



THE DISPATCHER

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International solidarity: Young workers from around the globe gathered in Vancouver, BC for the third biennial Young Workers Convention. The 3-day conference focused on international solidarity, ILWU history, political action, and other issues, such as workplace health and safety, port security, and social media.



Bay Area ILWU sends aid to North Bay fire victims [page 2](#)

Solidarity on display at ILWU Canada's Young Workers Conference

ILWU Canada held its third biennial Young Workers Convention at the Maritime Labour Center in Vancouver, British Columbia on September 27-29. The theme for this year's conference was "Internationalism: Solidarity Beyond Borders."

Internationalism and solidarity were indeed in the air at the conference, beginning with the diverse delegates present, about 40 of whom were from outside Canada. Many of them were from U.S. ILWU locals, and others were from dockers' unions across the globe in places as far away as Germany, Poland, the United Kingdom, and Australia. Their presence set much of the tone for the week, in which young workers discussed ways to build solidarity and learn from one another at home and abroad.

The conference focused on international solidarity, and also covered ILWU history, political action, and other concerns, such as workplace health and safety, port security, and social media.

Conference day 1

The conference opened with ILWU pensioner John Cordecado discussing the "Bow and Arrow Gangs"—longshore crews composed of primarily indigenous men on the Vancouver waterfront more than 100 years ago. Afterwards, ILWU Canada President Rob Ashton took the stage to introduce the ILWU Canada Executive Board, who were onsite for their meeting. Ashton spoke to pressing issues facing labor today: the fight for a \$15 an hour wage, diversity in the workplace, and educating the next generation of union leaders. He said to the young workers present: "What is your job? It is to carry this union forward and never let our flag drop."

Second Vice President Bill Hoadley, whose work is to implement ILWU Canada's education programs, gave a warm welcome to the delegates and introduced the outgoing Young Workers Committee. Each person on the committee talked for a few minutes about the value of engaging young workers in the labor movement. Their work on the committee for the past two years included

participation in charitable work and food drives and support to other young workers groups such as the Canadian Labour Council's Young Workers Conference.

Two committee members, Stephanie Dobler and Danielle Burgess discussed international action and their work with ILWU Local 23 in Tacoma. "Going abroad opened our eyes to issues we have at home," said Dobler and Burgess in a joint statement. Brian Skiffington, the young workers committee representative from Local 23 proclaimed, "We are all leaders—not necessarily in union office, but on the job and in the community."

March and rally for \$15

Before lunch, Amandeep Nijjar, a representative from the Canadian Labour Congress Pacific Region, gave a talk on political action that helped set the stage for young workers looking at ways to get involved.

The conference harnessed the young delegates' energy by organizing a march and rally in support of Vancouver's Fight for \$15 campaign. Irene Lanzinger, President of the BC

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ILWU wins major organizing victory on the docks in Southern California

On October 5th, newly organized ILWU members were sworn into Local 63 as part of an on-going campaign to organize the superintendents in the ports of Los Angeles/Long Beach. Superintendents from Pasha, Eagle Marine Services (Operations Center), California United Terminals and West Coast Terminal & Stevedore were sworn in by Local 63 President Paul Trani. These members join Local 63 as part of the new Superintendents' Unit. This was a historic victory for the ILWU. These are the first marine terminal superintendents to be represented by any union on the West Coast.

The ceremony took place at the local's monthly "stopwork" meeting after several months of organizing and actions to help the superintendents unionize. Superintendents had become concerned as management increasingly treated them with little respect and required them to work long hours without any additional pay.

"The solution here was to help these workers organize and, at the same time, grow our union," said International Vice President (Mainland) Ray Familathe, who assisted with the organizing and negotiation effort. Familathe oversees the ILWU organizing program on the Mainland.

NLRB elections

In order to unionize, the superintendents had to go through the traditional National Labor Relations Board (NLRB) process of signing cards and filing a petition with the Labor Board for a union election. This is a risky and intimidating process for any worker. It takes a lot of courage and grit to stand up to an employer and assert your right to have a union.

"These superintendents risked their livelihoods when they signed cards with the ILWU," said Familathe. "These workers were at-will employees and had no dispatch hall to fall back on if they were fired. They took this risk because they wanted to make a better life for themselves and their families, and they've seen firsthand what having a strong union behind you can mean."

The workers knew that the employers would vigorously oppose the organizing effort, which put them at greater risk. Familathe said that the employers threw everything they had at the superintendents to try to stop them from organizing. "They didn't even want to let the superintendents vote on whether to become part of the ILWU," Familathe said.

Employer opposition

The employers hired big management law firms to challenge the superintendents' petitions. To even get the Board order allowing them to vote, the superintendents went through days of grueling hearings at the NLRB in downtown Los Angeles. One of the hearings lasted 8 days.

At the hearings, many of the superintendents had to listen to



Welcome to the ILWU family: Local 63 President Paul Trani swore in newly organized superintendents from Pasha, Eagle Marine Services (Operations Control), California United Terminals and West Coast Terminal & Stevedore into Local 63 at a stopwork meeting on October 5th.

their managers testify and then had to stand up and testify against their managers, with their managers sitting in the room.

The company lawyers put the superintendents through hours of grilling on the witness stand in some cases. Some of the company lawyers even tried to make it seem like the superintendents were lying under oath, but the superintendents did not bend. In every case so far, the NLRB Regional office has ruled in favor of ILWU Local 63 and ordered that the superintendents should be able to vote on whether or not they want to join the union. In every vote so far, workers have voted in favor of union representation.

Contract negotiations

The superintendents at Eagle Marine and Pasha, with support from the International and Local 63, have bargained their first contracts. The

West Coast Terminal & Stevedore superintendents are close behind. These are stand-alone agreements between the units and the individual companies. Although these superintendents are members of Local 63, they do not work under the marine clerks' contract and they are not part of the ILWU-PMA registration or dispatch system.

Team effort

This organizing was the result of a team effort by the ILWU International Organizing Department, and the officers, staff and rank-and-file members of Local 63, said Familathe. Local 63 President Paul Trani, Local 63 Vice President Joe Gasperov, Local 63 Secretary Maureen Gutierrez, Local 63 Business Agent Cathy Familathe, Local 63 Business Agent Anthony Spanjol and rank-and-file members from Local 63 assisted in the campaign.



Helping hands: ILWU Locals 10, 34, 54, 75, 91 and the ILWU Credit Union generously donated time, money and goods to fill a 40-foot container that was delivered to the Salvation Army in Napa, CA. These donations will to assist those whose homes and communities were devastated by recent fires in the North Bay. Blankets, diapers, clothing, pillows, food, and water were delivered to those in need thanks to the generous efforts ILWU members. "The ILWU Northern California fire victim donation drive was a tremendous success!" said Local 10 President Ed Ferris. "My sincere gratitude and thanks to everyone that participated in this humanitarian effort. Your kindness and generosity will provide comfort and aid to those who lost so much in the recent wildfires for months to come. I'm so proud of my ILWU family for once again stepping up and helping those less fortunate."

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IBU blows whistle on big oil's dangerous move in Alaska

The Inlandboatmen's Union (IBU), ILWU's Marine Division, is blowing the whistle on a dangerous plan to replace experienced union mariners who have successfully protected Alaska's pristine Prince William Sound for almost three decades – with a cut-rate, non-union company that has a poor safety record.

The shocking decision was made by oil company executives who own the Alyeska pipeline that carries oil from Alaska's North Slope oilfield – which is the size of Indiana – across mountains and tundra to Prince William Sound, where it is pumped into giant tankers that carry the crude south to refineries in the lower 48. Low oil prices and falling production have left the Alyeska pipeline operating at only 25% of capacity, and may have been a factor in the oil companies' decision to take a chance on a low-cost, cut-rate contractor with a dismal safety record.

It was 27 years ago that the Exxon Valdez, filled with North Slope crude, ran aground and dumped millions of gallons into the Prince William Sound, an event that shocked the nation and resulted in massive fines, staggering clean-up costs, and damage to the environment that required a lengthy recovery. It also demonstrated the need for highly-trained and experienced clean-up crews and safety personnel, including tug operators.

Instead of learning from that disaster and the importance of maintaining the highest quality emergency response teams, Exxon and other oil companies have decided to roll the dice by hiring a non-union outfit with a history of mistakes and near-disasters.

Speaking at a press conference in August of last year, IBU President Alan Coté said that the Inlandboatmen's Union along with the Masters, Mates and Pilot's union were launching a campaign to warn the public and elected officials about the dangerous decision by oil companies to cut corners on contractors responsible for emergency spill and other services in Prince William Sound.

Both unions represent a total of roughly 230 workers in the region, ranging from cooks to captains on the tugboats that escort tankers in and out of the Sound, to the mariners who staff a fleet of emergency clean-up barges available 24-7 in case of a spill.

The skilled workers are employed by Crowley Marine Services, which has held part of the contract since the emergency response system was put in place after the Exxon Valdez oil spill disaster in 1989.

Earlier this spring, Crowley announced that the oil companies had eliminated their firm from renewing the contract, immediately raising concern from workers and unions about the future.



Protecting the Prince William Sound: The IBU is trying to protect the pristine waters of Alaska by warning the public about a plan to replace experienced local mariners with workers from the Gulf of Mexico with little-to-no experience with the areas dangerous waters.

Everyone's worst fears were confirmed when the Alyeska Pipeline Service Company announced that they had decided to dump Crowley and to do business with a company called Edison Chouest Offshore.

The Louisiana-based outfit is non-union, and they're expected to bring many of their own non-union workers from the Gulf of Mexico up to Alaska in order to avoid hiring local residents and longtime union members with good jobs at Crowley Maritime.

Coté says the IBU warned residents about big oil's plan to hurt local jobs by launching a public education campaign featuring radio advertisements in Anchorage and Juneau.

"Saving these jobs is critically important to the families and local communities in Alaska," said Coté, but added that the issue involves more than protecting good jobs.

Coté emphasizes that an Edison Chouest tugboat was involved in an infamous fiasco in 2012, when the firm was hired to move Shell's massive drilling rig, the Kulluk, from frozen arctic waters to warmer waters further south. A series of bad decisions involving Edison Chouest and others resulted in Edison Chouest allowing Shell's massive rig to crash into Kodiak Island where it was grounded and required a major Coast Guard rescue effort that endangered the lives of the crewmembers and Coast Guard responders.

"I was there in 1989 and saw what the Valdez oil spill did to Prince William Sound," said Coté. "It was devastating and we never want to see anything like that happen again. No one would hire any person or company for a major project without a thorough

criminal and performance background check. If one would have been done in this case, serious questions would have been raised about Edison Chouest's dumping oil in the Antarctic. We have been demanding that hearings be held to determine the truth."

Carl Jones is an IBU member who worked as an engineer on Crowley tugboats for 15 years. He said there's no good reason to replace a system that's working well with newcomers who are unfamiliar with the weather, tides, and geography of a notoriously difficult place to operate.

"Everyone up there has years of training and experience," he said. "To think that a company from outside could come in and replace 25 years of experience in one day, or ten days or even a hundred days — happen."

Edison Chouest refused to answer questions from reporters who called the company to account for its poor safety record, training and staffing plans.

A spokesperson for the oil companies that own Alyeska, did issue a predictable statement claiming that their Louisiana contractor would meet safety and environmental standards – but her comment also included an admission that Edison Chouest may need more training before being ready for prime time in Prince William Sound.

"Any company that works with us has to meet the expectations of the response plan in Prince William Sound, which are very rigorous, and they have to be demonstrated repeatedly through drills and exercises," said the spokesperson. "So there are many opportunities for us to identify if there are gaps

and then help bridge those gaps. But we expect them to be an outstanding contractor."

The spokesperson also admitted that their contract with Edison Chouest includes no requirement for local Alaskans to be hired. She noted Alyeska has a separate policy requiring contractors to hire 20 percent Native Alaskans, but even meeting that goal provides no assurance that existing Native and other workers will be able to keep their jobs.

If Edison Chouest remains the choice of Alyeska to replace Crowley, the new company would take over operations in July of 2018, while hundreds of workers face the prospect of losing their jobs as Crowley is replaced.

"The oil companies are making a terrible decision that's bad for Alaskan workers and the environment," said Coté. "Picking a cut-rate, non-union outfit to bolster their bottom line is a penny-wise and pound-foolish proposition. The IBU is committed to helping these workers fight for their jobs, and that fight will continue."

Solidarity on display at ILWU Canada's Young Workers Conference

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Federation of Labour, gave some background on the struggle, and delegates were invited to make their own signs. The young workers were joined by pensioners and others from the ILWU who took to the streets following a large truck emblazoned with banners and a loudspeaker to show their support for a higher minimum wage. The march echoed with chants of "Who are we? ILWU!" and "What's outrageous? Sweatshop wages!"

Food drive

In addition to showing solidarity through the march and rally to support the Vancouver Fight for \$15, delegates to the conference were encouraged to bring non-perishable food items to donate to the local food bank. Over the course of the conference, the food drive gained a competitive angle, and many local delegations pooled their money to shop for canned goods and sanitary items for local families. By the end of the week, one corner of the room was piled high with food and supplies to help those in need.

Conference day 2

Day two featured cautionary presentations on social media and transportation security by Victory Square Law attorneys Jeff Sanders and Allison Tremblay, a look at international dockers' struggles by ITF Dockers' Section members Nigel Venes and Enrico Tortolano, and lessons on ILWU history from pensioners.

International Secretary-Treasurer Willie Adams gave an impassioned speech in the morning on the importance of cultivating young leaders within the ILWU. Adams recalled his early life and how he channeled some of his youthful anger into positive work within the union. He also commented on the need to both learn from the past and continue to make history. "What you do here has an impact on the world, he said. "Your voice and what you do here resonates all over the world and what you do here will only continue to grow." Adams noted that young workers were crucial to the creation of the ILWU.

"Harry Bridges was a young worker in 1934," he said. Adams also said that education is the key to building a strong rank-and-file. "We need to continue to make sure that we are creating ways for new members to be active in

the ILWU and to ensure their energy and ideas are harnessed to help build and strengthen our union." Adams was inspired by the energy and enthusiasm the conference generated. Shortly after the conference, Adams received a personal note from one of the participants stating the conference had "lit a fire in him" that he had not expected.

The afternoon featured presentations on ILWU history by pensioners. Tom Dufresne, Barry Campbell, and Herb Howe spoke of the ILWU's powerful legacy of rank-and-file democracy and urged that "understanding history is essential—let us never forget our roots." Campbell, a pensioner from Local 500, described the history and meaning of the phrase, "An injury to one is an injury to all." He explained the slogan originated with the Industrial Workers of the World and that it shows the importance of unity in the labor movement, both historically and in the present. Dufresne, retired President of ILWU Canada, discussed ILWU Canada's early struggles and the "Battle of Ballantyne," a fierce battle between police and long-shore workers on June 18, 1935.

Much of the excitement on Day 2 centered on the nominations process for the next Young Workers Committee. The delegates were broken into groups based on local affiliation, with another group for the international delegates. They were tasked with putting forward names to run for the seven seats on the committee. The nominations process was lively, and several people put their names in for the running.

Conference day 3

The third and final day of the conference was packed with information, including a talk on workplace health and safety by Brian Campbell of the BC Federation of Labour, a presentation on union leadership by Caitlin Davidson-King, the BC Federation of Labour Young Workers Representative, and a discussion on the ILWU's Ten Guiding Principles. One of the first orders of business, however, was hearing the statements from the 12 candidates who put their names in to run for the Young Workers Committee.

Each candidate gave a brief statement, and the theme running through all of the comments was a commitment to growing the union. Tyler Gerard, one of the candidates from Local 502, said: "The union has done a lot for my



From left to right: ILWU Canada 2nd Vice President, Bill Hoadley, Local 502 member Dan Kask, Phil Swanston from the Maritime Union of Australia and ILWU Canada President Rob Ashton.

family, and I would like to see more young people involved."

Another candidate, Ashley Bordignon of Local 502 recalled her work before joining the ILWU when she had no voice to combat workplace problems. "Now that I have a voice, I want to speak loud and help as best I can. We need to feel valued."

By midday, the delegates cast their votes for the next young workers committee members. The results were announced at the day's end to much cheering and applause. Isaac Baidoo (500), Ashley Bordignon (502), Stefanie Flores (54), Tyler Gerard (502), Viri Gomez (519), Danielle Phelan (500), and John Sullivan (500), and won seats on the committee.

The afternoon program was led by Brian Skiffington and Zack Pattin, two of the founders of the Local 23 Young Workers Committee. They gave a presentation on the Ten Guiding Principles, lending a historical context to the talk. They tasked delegates to discuss which of the principles they have seen in action on the job and in the union. This led to a rich dialog on topics such as diversity in the workplace.

Conference organizers

The conference was organized by the ILWU Canada officers, 2nd Vice President Bill Hoadley and outgoing 2nd Vice President Steve Nasby. The outgoing ILWU Canada Young Workers Committee—Hannah Aiello (500), Julian Demarco (500), Danielle Burgess (502), Stephanie Dobler (502), Andrew Gwartney (502), Richard



ILWU International Secretary-Treasurer Willie Adams gave an impassioned speech to the conference. "Harry Bridges was a young worker in 1934," Adams said, underscoring the important role young workers play in making the ILWU strong.

Larsen (505), Kyle Knaption (400) and Brian Skiffington (23) were also a tremendous support in helping and volunteering their time over the days of the conference. Serving on the Election Committee were: Nae Nae Grant (10), Monique Anglada (13), Elric Sommers (333), Pritpaul Gill (502).

Much of the conference's success was due to the support of the Locals and efforts of volunteers who contributed time and resources to help out. More than a dozen other ILWU members—mostly young workers—provided onsite support and many also offered up space in their homes to host out-of-town delegates.

Looking to the future

The conference ended with a dance and dinner, solidifying new friendships and commitments to work together to continue to strengthen the ILWU.

— Robin Walker



Time for activism: The conference took time out to participate in a march and rally to support the Vancouver Fight for \$15.



Young Workers Committee: From left to right: Isaac Baidoo, Local 500; John Sullivan, Local 500; Viri Gomez, Local 519; Tyler Gerard, Local 502; Ashley Bordignon, Local 502; Danielle Phelan, Local 500; and Stefanie Flores, Local 54.

What did you learn at the Young Workers Conference?



Isaac Baidoo, Local 500

"I want to contribute to my future and the future of the ILWU as representatives of the labor movement. I learned here that everyone can be a leader. The time to rise up is now, while there is so much against us—like big box stores and automation—that take the humanity out of everything. We need to step up and change things."



Matt Hovind, Local 502

"I learned that it takes a lot to be a leader. This conference taught me a lot about how to speak publically, how to hold yourself in a room. These are tools to succeed later in life."

"I am humbled and awed with the brilliance and diversity present at this conference and honored that my local took a chance on me to send me here. President McEllrath said that leaders lead side-by-side at the front, rather than in the back. A true leader inspires. Coming here, I see that we face many of the same issues internationally, and my goal is to go back home to my local and educate."



Stefanie Flores, Local 54

"I went to the conference to learn what is going on with the ILWU internationally and to bring that information back to my local. I learned the true meaning of solidarity here and what it means to be a longshoreman."



Nae Nae Grant, Local 10

The ILWU & Maritime Labor Alliance support Puerto Rico

The powerful winds from Hurricane Maria had barely eased when critics of the Jones Act launched their attack against the labor-friendly maritime law, wrongly blaming it for human suffering and material shortages on the badly-damaged island territory that is home to 3.4 million U.S. citizens.

Jones Act explained

The Jones Act, formerly known as the Merchant Marine Act of 1920, is a law passed by Congress nearly 100 years ago, that requires all goods transported between U.S. ports to be carried on U.S.-flagged vessels that are constructed in the United States, owned by U.S. citizens, and crewed by U.S. citizens or permanent residents.

Fraudulent "flags of convenience"

The Jones Act was not popular with carriers, who opposed it and other labor laws adopted a decade later, as part of President Franklin Roosevelt's New Deal that came in response to massive public protests for better jobs. After World War II, vessel owners developed a clever gimmick to avoid unions and minimum wages; they removed U.S. citizens and permanent residents who previously staffed most American ships, and replaced them with impoverished workers from China, the Philippines and other desperately poor countries. They accomplished this by "re-flagging" their ships and registering them in poor nations with weak labor laws and little enforcement, such as the West African nation of Liberia. Within a decade or two, virtually all vessels from industrialized nations with strong unions and labor laws were operating with "flags of con-

venience." The only exception to this trend were the small number of vessels travelling from port-to-port in the U.S., because the Jones Act required them to fly U.S. flags and be staffed by U.S. citizens or permanent residents.

ILWU counter strategy

"The ILWU responded to this re-flagging gimmick by helping seafarers organize and stand up for their rights through a partnership with the International Transport Workers' Federation," said ILWU International President Bob McEllrath. He noted that a number of ILWU members now serve as ITF Inspectors at major West Coast ports, where they provide support for seafarers who arrive every day on vessels from around the world. One ILWU member who previously served as an ITF Inspector and Coordinator is Ray Familathe, now the ILWU's Vice President for members on the Mainland.

Fighting back against abuse

"Corporations have a long and sorry history of exploiting workers on those vessels that fly a flag of convenience," said Familathe. "During my work as an ITF inspector, I boarded hundreds of vessels and saw all kinds of outrageous abuses that don't happen on U.S. flagged vessels that are protected by the Jones Act."

Maritime Labor Alliance

Aside from helping seafarers secure their rights through the ITF Inspector Program, the ILWU also participates in the Maritime Labor Alliance (MLA), a consortium of six other maritime unions who agree to coordinate efforts and combine resources to help workers.

Protecting the Jones Act

After the September hurricanes devastated Puerto Rico and other parts of the Caribbean, new attacks were

launched against the Jones Act. The effort was initially led by anti-labor members of Congress, including Senator John McCain of Arizona. But in a new twist, calls to temporarily suspend the Jones Act in Puerto Rico started coming from some a few members of Congress who with a history of supporting unions and workers, including Nydia Velazquez of New York and Luis Gutierrez of Illinois. Both members have significant Puerto Rican constituencies who unfairly blame the Jones Act for economic hardships and difficult living conditions on the island.

Myths about Jones Act

"The Jones Act assures maritime workers are paid fairly and treated well, which adds almost nothing to the cost of goods transported to the island," said Familathe, who noted that labor costs are a relatively small part of the operating costs for vessels serving Puerto Rico and other ports. Familathe said this fact hasn't stopped politicians in Puerto Rico from scapegoating the Jones Act and making it a convenient excuse for avoiding more difficult political problems.

"Puerto Ricans have totally legitimate grievances and serious economic justice problems," said Familathe, "but the Jones Act is not the cause of those problems and shouldn't be a target."

Suspension and labor's response

When pressure increased to temporarily suspend the Jones Act in Puerto Rico, President Trump ordered a 10-day suspension beginning September 28, and later extended the suspension. Later that same day, the Maritime Labor Alliance released the statement below to clarify why the Jones Act remains important, and why the criticism against it is misguided:

The humanitarian crisis in Puerto Rico is one that requires the full resources and cooperation of all Americans. The men and women of the United States maritime industry, which includes several thousand Puerto Ricans, are deeply committed to providing the relief that is necessary for the people of the Island. The domestic maritime industry has risen to the occasion.

Contrary to misinformation spread in the media, the current crisis in Puerto Rico has nothing to do with the Jones Act. There is no shortage of U.S.-flag tonnage available to serve the Island. The emergency is caused by lack of ability to distribute critical supplies, food, medicine, water and fuel to local communities from the ports where these supplies are located.

The Maritime Labor Alliance insists on setting the record straight.

Our alliance consists of six leading maritime labor unions: American Radio Association (ARA), Inlandboatmen's Union (IBU), International Longshoremen's Association (ILA), International Longshore and Warehouse Union (ILWU), Marine Engineers' Beneficial Association (MEBA), and International Organization of Masters, Mates & Pilots (MM&P).

The facts are as follows:

1. The Jones Act does not prohibit foreign vessels from transporting supplies to Puerto Rico. In fact, nearly two-thirds of the vessels calling in Puerto Rico are foreign flag and nearly all the fuel transported to Puerto Rico is delivered aboard foreign-flag vessels.

2. Maritime labor does not oppose Jones Act waivers in emergencies when there have not been enough U.S.-flag ships available to transport cargo between U.S. ports. There are currently 15 U.S.-flag ships and U.S.-flag oceangoing tug/barge combinations regularly serving Puerto Rico.

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Victor Arnautoff and the Politics of Art

Victor Arnautoff was a Russian-American painter and muralist who worked in the Bay Area from 1925-1963. He was a protégé of Mexican artist Diego Rivera. After working with Rivera in Mexico City, Arnautoff came back to the Bay Area where he worked on murals as well as graphics for San Francisco longshore workers in 1934. Arnautoff is known for his murals at San Francisco's Coit Tower where he served as artistic director. His works can also be seen today at the former Palo Alto Health Clinic, the Protestant chapel at the Presidio of San Francisco, George Washington High School, the San Francisco Art Institute, and at three post offices including South San Francisco. He was forced out of the country during the 1950's Red Scare because of his membership in the Communist Party. Arnautoff's son, Jacob, became a member of the ILWU Local 10 and eventually transferred to Local 19 in the 1970's.

Many of Arnautoff's paintings and prints are on display at the Labor Archives and Research Center at San Francisco State University through December 12. Local 10 member Regina Vargas attended the exhibit and shared her experience with The Dispatcher.



Longshore mural: A full sized reproduction of Richmond Industrial City is one of many of Victor Arnautoff's works being shown at the Labor Archives and Research Center. The mural first went on display in the post office in Richmond, CA, in 1941 and features four longshore workers, including one African American. The image highlights the ILWU's success in promoting a racially integrated union during the Jim Crow era. The painting was stored away during a 1976 remodeling of the post office and was forgotten for decades. It was recently rediscovered in the building's basement.

The exhibit was well displayed and set my mood as I started to admire Arnautoff's work. I immediately recognized the first mural as the City of Richmond. The title of this piece was *Richmond Industrial City*.

Victor Arnautoff's career included painting murals and teaching art at Stanford University. He was artistically inspired by the Depression years, his

concerns about the working class, and the injustices of racism in the United States. He includes an African American longshoreman in his *Richmond Industrial City* mural and uses different shades of skin color for the rest of the people he painted. Given the state of race relations in the country at the time, this was an important statement for him to make through his art. Like many of his pieces, he used his talent and passion as a platform to provoke dialogue about the new society that

was emerging. He was commissioned to do many murals, but this one was significant as it was displayed at the Richmond Post Office.

Although he did not blatantly portray personal political views, he did do it subtly. He was born in Russia and died in the Soviet Union, but his work in the Bay Area was inspired by many historical events. "Bloody Thursday," July 5th, 1934, was the date of a violent attack on striking workers and resulted in the death of two workers, including one longshoreman. One of his prints shows the somber feel of the funeral procession for the men who died, and the mass of workers united together on this day. This print illustrated for me the phrase we say proudly in the ILWU: "An Injury to One Is an Injury to All."

Another Arnautoff block print shows longshoremen who were on strike, overlooking the National Guard occupying the waterfront. He seems to focus on the longshoremen holding their signs protesting the use of nonunion workers. At the same time, not showing the faces of the National Guard, and depicting them as small and far away.

Victor Arnautoff used several different mediums in his work. I saw watercolor, lithograph, oil, and etching used in this exhibit. One lithograph of a worker stood out as I examined the exhibit wall. The image was of a man with a hard hat and a tired facial expression full of worry. He was seemingly waiting for work. He could be waiting for anything or nothing. The stress on his face is evident. This must have been the face of many in that era. In addition to this particular piece, I took an interest in studying the print showing two men in front of a ship at dock—an African American man and a white man sitting side by side.

Arnautoff showed interest in African American history, and it is displayed in many of his works of art. I saw a conveyance of hope in one man's eyes, and the other man had despair on his face. Which man is hopeful and why? Did one work that day on the ship behind them, and one didn't? Did both men not get a job, but have different views? There are many pieces that are thought-provoking. It makes me think there are so many people with different views, yet we are all born human, but grow to be different.

There are many images he captured of ordinary people at work and leisure. He also had political pieces of art that caught the attention of the FBI. This was one of the factors that led to him leaving country. His work showed more graphic images of political figures suggesting unfavorable behavior. A color lithograph titled "DIX McSmear" was placed in an exhibit in San Francisco in 1955, but was later removed by the influence of the FBI, and ordered by the President of the Art Commission. It was one of the many pieces showing politicians such as Senator Joseph McCarthy and Vice President Richard Nixon who spearheaded the persecution of communists and other leftists. To have a work of art, representing freedom of expression, be removed was an act of censorship to Arnautoff and to all artists. He was not obvious in his political depictions in most of his work, but that changed in some of his later pieces. It was very evident he used his talent as a way to speak out against right-wing politicians and their agendas. In the 1950's he started creating Christmas cards, and urged peace groups to send them to members of Congress and the president stating "Peace and Trade among all nations."

This exhibit is very thought-provoking, a historical treasure of art, and should be seen by all people who appreciate art and the working class. Its political aspect is far beyond my comprehension. However, I find that it is an avenue in which to access the history of that period in which he lived. It shows how his life progressed in spite of, and because of, the circumstances he and his family were in. It captures his sensitivities, views, and outlook on our country from his perspective as an immigrant. It makes me appreciate the time we live in now and the struggle and sacrifice of those who came before us.

— Regina Vargas, Local 10

Victor Arnautoff and the Politics of Art

September 13-December 12, 2017

Labor Archives and Research Center
San Francisco State University
J. Paul Leonard Library, Special Collections Gallery
1630 Holloway Ave., 4th Floor, Room LIB 462

Gallery Hours:
Monday-Friday, 1-5 pm or by appointment

Exhibition Program

December 5, 2017, 5:30 - 7:00 pm
Featuring Gray Brechin, author and
founder of the Living New Deal

Co-sponsored by
Friends of the J. Paul Leonard Library
and SFSU Retiree Association

Free and Open to the Public

Alaska Longshore members and pensioners meet in Anchorage

Alaska's Longshore Division Caucus and the All Alaska Pensioners Group Convention were both carefully coordinated to meet during the same week in early October in Anchorage.

Delegates from both organizations came from across Alaska to converge on the "largest city of the last frontier" with the goal of connecting the younger members of our Longshore Division with Pensioners to better understand how both groups can be valuable resources to help the ILWU grow.

Delegates from the Longshore Division and Pensioners Group were honored by two special guests who attended both events: International President Robert McEllrath and Pacific Coast Pensioners Association (PCPA) Vice-President Lawrence Thibeaux.

The All Alaska Pensioners Group (AAPG) Convention was a historic event on all accounts. With the help of our International union and the Pacific Coast Pensioners Association,

the All Alaska Pensioners Group is off to an excellent start. This was their first Convention, and several organizational cornerstones were laid, including the adoption of a Constitution, By-Laws, and election of officers.

Alaska Longshore Division Caucus Delegates were given an agenda full of challenges to tackle, and they rose to the task. One focus was our continued effort to strengthen political action work through our Alaska District Council that involves a cooperative effort with ILWU Local 200 and the Inlandboatmen's Union Alaska Region.

Longshore delegates at our Caucus meeting represented 14 Ports within the state. We discussed numerous motions and resolutions submitted from all areas of Alaska that addressed growth we expect in our shipping and cruise ship industries.

We were fortunate to have Pensioners attend our Longshore Division Caucus. We also had members of the Caucus who recently returned from ILWU Canada's "Young Workers Conference" that was held in Van-



ILWU Up North: Officers from Alaska's Longshore Division at the groups convention held in Anchorage in October. (L-R) Southwest Area Representative Jeff Hancock, South Central Area Representative Sonya Travis, Secretary-Treasurer Darryl Tseu, Southeast Area Representative Dennis Young, Vice President Randall Baker and President Chuck Wendt with ILWU International President Bob McEllrath.

couver, BC. Combining the wisdom and experience of olde rmembers with the energy and enthusiasm of younger members is a key to energizing the ILWU for generations to come.

We also discussed the Arctic Seaway which involves shipping routes through the Northern Passage. Once considered a pipe dream, this possibility is quickly becoming a reality due to global warming and climate change. This change will affect both shipping and cruise ship industries throughout the state. Help from the Young Workers and Pensioner groups up and

down the West Coast will make it possible for us to work with leaders and members of our union to embrace this future, visualize new growth and take advantage of opportunities to organize more workers and capture new work in Alaska.

What was said on the docks of San Francisco, Seattle and Portland as far back as the 1880's during Alaska's Gold Rush, is still relevant today: our collective futures lies "North to Alaska!"
— Darryl Tseu, Secretary-Treasurer, Alaska Longshore Division

IN MEMORIUM



Bob Forrester, former Southern California IBU Regional Director

which marked the beginning of his lifelong path of union activism.

In 1951 he was drafted to serve in the Korean War and served two years in the Army. Forrester went back to sea for several years, then settled in the LA Harbor area. In 1957 and went to work for United Towing, where he was elected to serve a total of four years as "Patrolman" for the Inlandboatmen's Union in their Southern California Region. Forrester was also elected to the IBU's Regional Executive Board where he served as Chairman from 1975-1981.

In December of 1981, Forrester was elected by his co-workers to serve as Regional Director for IBU members in Southern California, where he continued to be elected until retiring in December of 1993. He supported union political action drives and efforts to hold elected officials accountable by serving as Vice President of the ILWU's Southern California District Council for three years. He was also among the group of union leaders who helped form the Los Angeles/Long Beach Harbor Labor Coalition, where he served as Secretary-Treasurer from the group's founding in 1979 until his retirement.

By the time he retired, Forrester had accumulated a long record of organizing and advocating that helped union members win better pay and improve working conditions on bunker barges, tugboats, ferries and water taxis that operated in Southern California.

Forrester took labor law classes at Loyola Marymount University to become more knowledgeable and effective union Trustee, responsible for managing and improving pension and medical programs for the membership. Forrester also studied labor history and was eager to share his knowledge.

He believed that helping workers to organize and join the union was an essential task for union leaders, and he was personally involved in countless organizing campaigns around the harbor area for more than three decades.

When Forrester retired in 1993 at the age of 65, he moved with his wife Candie to Port Angeles, WA, on the beautiful Olympic Peninsula.

Looking back, Candie recalled her husband expressing frustration as a young union activist because the IBU was then affiliated with another union that Forrester felt was undemocratic

and disrespectful of the rank-and-file. The decision to affiliate instead with the ILWU was something he and IBU President Don Little both enthusiastically supported and encouraged.

Candie noted her husband's "incredible work ethic" and said, "he went six years without a vacation because he felt there was always a contract to settle or negotiation that required his attention."

"Bob could have earned much more money and had a much easier life if he would have remained a rank-and-file member instead of becoming an elected leader, but he insisted on helping other workers, especially young people, whether it was getting them more involved with the union or turning them away from drinking or drugs," said Candie.

In addition to his wife, Forrester is survived by his three children from a previous marriage, Billy, Peggy and Paul Forrester; his grandsons, Heron, Jubal, Kyle, Ira, Daniel, Ian, Joshua, Dylan; granddaughter Sadie Lynn Miller; and two great-grandchildren, Presley and Emmylou Miller; his stepson Shawn Brennan and their children, Aaron and Cassidy; his sister Rindi Elster; plus, eight nephews and a niece.

William "Bob" Forrester, former Southern California IBU Regional Director and lifelong fighter for democratic, worker-led unions, passed away on July 11 at the age of 89.

Forrester was born on February 14, 1928, into a family of five children raised in East St. Louis, Illinois, a city with a history of militant labor actions and bitter racial conflict. He joined the Merchant Marine at the young age of 16 and was trained on Catalina Island off the coast of Southern California. By the time he was 19, Forrester was elected by his peers to be a ship delegate for the National Maritime Union,

The ILWU & Maritime Labor Alliance support Puerto Rico

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These vessels alone are now bringing in more supplies than can be distributed ashore. Other U.S.-flag commercial vessels are available as are over 60 government-owned reserve cargo vessels that can be called into action and fully operational within 72 hours.

3. If a shortage of available shipping hinders relief efforts in the future, the undersigned organizations will fully support a temporary Jones Act waiver.

4. Spreading falsehoods about the Jones Act is harmful to the economic and military security of the United States. The Jones Act facilitates regular, reliable shipping services between the Island and other

U.S. ports and at the same time promotes jobs for Puerto Ricans and other Americans while safeguarding the United States shipbuilding industry and merchant marine in times of peace and war.

We, the undersigned organizations, pledge our solidarity with the people of Puerto Rico, many of whom are in our ranks.

The statement was signed by International President Robert McEllrath of the ILWU; President Kelly Anderson of the American Radio Association; President Alan Coté, of the IBU; President Harold Daggett of the ILA; President Marshall Ainley of the MEBA; and President Don Marcus of the MM&P.

IN MEMORIUM

Hanafi Rustandi: global seafarere advocate

When dockworkers and seafarers gathered at meetings of the International Transport Workers' Federation (ITF) to improve working conditions in their industry, Hanafi Rustandi was likely to be there.

The 72-year-old union leader died in Tokyo while attending a union meeting this past spring.

Rustandi was President of the Indonesian Seafarers' Union, known at home as the KPI (Kesatuan Pelaut Indonesia). He also served as Chair of the Asia Pacific Region for the ITF.

A key step in his effort to raise regional labor standards came several years ago when Rustandi formed an alliance with the Maritime Union of Australia (MUA), Maritime Union of New Zealand (MUNZ) and Papua New Guinea Maritime and Transport Work-



er's Union (PNGTWU). He also sought to include workers from East Timor and throughout the East Indies.

ILWU Vice President (Mainland) Ray Familathe worked with Rustandi over the years and recalled him as being "a tough fighter with a great sense of humor who did much to improve conditions for Indonesian maritime workers." He noted that Ustandi's passing has come at a time when regional standards are under attack, such as the effort to roll back cabotage rules in Australia that provide good jobs for local seafarers.

TRANSITIONS

NEW PENSIONERS:

Local 8: Laurence J. Thibedeau; Wilfred H. Luch; Steven S. St John; Ronald L. Huseman; Dorothy K. Perkins; Dan L. Curtis; **Local 13:** Juan Chavez-Manriquez; James V. Tardio; William C. Kavanaugh; Pedro M. Avila; Michael J. De Sisto; Guillermo S. Perez; Donald K. Duncan; Robert E. Honsberger; Jack A. Cvitanich; Michael A. Flores; Raymond B. Stein; **Local 19:** Love V. Fields; Dean E. Lawrence; **Local 21:** David M. Loiselle; **Local 23:** William K. Roberts; Lawrence J. McDonald; Dan J. Davidson; **Local 24:** Paul D. Godfrey; **Local 52:** Marco V. Sabbatini; Phillip L. Curtis; **Local 63:** Leonard Gutierrez; Christopher M. Salazar; Kenneth R. Campbell; Cathy L. Rogers; Harrison Gravett; Julie A. Brown; **Local 75:** Carolyn J. Kelly; Earl Long; **Local 91:** Craig Bagdasar;

DECEASED PENSIONERS:

Local 7: Richard M. Lindquist; **Local 8:** Gail D. Cyphers; Raymond A. Burk; Joel W. Campbell (Janice); **Local 10:** Johnnie Baker; Robert E. Hansen; Jacob Pacheco (Mary); **Local 13:** Harry W. Nelson; Nick A. Matich; Eric R. Ballantyne; **Local 19:** Robert E. Rogers; Gary E. Johnson; **Local 29:** William G. Meza; **Local 32:** Burleigh D. Snyder; Pete S. Cupic; **Local 50:** Lloyd Nikkila; **Local 52:** Marvin B. Almaas (Diane); **Local 75:** Ranford W. Beatty (Yukie); **Local 91:** Caliph Brown Jr; **Local 94:** Marcelo Stame;

DECEASED SURVIVORS:

Local 8: Gwendolyne L. Olson; **Local 10:** Geraldine Ussery; Evelyn A. Pickerrell; Beverly J. Pozo; **Local 13:** Josefina R. Amaro; Tita P. Vargas; Josephine Synsteliem; **Local 23:** Juanita A. Guinn; **Local 32:** Ina M. Smith; **Local 34:** Mary A. Mc Coy; **Local 52:** Betty F. Farnan; **Local 63:** Berta M. Miller; Carolyn M. Weeks; **Local 75:** Elisabeth Welty;

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.

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Alaska Pensioner Group is growing: The All Alaska Pensioners Group has grown quickly during the past year with a membership that now totals 138. The group's officers held a small convention on October 4th in Anchorage where they were joined by Bay Area Pensioner President Lawrence Thibeaux, who attended on behalf of the Pacific Coast Pensioners Association. Also joining briefly was ILWU International President Robert McEllrath, who was already in town to attend the Alaska Longshore Division's convention that was held on the same weekend in Anchorage. (L-R) International President McEllrath, Alaska Pensioners Secretary-Treasurer Pete Danelski, Pensioners President W.C. "Peewee" Smith, Pensioners Vice-President John Bush, Bay Area Pensioners President Lawrence Thibeaux and Alaska Longshore Division President Chuck Wendt.



Everett tradition: Everett pensioners and spouses enjoyed another great annual picnic last July hosted by Ken and Arlene Casperson, in Arlington, WA.

"We always enjoy hosting members of our ILWU family," said Ken, "and we're grateful to be celebrating retirement with so many friends that we've known over the years."

"This event takes some work, but our reward always comes from seeing old friends, sharing the latest news, and breaking bread together," said Arlene. Several Everett pensioners expressed how much they appreciated the Casperson's opening their home to everyone, and that it exemplifies the kind of unity and solidarity that has helped make the ILWU strong. Ken and Arlene are in the front row, second and third from left

Editor's note: This photo had been scheduled to run in previous editions of The Dispatcher, but was delayed due to last-minute space requirements. We apologize to Ken, Arlene, and the Everett Pensioners for the delay.