members and officers received awards for their civil rights activities.

On Monday, Martin Luther King, Jr. Day, ILA members joined with hundreds of other union representatives to rally for workers' rights on the steps of the Mississippi Capitol.

Brown was pleased with the turnout, but wants to see even greater participation in 2004.

"Considering the size and value of his contributions to this world, Martin Luther King, Jr., is not recognized at the level at which he should be," claims Brown.

Brown notes that especially for ILA members — who historically have been among this nation's under-represented — King's goal of a society characterized by inclusion and equality should hold significant weight.

Brown's vision for the future? "The ILA Civil Rights Committee will continue to join with other organizations who love America and who want to see it be all that it can be and all that it ought to be."

If you are interested in learning more about the ILA Civil Rights Committee or becoming more involved in its activities, please call International Vice President Edward L. Brown at 757/440-9426. ■



Left to right: Teddy Peterson, Local 1233, NJ; Anthony Sinanan, Local 1233, NJ; Charles Brave, Charleston, SC; Sonny Ferguson, Local 1804-1; Ellison Dean, Local 1233, NJ; Dwight Nixon, Local 1248, Chaplain, NJ; Thomas Little, Hampton Roads, VA; ILA Gerry Owens, General Organizer; Horace Alston, International Vice-President, Baltimore, MD; Dwayne Easley, Local 1233, NJ; Sam DuPree, Atlantic Coast District, Vice-President, NJ; William "Bernard", Dudley Local 1233, NJ; Arlington "Ollie" Hobson, Local 1233, NJ

Organize Now!

Owens Plans Major Organizing Initiative

“Organizing is the hardest job in the union,” according to International Longshoremen’s Association General Organizer Gerald Owens. He should know — he’s been at it for two decades.

Owens, a 45-year member of the ILA, is responsible for the overall organizing operations of the union, where he works with the full support of President John Bowers, Assistant General Organizer Harold Daggett; the ILA Executive Council and ILA representatives from around the country.

He also has help from Vincent Cuozzo and Nunzio LaGrasso from Local 1478-2 in Newark, New Jersey.

All of this makes his job a little easier, but when you’re fighting for the lifeblood and preservation of the strength of the union, the pressure is always on.

Noting in his characteristic call-it-like-I-see-it stance that, “unless we undertake major organizing campaigns, we’ll go the way of the dinosaur,” Owens intends to make organizing a major priority for the ILA in 2003.

“If we can get one or two strong campaigns going, we can start an avalanche,” said Owens. “In today’s atmosphere, any gain is a big gain,” he added, referring to both increasingly stringent and interventionist federal oversight and loss of work share at the ports.

Owens doesn’t have grandiose plans, but rather he wants to see the ILA competing to recapture the work it has lost to non-ILA labor at the ports. “We should be able to do it,” he said. “We do better work than anybody else would...we have the best

productivity and flexibility.”

Rather than focusing on integrating new crafts into the ILA, Owens sees a bright future on the docks. More and more young ILA members are on the job with more education and college degrees than ever before. Eventually, these people will come to the top to lead the union.

Owens is practical when it comes to organizing and is frank about the obstacles. Namely, organizing is a big commitment of time, money and manpower. In order to succeed, organizing campaigns must be conducted in a methodical fashion. To

“We do better work than anybody else would...we have the best productivity and flexibility.”

*ILA General Organizer,
Gerald Owens*

proceed otherwise is what Owens calls “*hari-kari*”, which is essentially, suicide.

Of all the challenges, perhaps the biggest is financial. Organizing is an investment in the value of the International Longshoremen’s Association as a whole. Return on Investment is ultimately measured in the strength of the union, not by the balance in a local’s bankbook. While it is hard to disagree with the merits of this argument in theory, it is far more difficult to apply in practice, where local leaders have to make tough decisions about limited resources, financial and otherwise.

Still, Owens is undeterred from his organizing mission. He regularly works with local leaders on their

organizing initiatives and encourages anyone who is interested in launching an organizing campaign to approach him for training and assistance in advance.



Gerald Owens

His longer-term vision includes an annual organizing seminar for local leaders. And of course, a larger investment — at all levels — of time and money into training organizers.

“The biggest tools needed are time and money,” according to Owens, who makes it abundantly clear that he will find the time to help anyone who asks. “Every time someone is considering an organizing campaign, they should approach me. I can help them if they don’t understand the rules and regulations, the dos and don’ts...Organizing is hard and it takes training and tenacity to make a campaign successful.”

Owens’ other tips are that each local should set aside a *minimum* of \$15,000 for organizing activities and they should take advantage of regional AFL-CIO organizing training classes and programs in their area.

A final and critical ingredient is patience because as Owens notes, “you can’t do it overnight!” ■

New Organizing Avenue

ILA Battles Shipping Lines to Organize Port Captains and Office Workers at New Jersey Facilities

The International Longshoremen's Association Organizing Department, working with its International Representatives, has been fighting hard to win a voice at work for employees of several international shipping lines, including Evergreen America Corporation ("EGA"), Hanjin Shipping Company ("Hanjin"), Solar International Shipping Agency, Inc./Yang Min ("Solar") and COSCO North America ("CNA").

While all of the ILA's recent efforts have been vigorously resisted by the various shipping lines' legal maneuvering, perhaps the most contentious case has been that involving EGA's clerical workers at its Morristown, New Jersey office. In early June, 2002, ILA Local 1964 filed a petition with the NLRB to represent the EGA clericals, approximately 115 in number. The ILA lost the July 17 election by a leeway of only 5 votes.

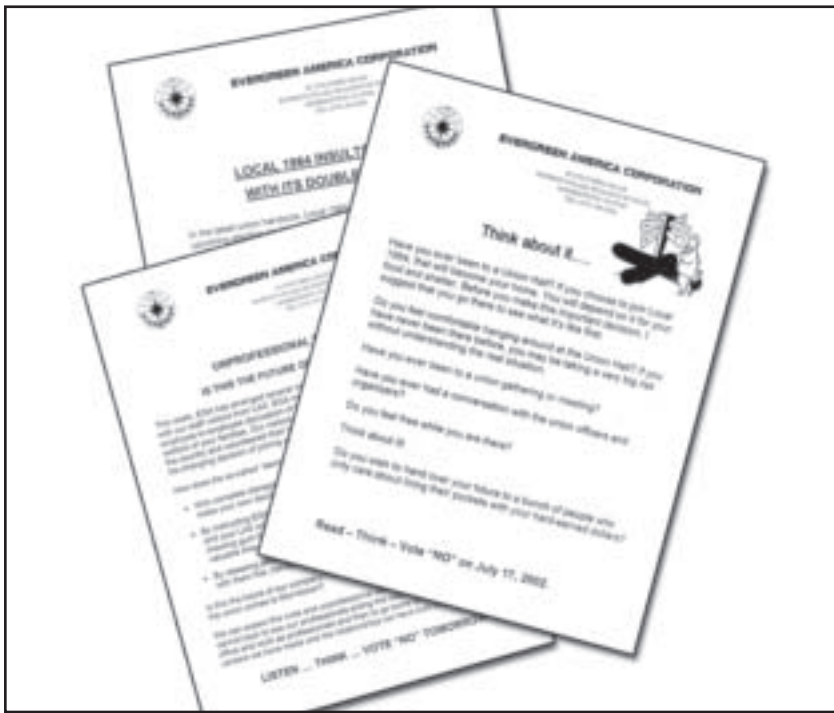
of promotions. The ILA filed an unfair labor practice charge against EGA with the NLRB's Newark, N.J. region, which then commenced an investigation. The Region's director uncovered evidence of numerous violations of U.S. labor laws as well as of the Labor Board's election rules-of-engagement. The Director ordered a formal hearing before an Administrative Law Judge to hear the allegations of his Complaint and to determine whether or not EGA had caused irreparable damage to the election process because it played fast and loose with its employees' rights. If the Judge so finds, the NLRB Judge can recommend that EGA be ordered to accept the ILA as the lawful collective bargaining agent for its clerical workers and to bargain with it. A hearing is scheduled for March 18, 2003 in a case that will likely extend well into next year before the Board comes down with a final decision.

In a critical first step, the NLRB may be requesting a Federal District

ILA Organizers have spent the better part of the past year engaged in the hard work of organizing critical port and office personnel and defending their rights to representation before the National Labor Relations Board ("NLRB").

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The ILA learned that throughout the organizing effort, EGA's management repeatedly engaged in intimidation and not-so-subtle coercions, and threatened employees while granting unprecedented wage increases and an unheard-of number



Above: Examples of anti-union propaganda intended to scare EGA employees away from the ILA.

Court Judge to order EGA to start bargaining with the ILA even before the hearing. The Board has also requested that the two units in question, that is, the Port Captains and the clerical workers, have their cases considered together. This is because the ILA is also battling over the ILA's right to represent EGA's Port Captains and engineers in a unit

However, EGA has instructed its attorneys to fight the certification all the way up to the U.S. Court of Appeals.

A summary judgment motion has been filed in the Port Captains' case for submission to the Board. EGA has already taken steps to erode the Captains' support for the ILA, including implementing the

“People need to know that we are out there organizing where it is sorely needed in an industry that the ILA knows inside out — and the companies are running scared because they don't want to be accountable to the workers who enable them to succeed.”

comprised of five employees.

The ILA had filed a petition for them in June 2002, which EGA immediately opposed, claiming, among other issues, that the five were “managerial” employees and therefore ineligible. An election was held in September, 2002, and the ballots were impounded, based on EGA's appeal to the NLRB in Washington, D.C. On January 9 of this year, the NLRB upheld the Region's certification of the ILA as the unit representative and directed EGA to commence bargaining.

transfer of two of the Port Captains back to Taiwan and bringing in replacements who are favored by the company.

The ILA has characterized the Taiwanese company's persistence as a “gross interference with the American way of life and our way of doing things under laws that encourage and protect employees' rights to bargain with — not be dictated to by — their employers.”

The ILA's next effort was to organize a unit of 60 clerical and office workers at CNA's Secaucus,

New Jersey facility. It also filed a petition to represent four CNA Port Captains. However, CNA had terminated a number of positions in the clerical and office working unit and offered them significant severance packages. Inasmuch as the damage already had been done, the ILA withdrew its petition for representation and recommended that the terminated workers accept the severance packages so as not to cause them any personal harm. Nevertheless, the matter of CNA's Port Captains is still pending. Here, again, CNA claims that the four employees are “managers” and therefore are ineligible to be unionized and has appealed the Regional Director's decision to Washington. ILA Organizers, however, are optimistic on the outcome.

The ILA then petitioned to represent Solar's Port Captains and is being foiled on the same grounds as in the earlier cases. The same arguments have been raised against the ILA's petition for Hanjin's employees. NLRB hearings in both cases have concluded and the ILA is waiting the decisions which undoubtedly will again be appealed to stave off the day when the employees will achieve representation.

While clearly hoping for a successful resolution to these cases, ILA Organizers note that regardless of the outcomes, these organizing drives are highly valuable because they are responsive to the yearnings of the employees for long-needed representation. “It's good for the union movement and for the workers”, say ILA Organizers. “People need to know that we are out there organizing where it is sorely needed in an industry that the ILA knows inside out — and the companies are running scared because they don't want to be accountable to the workers who enable them to succeed.” ■



Information = Jobs

Port of Discovery Tracking System Strengthens the ILA

International Assistant General Organizer and ILA Local 1804-1 President Harold J. Daggett has a message for his fellow ILA members — the best way to stay strong is to never loosen your grip on ILA jobs. To this end, Daggett, along with Local 1804-1 Secretary-Treasurer Michael J. Vigneron, Vice President Ronald Capri and Business Agent Dennis Daggett developed and implemented an online system for tracking damaged

containers and chassis and necessary repair work. Work that according to the ILA Master Contract, is ILA work.

For years, shipping lines had been shipping damaged containers and chassis from Port Elizabeth to non-ILA repair facilities in violation of the Master Contract. For every 100 damaged containers or chassis at the Port of New York and New Jersey, fifty are repaired at the port by ILA members, 25 are

repaired by ILA members off-site locally, ten are held for storage and 15 are shipped elsewhere. Local 1804-1's leaders knew about the work-seepage but an efficient, time-sensitive system for preventing it did not exist. Thus, Daggett directed Local 1804-1 member Charles Flynn and other members of the local to develop www.ila-ports.com, a sophisticated online tracking system.

It took several years to develop the system and to convince the shipping lines to feed critical data into it rather than rely on outdated paper-based tracking methods. However, the web site is now fully operational and functions as a streamlined tool for terminal operators and shipping lines.

Here's how it works:

When a container or chassis is offloaded, it undergoes a thorough inspection by an ILA Trailer Inspection Report (TIR) person. The members responsible for TIRs enter the serial numbers of every container or chassis they inspect, as well as the results of that inspection into a handheld device. This data is fed into the system daily. Two reports are generated — one for the shipping company and one for the ILA.

The system then tracks where



1804-1's tracking system homepage



WASHINGTON REPORT

Port Security Questions for 2003: How to Implement, how to Pay for it.

Over the past 16 months, ILA's legislative agenda has focused predominantly on port security initiatives. During the waning days of the 107th Congress, lawmakers passed the Maritime Transportation Security Act of 2002, a landmark bill signed by President Bush that mandates new security requirements for our nation's commercial seaports and international shipping community.

Congress left unfinished the issue of funding.

An initial proposal from Senator Ernest Hollings (D-SC), an extension of tonnage taxes, was pulled from consideration as a result of strong opposition from the U.S. House of Representatives and industry stakeholders.

Another consideration is to make security requirements an item in the Administration's budget. The argument on behalf of this proposal is that port security is a matter of national defense and therefore should be a function and responsibility of the United States Government.

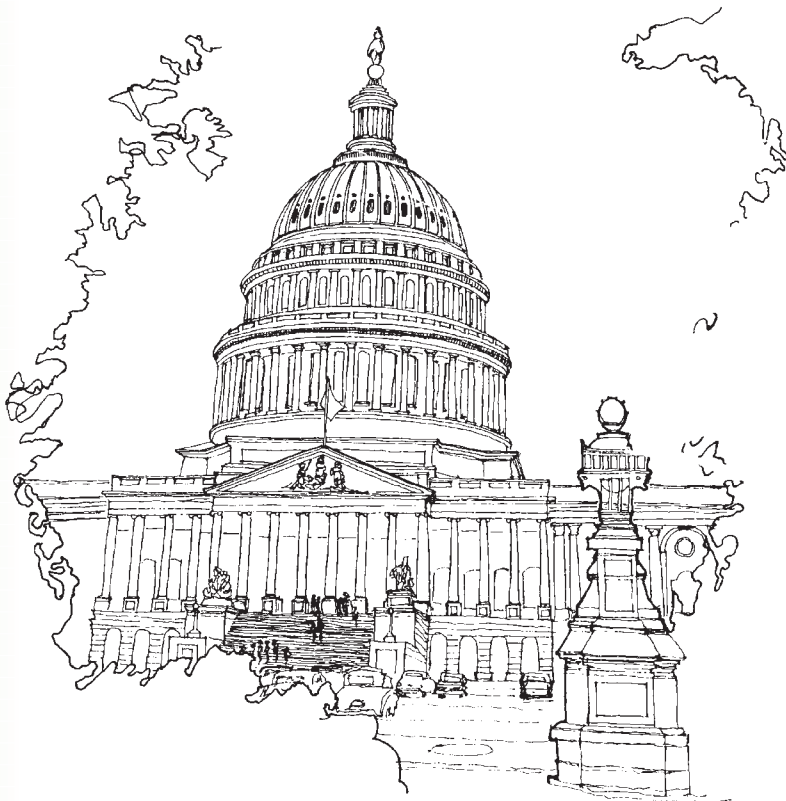
Congress has left it up to the U.S. Department of Transportation (DOT) to make a determination, based on port and vessel vulnerability assessments, how much money will be required for mandated security enhancements.

The original bipartisan measure would have expended \$4 billion over six years to provide port authorities with equipment, infrastructure and personnel. In March, responsibility for port security will be shifted from the Transportation Security Administration to the new Homeland Security Department — which will take charge of the Coast Guard, Border Patrol and Customs.

Senate Democrats insist the Congress must invest at least \$5 billion in port security to implement adequate safety measures.

The DOT is expected to submit its recommendations to Congress later this year, probably in May.

Federal agencies have been charged with the difficult task of developing rules that implement the Maritime Transportation Security Act. The U.S. Department of Transportation, United States Coast Guard, plans to publish a temporary interim rule no later than June 2003 and a final rule by November 2003.



Detecting Dirty Bombs

Sen. Mary Landrieu (D-La) has introduced legislation to protect our seaports against dirty bomb material that terrorists might transport into the U.S. Her bill, S. 193, would direct the Secretary of Energy to conduct an evaluation of existing state-of-the-art systems that provide the highest degree of detection for radioactive sources that may be hidden in sea freight containers or bulk cargo.

The bill asks that priority be given to existing radiation detection technologies that have proven to be effective nationally and internationally.



Sen. Mary Landrieu

After demonstration and evaluation, the selected system should “screen sea freight containers and bulk material cargo without, to the maximum extent practicable, inhibiting the flow of commerce.” As part of the demonstration phase (to be completed in two years) the Secretary is to identify “needs for future research and improvement and continued development of emerging systems.”

In discussing the need for this legislation, two points are made: 1] The possibility of a terrorist group using a dirty bomb as a weapon against the United States is one of the greatest threats to national security, and, 2] it is not difficult to transport dirty bomb material and conventional explosives into the U.S. via sea freight or bulk cargo.

Sen. Landrieu’s bill was referred

to the Committee on Commerce, Science and Transportation for consideration.

Federal Waterways Funding

The U.S. maritime transportation system handles over 95 percent of all our overseas trade by volume. With waterborne trade projected to increase annually over the next two decades, it is critical to our ports and the regional economies they serve that adequate funding be appropriated for the maintenance and deepening of our federal waterways.

In a period of increased budget deficits, a war on terrorism and new port security costs, federal resources will be limited. However, the ILA will work closely with industry shareholders to secure a funding mechanism that will ensure the competitiveness and future of our nation’s ports.

Foreign Trade Agreements

President Bush, having been granted trade promotion authority, is expected to continue hammering out trade agreements with countries in South and Central America, adding to our reputation as the world’s leading maritime and trading nation.

While it can be argued that these agreements will provide jobs for the maritime industry, they can also have a destabilizing impact on other domestic industries who are unable to compete against cheaper foreign products. Unbalanced trade laws and fast-tracking trade agreements are blamed for the loss of more than

600,000 manufacturing jobs in the U.S. last year.

The ILA will monitor upcoming negotiations carefully and work closely with our legislators to ensure that these trade deals are fair and equitable to all.

It’s Your Money

The Administration’s tax plan that is supposed to stimulate the sluggish economy received a bipartisan reception on Capitol Hill — Republicans love it, Democrats hate it.

The AFL-CIO says it not only favors the rich, but that it won’t create jobs. Unemployment is at an eight-year high and expected to grow.

Working families suffered the most during the current recession and they benefit the least from the President’s proposed tax cut on dividends. Labor favors rebates and tax relief for all who make payroll tax payments, and will have ILA in their corner.



Member Profile: The Mackeys of Savannah

For nearly 50 years, the Mackey family has been a fixture at the Port of Savannah in Georgia. John H. Mackey, ILA International Vice President joined the union in 1956 and to hear him tell it, the decision was obvious.

“If you knew the history behind the ILA and the history behind the organizing of this Local in Savannah and the work the men did at the time, then you would understand why I had to be a part of this organization,” Mackey explains, referring to the back-breaking work longshoremen were expected to perform for meager wages.

John Mackey sees the ILA as a family and a way of life. He spent years doing general longshore work and decided to run for his first elected position because he felt he could do a better job and improve the manner in which meetings were recorded. Since then he has dutifully served the members he represents, his home local and the ILA's International President and Executive Council with equal dignity and success.

John Mackey served as Local 1414's Recording Secretary — a position his son, Timothy Sean Mackey now holds — for three terms and as its president from 1980-1989. He was elected to the position of International Vice President in 1983 at the 46th ILA Quadrennial Convention in Hollywood, Florida.

John Mackey — who good-humouredly declines to give his age because “age is nothing but a number and an individual is as old as they feel” and he feels that he's in the prime of

his life — is as loyal an ILA member as one can find. He takes pride in being part of the ILA and notes that the teamwork he enjoys so much “makes a hard job easy.”

According to Ed Brown, fellow International Vice President, John Mackey “has never failed to be completely and totally aware of the duties to his office and to the union...and has always strove to make the ILA the great union it is.”

“It has been one of the great honors of my life to serve in this capacity, because I have done nothing more than in my own humble way, serve this organization as best I could and I will continue to serve as long as I am able.”

John Mackey

John Mackey is grateful for the opportunities being an ILA member afforded him throughout his life. “I have met lifelong friends in the ILA and every one of them are special to me and have aided in my growth as a leader and a human being,” he notes.

John Mackey has no immediate plans to retire. “It has been one of the great honors of my life to serve in this capacity, because I have done nothing more than in my own humble way, serve this organization as best I could and I will continue to serve as long as I am able.”

Mackey remains devoted to helping keep members' health and retirement benefits intact and also looks for-

ward to assisting in the upcoming contract talks beginning in April.

Perhaps his greatest gift to the ILA was providing part of the next generation of ILA leaders — his son.

Timothy Sean Mackey joined the ILA in 1982 when he was finishing college at Tuskegee University.

Growing up, Timothy spent a great deal of time at the port and in the union hall and as such, was very familiar with Local 1414 and the work its members do. He remembers going to the union hall as a child of six or seven and the people he met while there.

Upon completion of college, he was undecided as to his future career path. One evening back in Savannah, Timothy attended a meeting of the Local, which was a turning point — from then on he knew his future lay with the ILA.

Timothy Mackey, who also has been an Administrator for the Container Royalty Fund since 1987 and received a Masters degree in labor studies from the University of Massachusetts, credits his father John for his achievements, calling John Mackey both the impetus for getting involved with the industry and his lifelong mentor.

Timothy Mackey was elected to the position of Recording Secretary in 1999. He hit the ground running and has actively sought to improve his home local. His major objective for 2003 is to ensure the satisfaction of Local 1414's members and to expand and improve upon the Partnership for Progress. This South Atlantic & Gulf Coast District initiative seeks to foster

healthier, more productive working relationships between locals and other industry groups. (Virtually every Port Authority in the District participates in the program, as well as stevedoring companies with whom ILA has a contract and several shipping lines.)

According to Timothy Mackey, the Partnership for Progress has worked — but they need to keep forging closer ties with management and politicians in order to continue reaping the benefits.

“The Port of Savannah is doing wonderfully,” Timothy Mackey notes. “Work levels are increasing and we haven’t been this busy probably since the early 1980s...Morale is up and so is productivity. We’re up to 140 ships per month,” he added.

According to Timothy Mackey, Savannah ranks 5th in the nation in tonnage.

The port isn’t the only thing growing either. Local 1414’s membership is growing steadily and the average member age is now in the lower 40s and getting younger. Timothy Mackey thinks “there’s a lot of sleeping talent” among the younger members and he is excited by this growth. He believes

Local 1414’s membership is growing steadily and the average member age is now in the lower 40s and getting younger.

that longshoring is changing — for instance, there are more female members — and that attitudes must change with along with it.

He warns, however, that in order to progress, the younger members need to understand the history of the union and the sacrifices those who came before them had to make. This astute observation from so young a leader demonstrates John Mackey’s influence on his son.



ILA International Vice President John H. Mackey (left) with son, ILA Local 1414 Recording Secretary and ILA Container Royalty Fund Administrator Timothy S. Mackey, at the port of Savannah

Among the other inspiring influences in his life, Timothy counts his mother, as well as Stephen Zadach, president of the Georgia Stevedoring Association and Hal Jenkins, a long-time member of Local 1414.

John Mackey lives in Savannah with his wife of 52 years, Ethel S. Mackey, a retired registered nurse. They have three children and two grandchildren. John and Ethel attend Gaines Chapel AME church.

John Mackey is active in the ILA Children’s Fund and is committed to helping others who have not been as fortunate as he through various other charitable organizations.

Timothy Mackey also lives in Savannah, where he is actively involved in community organizations and politics. He serves on the Metropolitan Planning Commission, on the Board of Governors of the Bethesda Boys Home and is president of

his neighborhood association. He attends St. Paul’s CME church. His eight-year-old daughter Alexis is his pride and joy.

John and Timothy Mackey both count the ILA as among the best things in which they have ever been involved. ■

Former ILA Local 1332 President, U.S. Congressman and Philadelphia City Councilman Lucien Blackwell Passes

Thousands Mourn Loss of Distinguished Leader

The International Longshoremen's Association mourns the loss of Lucien Blackwell, a former president of ILA Local 1332 who fought for workers' rights and civil rights in the Philadelphia City Council and United States Congress.

Blackwell, who was known as "Lu" to his many friends and followers, died on January 24 at the age of 71. His grandson found him at his West Philadelphia home, where he had a heart attack after returning from his morning walk.

A dedicated member of the ILA for nearly half a century, Blackwell began working as a longshoreman in 1950, became a union trustee in 1957, and served as president of ILA Local 1332 from 1973 until 1991. He simultaneously distinguished himself in local, state, and national politics, spending three years as a state representative in the Pennsylvania General Assembly and 16 as a city councilman before serving in Congress from 1991 to 1994. A self-described true Democrat "from the tip of my head to the bottom of my feet," Blackwell aggressively advocated for the rights of the working class, whether on the streets of Philadelphia or in the halls of the U.S. Congress.

His memorial service, which was held at the Sharon Baptist Church outside Philadelphia, was the largest political funeral the city had seen in over a decade, according to the *Philadelphia Inquirer*. The more than 3,000 people who gathered to celebrate his life represented a cross-section of the many groups he reached out to, from political leaders to workers to ministers to

former gang members. They remembered Blackwell not only as a union leader, politician, and civil-rights activist, but also as a spiritual mentor and devoted family man.

State, local, and national politicians paid tribute to Blackwell. Congressman Robert Brady (D-PA) called him a "genuine American hero and success story" who was a "very savvy and tough-talking pol" but also "a tender, loving, husband, father, and friend."

Pennsylvania Governor and former Philadelphia Mayor Ed Rendell praised Blackwell as an "independent politician" who always "stood up for what he believed in," and the "single most enduring African American" in Philadelphia over the past quarter century. Current Philadelphia Mayor John Street called him the "ultimate Good Samaritan" who believed "we have a responsibility to help people whether they like it or not."

Edward Brown, Sr., ILA Vice President and Co-Chair of the ILA Civil Rights Committee, said the ILA "has lost a great champion," and remembered Blackwell as an energetic and spirited leader who "approached all of his civil rights activities and job assignments just like he did when he was a young amateur boxer in Philadelphia," demonstrating strength and perseverance in the face of challenges.

Blackwell is survived by his wife, Philadelphia City Councilwoman Jannie Blackwell, as well as two sons, four daughters, and many grandchildren and great-grandchildren.



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