



THE DISPATCHER

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Neither rain nor the watchful eye of sheriff's deputies and Kalama Export (KEX) security could dampen the spirited march and rally in support of KEX grainhandlers on Nov. 8. More than 300 ILWU members and supporters traveled from as far away as the Puget Sound, Columbia River, and Northern and Southern California to show strong ILWU solidarity. KEX grainhandlers, who are members of Local 21, are three years into negotiations with their employer, Pacifcor, which also owns the Columbia Export Terminal in Portland. Several KEX workers and their family members took a moment at the end of the march for a group photo. Top row, from left to right: Seth Barnhart, Lance Paul, Vince Meyer, Steve Utter Jr., Mark Boultinghouse, Ron Nelson, Alexis Nelson, Micah Brennan, Dustin Satcher, Tom Sager, Brandon Hendrick. Bottom row, from left to right: Mike Boyd, Larry Barnhart, Korbin Utter, Landon Utter, J.J. Burkey, Pat Brennan, Dave Thomas, Colton Aschoff. Present but not pictured: Tim Hansen, Brian Grimes, Matt Aschoff, James Shimer, Chuck Knighten, Gary Gates.

ILWU Members from West Coast Ports Travel to Support KEX Grainhandlers

More than 300 ILWU members from ports up and down the West Coast led a spirited march through a chilly Northwest rain on November 8 to make their voices loud and clear at the gate of Kalama Export Company (KEX). They shouted their demand in unison:

What do we want?

Equal benefits!

When do we want them?

Now!

The "benefits" means the security of the ILWU-PMA pension and welfare plan. Ironically, the company that owns KEX already provides these benefits – but only to workers at one of the two grain export facilities that it owns on the Columbia River.

Pacifcor, a joint venture of some of the world's most powerful companies, owns KEX at the Port of Kalama,

Washington, and also owns Columbia Export Terminal (CET) 50 miles upriver at the Port of Portland, Oregon. Workers at the Portland terminal receive ILWU-PMA benefits, but workers at the Kalama terminal cope with an inferior health plan and a 401(k) account that offers no guarantees of long term retirement security.

"It's not right that the same employer has one standard for its workers in Portland but another for its workers in Kalama," said Local 21 President Billy Roberts.

"The work is the same, the hazards are the same, and the need for family health benefits and retirement security are the same," said Roberts. "But the employer has refused, for three years at the negotiating table, to meet the industry standard on benefits. KEX needs to meet the same standard for its grainhandlers in Kalama as it already does for its grainhandlers in Portland."

Local 21's support on Nov. 7 was unmistakable in a small town like Kalama: 300 Longshore workers chanted their message along the

railroad tracks that led to KEX gates, and they gathered at KEX in bright orange shirts that read, "ILWU Grainhandlers United for Equal Benefits for KEX Workers."

About 100 of those ILWU members traveled from as far away as Tacoma and Seattle to the north, and San Francisco, Oakland, Los Angeles and Long Beach to the south.

Elected officers from the ILWU International Headquarters and other West Coast ports took to the mic to urge Pacifcor to meet the industry standard at KEX. International Vice President (Mainland) Ray Familathe, International Secretary-Treasurer Willie Adams, and Coast Committeemen Cam Williams and Frank Ponce De Leon all boosted the crowd with powerful messages of solidarity from the Coast Longshore Division.

"Pacifcor's representatives have flat-out refused to consider the union's demand that the employer provide the same benefits in Kalama as they do in Portland," said Cam

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LETTERS TO THE *DISPATCHER*

Dear Editor,

I'd like to suggest a few additions to the excellent article by Local 10 member Regina Vargas about the artist Victor Arnautoff (November 2017 *Dispatcher*, page 6).

The article's introduction mentioned that Mr. Arnautoff had a son, Jacob, who became a member of Local 10 during the 1960's and later transferred to Local 19 in Seattle. This is true, but he also had an older son, Vasily, who became a longshoreman earlier, in 1959, when both of us were on the "B" list. We eventually became partners and close friends.

Victor was not forced to leave the country. He and his wife lived in Colma. One evening they were out for a walk when a car jumped the curb and struck Victor's wife. She died in 1961 as a result of those injuries.

The death of his wife and increasing persecution by the F.B.I. against Victor and other political activists, were all factors in his decision to return to his birthplace in the Soviet Union in 1963, where he remarried and was later visited by his son before dying in 1979.

Steve Parun
Local 91, retired

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ILWU Members from West Coast Ports Travel to Support KEX Grainhandlers

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Williams, Coast Committeeman. "Our message to Pacifcor's executives at Gavilon, Marubeni and ADM is to return to the negotiating table and reach an agreement that meets the very simple demand of providing equal benefits at both facilities."

Pacifcor is a joint venture including:

- Japan-based Marubeni (doing business as Gavilon)
- Japan-based Mitsubishi
- US-based Archer Daniels Midland

The other Northwest grain elevators that provide ILWU-PMA pension and welfare benefits are Columbia Export Terminal (CET) in Portland, Export Grain Terminal (EGT) in Longview, Louis Dreyfus Commodities (LDC) in Portland, Louis Dreyfus Commodities (LDC) in Seattle, TEMCO in Portland, TEMCO in Kalama, TEMCO in Tacoma, and United Grain Company (UGC) in Vancouver, WA.

Ownership of what is now the KEX terminal has changed hands

several times over its 3-decade history. The workers at the terminal originally entered the union with an affiliated agreement, and are fed up with the employers' substandard benefits.

The local newspaper, The Daily News, wrote a lengthy article about the march and noted that "dockworkers overwhelmingly rejected a previous company offer."

"The grainhandlers at KEX have the support they need to stand strong," said Williams.



Proud Local 4 family member: Jameson McEllrath enthusiastically carried his own weight – perhaps literally – at the Nov. 8 rally to support Local 21 members at KEX. Introducing himself to many of his 300 fellow marchers, Jameson borrowed KEX worker Pat Brennan's picket sign and made his support clear.

Union women honored



Honorees: Among those honored at the Working Class Women's Luncheon were (L-R): Robin Ladnier of Ironworkers Union Local 433, Sherrie Ellis Sanders in memory of her mother Dolores Ellis who was a longtime leader of Federated Auxiliary #8, Tina Spittle from the ILWU Southern California Pensioners Group, Kelly and Glyness Ellis in memory of their mother Dolores, Melissa Spinelli of Millwright's Union Local 1607, Honorary ILWU member Jackie Cummings of the ILWU-PMA Alcoholism/Drug Recovery Program, Judith Dominello Ardrone of Marine Clerks Local 63 and Valerie Zaks of Local 13.

Seven women were honored for their service and leadership to the labor movement on November 19 at the Harry Bridges Institute's 16th Annual Working Class Women's Luncheon in San Pedro.

Over 200 family members, friends and ILWU officers attended the event,

including International Vice President Ray Familathe, Local 13 President Mark Mendoza, Local 26 President Luisa Gratz, and Pacific Coast Pensioners President Greg Mitre.

Local 63 Marine Clerk Judy Ardrone was one of the honorees. She came from a union family and said, "My Mom told me when I was 8 years old to get a union job with

a pension and benefits. Help your brothers and sisters learn the job whenever asked."

Honoree Jackie Cummings recently retired as Southern California Program Representative for the ILWU-PMA Alcoholism/Drug Recovery Program. "Little did I know when I began shooting heroin at age 20 that I would one day retire from

the best job in the world and receive this recognition at the Harry Bridges Institute's Annual Working Class Women's Luncheon." Cummings' nomination resulted from her efforts to help hundreds of longshore workers and their families turn-around lives that were going in the wrong direction. "There is nothing like the

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ILWU and International Transport Workers Federation (ITF) help crewmembers stranded in Seattle

West Coast ITF Inspection Coordinator Jeff Engels was beginning what he thought was a routine day on November 7th, when a call came from a surprising source: a tugboat captain responsible for two vessels in Seattle asked if anything could be done to help his 12 crewmembers from Mexico and Panama who had been stranded without pay for months and were running low on supplies.

Engels quickly changed his plans and drove to a scruffy boat yard on Lake Union where he'd heard that old vessels were sometime sent to die. Inside the yard he found the two vessels with Captain Isidoro Revelo and twelve crewmembers who were eager to talk. They explained that they had been flown-in from Mexico and Panama to work on two old tugs; the Nakolo and Pacific Challenger.

Engels was pleased to discover that all the seafarers were highly skilled and well-trained, but he was puzzled about why the tug-owners had hired foreign seafarers to work on U.S. registered vessels. He was worried this might be a violation of the Jones Act, a law passed in 1920 to ensure that ships operating between U.S. ports are staffed by U.S. citizens serving on U.S.-built vessels that follow U.S. labor laws. For the moment, Engels set aside those concerns in order to focus on the care and feeding of the unfortunate seafarers who said they had been abandoned.

After notifying ITF headquarters and fellow inspectors about the case, he approached the problem in two steps. First, he wanted to determine who owned the vessels and who would be responsible for paying the crewmembers. He discovered that the old tugs had once been part of a fleet owned by a subsidiary of the Kirby Corporation, a large marine service company that says it operates "the nation's largest offshore tank barge fleet." But Kirby no longer owned these two vessels, which was clear when Engels obtained a bill of sale showing the new owners to be "BNT Funding Group, Incorporated," in Great Neck, New York. This information was only part of the puzzle, because the seafarers had each signed "seamen's personal contracts" that didn't mention "BNT Funding," but another outfit listed as "Discount Marine Supplies, Limited," in Seattle.

While Engels struggled to solve the ownership puzzle, he also placed some phone calls that got immediate results. Local 19 President Rich Austin, Jr., and Local 23 President Dean McGrath were both contacted by Engels as they were preparing for the monthly stop-work membership meetings held on the second Thursday of each month. An announcement to the membership a few hours later at the Local 19 meet-



SOS: Abandoned crew members display a banner aboard their tugboat in Seattle that explained their plight.

ing resulted in a hat being passed that quickly raised over \$1200 in cash. Local 23 members responded similarly by unanimously adopting a motion that authorized funds for the stranded seafarers. Presidents Austin and McGrath then made arrangements with Engels to meet the next morning at the boatyard to distribute funds and supplies. As promised, Austin arrived early Friday morning to help unload a van full of supplies and distribute \$50 in cash to each of the seafarers. McGrath arrived with a dozen \$100 gift cards, providing one to each crewmember. Together the two longshore locals contributed \$2500 in cash and supplies. Engels also contacted the Mexican Consulate which assigned lawyers to help with the case. Seattle's Seafarer Center also pitched-in to help deliver groceries for the crew. Additional offers of assistance came from the ILWU's Marine Division, the Inlandboatmen's Union (IBU), with President Alan Coté and Regional Director Peter Hart offering to help in any way needed.

With the crewmembers now feeling more secure and confident with their emergency funds and food supplies, Engels turned his full attention to identifying who was responsible for hiring the foreign crew and paying months of back wages owed. The digging paid-off when Engels finally located a "vessel manager" who said he was responsible. The man appeared to be a Russian citizen and said he was representing Discount Marine Supplies, but the back pay did not materialize immediately. During the next 48 hours, Engels continued to mobilize and organize pressure until the com-

pany finally agreed to pay all the back wages owed to each crewmember, plus airfare to fly each one back home. The back wages payout totaled \$99,612. After confirming that everyone had been paid in full, the next hurdle was to insure that the crew could fly home without being detained because the employer failed to renew the men's work visas. An immigration attorney donated her time, allowing the crew to leave Seattle early in the morning of November 15th. Engels said "good-bye" to the crew and captain, sending them off with solidarity farewells from the ITF and ILWU.

Follow-up

After the crew left, Engels contacted the Coast Guard to inquire whether the incident involved a violation of the Jones Act. The Coast Guard is investigating whether foreign seafarers can legally be hired to perform repairs on a laid-up, U.S.-flagged vessel in American waters that the owners intend to "re-flag" from the U.S. to Belize. Vessel owners typically use a "flag of convenience" in order to avoid complying with U.S. labor laws. The Dispatcher will provide an update when new information is available.



A little help from friends: Local 19 President Rich Austin Jr, (front) and Local 23 President Dean McGrath delivered food and supplies to the crew to tide them over until ITF inspector Jeff Engels was able to secure the wages they were owed and transportation for them to get back home.

Volunteers help members change for better lives

Each year, volunteers from different West Coast regions gather and receive a “thank you” for donating their time and effort to help fellow union members who are struggling to be free from alcohol and drug abuse. The volunteers all participate in the Alcoholism and Drug Recovery Program (ADRP) supported by the ILWU and Pacific Maritime Association (PMA).

This year’s Bay Area event featured a wide range of guest speakers and discussions that covered addiction, medical research, treatment programs and more.

Most of the volunteers have firsthand experience with what it takes to kick a life-destroying habit, and they’re willing to talk openly about their struggles to stop using substances and behaving in ways that cause problems at home and work. They say it’s all part of being honest about who they are, and a good way to help connect with others who are suffering from the same problem they once had.

“I’ve been clean and sober for 29 years, but it was a struggle to quit then and it requires a constant effort to stay clean,” said Norman McLeod, who’s now retired but remains active in the Bay Area Pensioner’s Club in addition to his ADRP volunteering. “I want to help everyone, especially young people, avoid some of the mistakes we made by getting into drinking and drugs.”



Caring Community: Among those attending the Bay Area ADRP Annual Coordinators Training in November were (L-R) John Castanho, Northern CA Representative Hunny Powell, Eric Linker, Eric Bowden, Ernie Aguayo, Sally Bowden, Bill Aviles, Shirley Aviles, Eric Sanchez, James Curtis, Henry Pellom, Herbert Burnley, Benefits Plan Office Manager Mario Perez, Tyrice C. Powell, Geoffrey Simpson, and Norman McLeod, (not shown but participating were Timothy Hughes, Stanley Scott, Steve Antunez and Larry Thomas.)

Coast Benefits Specialist John Castanho offered some historical perspective that received nods of agreement from many in the room. “Earlier generations of longshore workers, including some in my family, thought that alcoholism was just a normal part of work. That’s changing, thanks in large part to the work done by the ADRP Coordinators and volunteers like you.”

The ADRP program resulted from steady membership pressure that built over the years, beginning in 1956 when the issue was first debated openly at a Longshore Caucus meeting. The PMA and ILWU started a trial program in 1964 after arbitrator Sam Kagal asked the union and management what they were doing to help workers with addiction problems. Some locals, including 10, 13 and 21 had experimented

with their own programs, but it wasn’t until 1980 that the ADRP was formally established to provide intensive help for all members.

“We’re the best place to get help and information without feeling judged or jeopardizing your job,” said Hunny Powell, who now coordinates the Bay Area ADRP and was once a substance user herself. “Back then I called George Cobbs for help and it changed my life,” she said, referring to the former ADRP leader who passed away in July, 2017.

Thanks to the pioneering efforts of Cobbs, Bill Ward, Ed Torres, Chick Loveridge and many others, the ADRP today helps hundreds of people get clean and sober each year up and down the coast. Mario Perez from the ILWU-PMA Benefit Plans Office reported that 247 claims for alcohol or drug treat-

ment were processed by his office last year. Most of those involved first-time treatments, but members who need a second, third or even fourth chance to enroll in a high-quality residential treatment program are able to get help to recover.

In addition to the formal treatment programs, ADRP volunteers provide a daily lifeline of support and encouragement for dozens of co-workers who they contact each week.

“We have an impressive network of people who are trained and ready to help around the clock,” said Powell. “Our program is based on people who have been there, done that, and know what it takes to put the problem behind you – one day at a time. It starts with a phone call, and I look forward to hearing from more people who want help.”



“My mom was single and just 16 when she had me. I lived at 20 places in San Francisco by the time I was 12. I was exposed to drugs early and experimented recreationally, then eventually became addicted. It makes you feel so isolated. The world shrinks and you stop becoming social. I needed substances to cover up deficiencies. I always worked as a kid and became a Teamster, but almost lost my job after getting a DUI and using more drugs. My boss helped me get me into a program and I went to meetings for a year. I relapsed once in ‘88 but finally realized this was no way to be, so I got clean for good in ‘91. Now I enjoy doing service in the trenches that doesn’t require a title.”

Eric Sanchez
Local 10 member

“I was raised to think you could make problems go away just by ignoring them. I watched my father-in-law die of alcoholism. Now my own son struggles with the same disease, so I know what’s involved. I’ve been volunteering with the ADRP program for almost 8 years because I really like helping people. This program has taught me how to be more open, honest and able to express my feelings. I’ve got tools to help people, but they have to be ready to help themselves. I’m concerned, ready and willing to help – but no longer blame myself or keep asking ‘what did I do wrong?’”

Sally Bowden
Local 75 Executive & Safety Board



“My dad had a drug problem until he got clean in ‘83. I was using when I was 18 and joined the Army in ‘79 because the recruiter convinced the D.A. to dismiss charges against me, but I just took my problem into the military. I had a wife and two sons but still kept using. My company commander urged me to try a program that helped me stay clean for 100 days, but I used again and was discharged in ‘87. My dad helped me finally get clean after I saw him work with addicts of all kinds, in our union and on the streets of the Tenderloin. Now I’ve been clean since ‘88. I’ve been visiting the jail and San Quentin for 27 years to help others with their recovery, and volunteering to help members of our union for the past 25 years. In order to keep what we have, we must give it away, and continue to stay on the path.”

Henry Pellom III, “Gloveman”
26 years at Local 10; joined Local 34 in 2015

ILWU disaster relief team provides solidarity and assistance to communities in Puerto Rico

When Hurricane Maria struck Puerto Rico on September 20, it left millions of Americans on the island without access to clean water, food and electricity. After hearing news reports of the devastation and humanitarian crisis – and slow response by FEMA to provide emergency relief – ILWU Local 23 members were moved to action.

The ILWU is no stranger to disaster relief. In the past few months alone, ILWU members in the Pacific Northwest and California have donated money, supplies, and time to assist those impacted by wildfires in Oregon and California. The ILWU has always been quick to send financial assistance from the union’s disaster relief fund when tsunamis, earthquakes and other disasters harm working families and communities around the globe.

Local 23 President Dean McGrath reached out to Tote Marine to see if they would be willing help support a relief mission to aid Puerto Rican families. McGrath was familiar with Tote’s regular service from Tacoma to Alaska – and he also knew they operated a run from Jacksonville to Puerto Rico, and were familiar with servicing remote communities.

Tote immediately agreed to help. They covered most of the transportation costs for the relief crew and equipment. Ports America donated four generators and four chainsaws; WCTS donated six cordless hand drills. Local 23 voted to provide financial assistance for the delegation. A total of 9 ILWU members went on the relief mission: six members from Local 23, two members from Local 21 and one member from Local 19. Each member of the delegation came prepared to camp for the eight days during their relief effort and brought their own food, water and other supplies. The delegation members included Local 23 President Dean McGrath, Local 23 members Arturo Guajardo, Arch Chaney, Benson MacForrest, Steven Conde and Derek Phill; Local 22 members Craig Brix and Scott

Hopson; and Local 19 member Jennifer Haynes-Borden.

“This was the most amazing experiences I’ve ever been a part of and also the most difficult thing logistically I’ve ever tried,” said McGrath. “Something like this helps build solidarity in the local. You get to work closely, side by side with your union brothers and sisters in a way that you don’t on the job. On the docks, we are all stuck in a piece of equipment. Here we are working together, shoulder to shoulder, like the old days.”

McGrath said he tried reaching out to labor unions and aid groups that ILWU members could join to coordinate their efforts. He eventually found a group of military veterans called the Warfighter Disaster Response Team (WFDRT), who were already in Puerto Rico providing aid on the ground and welcomed the ILWU team to join them.

The Afghanistan and Iraq combat veterans formed WFDRT after Hurricane Harvey struck Houston. Their mission was to utilize skills and training they had acquired while on active duty to help those affected by natural disasters or other emergencies.

The ILWU relief delegation set up base at the Port of Mayaguez on the Northwest side of Puerto Rico. They worked with WFDRT to distribute food and water to isolated villages and communities. They distributed as many as 8,000 meals a day.

“As longshoremen, we move cargo. We don’t own the cargo, nor do we own the businesses that ship the cargo,” said Local 23 member Benson MacForrest. “We are labor, and one thing Labor does well is take care of their people. That’s what we came to Puerto Rico to do.”

Another project that ILWU members took on was at the Dr. Juan A Rivera Mayaguez Zoo, where they cleared debris and fallen trees at the zoo. The three ILWU diesel mechanics that were a part of the delegation helped get the zoo’s Caterpillar generator running to restore power there. They discovered that after 15 years without being used, the generator’s control panel was not operating



Photo by Benson MacForrest

ILWU ambassador: Arturo Guajardo’s Spanish speaking skills were invaluable to the ILWU team. He helped to make contact with residents daily and explain what they were doing. This helped make sure assistance got where it was needed.

properly and had to be replaced. After the ILWU team left Puerto Rico, they worked with Caterpillar to secure a replacement. Caterpillar donated the part and shipped it for free to Puerto Rico. The generator is now up and running.

“The Zoológico Dr. Juan A. Rivero recognizes the ILWU team for their selfless sacrifice in the recovery efforts,” said zoo officials in a recent statement. “This team was instrumental in the removal of trees that had fallen in difficult places and in difficult conditions that were extremely dangerous to remove. All of which the team did successfully, with no injuries because of a professional standard is rarely seen in the workforce.

“After the team had left the island, Arch Chaney and Dean McGrath, along with the team and their supporters continued to aid us in our mission. The team was instrumental in getting the Zoo a badly needed part for our Caterpillar Generator. This incredible fortitude by the union members reflects great credit upon themselves, their community, the International Longshore Warehouse Union, our great nation and humanity in general.

“The situation of the zoo is the reflection of the island where communities had to empower themselves to be able to provide basic needs. There are volunteer heroes like you who do not shy away leave a legacy and make this a better world.”

Daily journal: ILWU in Puerto Rico

Local 23 member Benson MacForrest was tasked with photographing and documenting the relief efforts. He made daily reports and posted them in the public Facebook group: ILWU Solidarity in Puerto Rico. Below is an excerpt from one of his reports.

Wednesday

The team had been told about a special case that merited attention. A woman who lived in the hills near Rincon was caring for her disabled son all by herself, and while her house had weathered the storms well, the power was still out. A team went to check it out and confirmed that she was deserving of a visit.

The Longshoremen team had been given four generators by sponsors, and we decided to take one of these up to her, along with other supplies. We packed up the gennie, a can of gas, bottled water, boxed food, tarps, hygiene supplies and a water filter.

Arturo and Nesky went to introduce themselves. They explained who we were and why we were there.. Her name is Gloria, and her 28-year-old son, Emanuel, was there in his bed in a back room. It was a small house by the standard of the rest of the neighborhood, made of concrete, with one of the characteristic flat patio roofs one often sees all over Puerto Rico. Emanuel lay in his bed, under a blanket, with a battery powered radio above his head to listen to.

He seemed comfortable and in no distress. He was not able to vocalize anything except “Mama”, and it was clear he could not lift himself up on the pillows or arrange himself on the bed without help. He was obviously completely dependent upon her for his care and needs.

We brought in all the supplies and unpacked the bags and boxes with Arturo and Nesky explaining what it all was. Arturo got the generator out of the box. They fueled it and primed the system. They showed her how to start it, how to switch it over to economy running and properly maintain the generator.

She said that she was very grateful for the help we brought and that she could not believe that anyone cared enough to do this for her. As we gathered up to leave, she insisted on hugging all of us, one by one.

That evening was our last, and the WFDRT insisted on taking us out to dinner, but before we could get assembled to leave, a local doctor showed up. The team had given him a supply of baby formula for him to give to his needier patients a few days back. Now the doctor was back, but this time it was his turn to give. He brought with him three ladies from a local church, and they brought with them several pans of lasagna, and one of candied plantains. They wanted to say thank you to this team of veterans who were working so hard to help the people the community.

This team excels at making friends. That may be the biggest reason they succeed here in Puerto Rico. You can’t do anything on an island like this unless without the support of the people who live here, nor should you try to. A big governmental agency like FEMA doesn’t know how to make friends and hasn’t been given the flexibility to do it. These people started out making friends from day one, and that has been the real fuel in the engine of their efforts here.

– Benson MacForrest



Photo by Benson MacForrest

Power to the people: ILWU mechanic Arch Chaney helped get the power generator at the Mayaguez Zoo in Puerto Rico running. They then discovered the control panel would need to be replaced. After returning to the mainland, the ILWU team worked to get a replacement part donated and shipped to the zoo.

Labor-community coalition wins “Good Jobs Policy” on Port of Oakland warehouse development project

On November 9, the Port of Oakland Board of Commissioners voted unanimously to approve a “Good Jobs” policy on a new state-of-the-art warehousing complex that will be built on Port property at the former Oakland Army base.

Under the development plan, CenterPoint Properties would construct and manage a 440,000 square-foot warehouse complex. Its tenants would be companies requiring transloading — the process of transferring cargo between trucks, trains and vessels. Port officials said the \$52 million project would be the largest cargo distribution project on the West Coast.

The new jobs policy is the result of 21-months of meetings between community and labor groups including the ILWU, the Port and CenterPoint. It requires living wages, local hire including disadvantaged workers, protections for subcontracted workers, and one of the strongest Ban-the-Box policies in the country.

The jobs policy includes:

- Living wage jobs paying a minimum of \$13.32 per hour with benefits or \$15.31 without benefits, plus an annual cost-of-living increase;
- Fifty percent local hire from the Oakland, Emeryville, San Leandro and Alameda;
- Priority hiring for Oakland’s “flatlands” zip codes adjacent to the Port;
- Twenty-five percent hiring of workers that face barriers to employment such as single parents, former foster youth, veterans, chronically unemployed, formerly incarcerated, or recipients of public benefits;
- A “Ban-the-Box” policy to end discrimination against formerly incarcerated workers that will narrow the scope of background checks and assure transparency;
- Equal protection for subcontracted workers, and limits on the hiring of temporary workers;
- Enforcement of the policy through an oversight body and a legally-binding Cooperation Agreement between the Port of Oakland and the community.

“Community leaders, CenterPoint and the Port demonstrated how large-scale development deals can offer shared benefit to our neighboring community, empower local residents and strengthen our economy,” said Port of Oakland Social Responsibility Director Amy Tharpe. “The goal is to level the playing field and provide community members, regardless of perceived barriers, with priority access to jobs and opportunity.”

Union members and community groups held a rally outside the Port commission before the meeting. There were nearly 100 people in attendance including members of ILWU Locals 6, 10, 34, 75 and 91, and coalition members from the community groups Revive Oakland! and OaklandWORKS.

Local 6 Secretary-Treasurer Christopher Castaing and Local 75 Business Agent Ryan Murphy spoke at the hearing and emphasized that the new jobs created at the warehousing complex should be union jobs.

Construction on the project could begin in early 2018.



ILWU members turned out in large numbers for the rally and Commission meeting to fight for ILWU jobs.



Local 34 Vice President Jeanette Walker-Peoples (left) and Local President David Gonzales attended the rally and Port Commission meeting to support the Good Jobs policy.



Local 6 Secretary-Treasurer Christopher Castaing spoke in favor of the policy at the Port Commission hearing and emphasized need for workers’ wages and benefits to be protected by a collective bargaining agreement.

Solidarity helps brave woman leading trade union struggle in Libya



Nermin Al Sharif at a recent ITF meeting.

A coordinated effort by unions affiliated with the International Transport Workers Federation (ITF) has helped restore travel rights for Nermin Al Sharif, a brave woman who serves as General Secretary for the Dockers’ and Seafarers Union in Libya.

The ILWU is an affiliate of the ITF, along with other docker unions around the world, including Libya’s Dockers’ and Seafarers Union. The ITF undertakes frequent campaigns to help union leaders in other countries who are facing persecution.

Al Sharif is a respected advocate for the rights of workers and women in Libya. She has been threatened with violence in the past and an attempt was made on her life was made earlier this year.

Her most recent trouble came from the Libyan government which detained her and confiscated her passport this fall. Their effort may have been aimed at stopping her from attending a global transport workers’ meeting in Morocco where she was scheduled to speak before 250 union activists, including many women.

In late November, representatives from ITF affiliates launched a soli-

arity campaign to support Al Sharif. The effort mobilized activists in ITF’s global Labourstart network that sent emails to Libya’s representative at the United Nations in New York.

“This kind of solidarity action can make a big difference for trade unionists who work in the trenches and come under attack,” said ILWU Vice President (Mainland) Ray Familathe, who also serves as Vice Chair of the ITF Dockers Section. “We discussed this situation at our November Dockers Section meeting in London, and it’s great to see this result happen when enough of us participate,” said Familathe who joined 6800 people from 140 countries who sent emails. Al Sharif confirmed that the email campaign had a big impact.

“With this mass of supportive messages, the authorities who took action against me had to listen, sit with me and assure me that I am free now,” said

Al Sharif. “The fast response from the ITF family is something that gave me real strength.”

Libya has been wracked by civil war since Arab Spring uprisings led to sectarian power struggles and the downfall of dictator Muammar Gaddafi who ruled the oil-rich nation for 38 years. Gaddafi was killed with support from the U.S. and other countries who intervened with United Nations backing in March, 2011. By October 31, 2011, allied air force operations concluded after flying 26,500 sorties that caused widespread damage and civilian deaths. The chaos that followed led to a second civil war still rages today and has given rise to Isis and Al Qaeda warlords who are among many factions still fighting for control of Libya.

You can join the Labour Start network by going to: <http://www.labourstart.org>

Follow updates on Twitter at #ITFdockers and #ITFwomen

Lewis “Lou” Loveridge: important So Cal union leader passes



Lou Loveridge was an active participant and shaper of history during his ninety years that included a deep commitment to the ILWU and lifelong devotion to trade unionism that ended peacefully on November 16, 2017.

He was born on November 13, 1923 in the tiny community of Jefferson, South Dakota, a farm town located near the Missouri River in the farthest southeast corner of the state. His parents, Paul and Magel, raised their family with Lou and seven other children during the difficult years of the Great Depression, finally moving west to California in search of a better life when Lou was 14.

When the Second World War erupted, Lou and his three other brothers – Fuzz, Chick and Joe – all served in the military. Lou joined the Navy where he became a Gunner’s Mate 2nd Class, assigned to duty aboard the U.S.S. Mactobi, an ocean-going tug that remained afloat until she was finally scrapped in 2012 at Mare Island, Vallejo, CA.

Lou had many loves, beginning with his wife Dorothy who passed in 2000, his daughter Cheryl, and

another daughter Stephanie who preceded him in death. His six grandchildren and eight great-grandchildren were his pride and joy.

Other loves included a large number of pet dogs that he adored over many years; trying his luck at Las Vegas, Laughlin and local race tracks; his beautifully-restored bright-red Mustang; the Rams and Angels; collecting coins and donating to charities; listening to music and enjoying a glass of good wine.

His love for the ILWU and union causes of all kinds was also a deep devotion. Lou and all three of his brothers became longshoremen and members of Local 13. His skills and commitment were recognized by co-workers, who elected him to serve as their Vice President from 1973-74. A few years later he was elected to the top post at Local 13, serving as President during 1978-1979, again in 1982-1983 and a final

term in 1986-1987. He attended Longshore Caucus meetings regularly, both as a member and later as a Pensioner. After retiring from the job but not the struggle, he was elected President of the Southern California Pensioners’ Group.

Three days before his passing, Lou celebrated his 90 birthday surrounded by a group of active Pensioners who brought him a cake. “It was the last thing he ate,” said his daughter Cheryl. While confined to bed for his birthday, Lou expressed “how lucky I am to have the ILWU in my life,” and told everyone that he owed “everything I attained in life to the ILWU Harry Bridges.”

A memorial service was held on December 2 in Rancho Palos Verdes that drew a large number of family, friends, union and community members who came from throughout the region to pay their respects to Lou.

ILWU member launches campaign for Long Beach City Council seat

ILWU Local 63 member and former Long Beach Harbor Commissioner Rich Dines has announced his campaign to win a contested seat on the Long Beach City Council. Dines is hoping to unseat first-term incumbent Stacy Mungo in an election this April 10th, because he says, “she favors business over workers and residents.”

Dines is using his work experience as a marine clerk at the harbor, along with his service as a Port Commissioner, to connect with voters who want to see changes. With 1 in 8 jobs in Long Beach directly related to the Port, Dines believes that he better understands what the community expects from their elected leaders. The 5th District is a predominantly blue-collar residential area comprised of working families on the eastern side of Long Beach that includes the airport.

“During the last 6 years, I worked hard with my colleagues and staff at the Port to improve efficiencies, create new programs and adopt policies that saved the port hundreds of millions of dollars – while creating new jobs that gave preference to local residents and veterans,” said Dines. He also believes the Port is better positioned to compete today and predicts a surge in cargo and job growth in the coming years. “Our city relies on having a healthy port with good jobs and strong tax base that benefits all residents,” he said.

Dines is beginning to outline his vision and program for District 5 residents, where he says the challenges include insufficient funding for police and fire services, along with underfunding for city streets and parks that would benefit from more maintenance. “We need more transparency from city



Running for office: An estimated 100 supporters came to help Local 63 member Rich Dines (center, wearing suit) to kick-off his campaign for Long Beach City Council on November 21. Dines is running to represent District 5 which is currently held by a conservative, anti-union incumbent who has been in office just 3 years. Dines has served two terms on the Long Beach Harbor Commission and says the City Council incumbent is out of touch with voters in the primarily residential area on the east side of Long Beach that also includes the airport. Dines has pledged to “restore a voice” for residents. Attendance at his kickoff event included a wide range of community supporters, plus ILWU members from various Locals, the Southern California District Council, Pensioners and the Auxiliary. The maximum allowable contribution for Long Beach City Council candidates is \$400, and some supporters have already “maxed-out” their donations to Dines. The election is April 8.

hall and an honest discussion with residents about the city’s budget.” Dines believes the city is at a crossroads, saying, “we need to start making good decisions about our future”

Before declaring his candidacy, Dines appeared at an October 4th town hall meeting where hundreds of concerned residents came to express their concerns about a plan that would increase growth and density in the 5th District. Dines spoke up at the meeting and sharply criticized the City’s proposal, putting incumbent Councilmember Mungo on the defensive by noting that the Council failed to oppose recently-passed legislation in Sacramento that may force residents in Long Beach and other cities to accept large apartment complexes in single-family home neighborhoods

“We don’t need the 5th District and the rest of Long Beach to become

one big downtown,” he said, drawing cheers and applause. Dines later noted that his opponent failed to hold community meetings to let residents review the proposed planning changes pending in the 5th District. Councilmember Mungo also ruffled feathers when she was caught trying to silence a woman who spoke up at a public meeting to explain how the new planning guidelines would allow three-story commercial buildings to be built in the predominantly residential 5th District.

Mungo’s support for growth and developers has sparked the formation of two citizen’s group in East Long Beach: the Eastside Voice and Density Watch.

“When citizens come together to form grassroots committees and organizations, it’s a sign that democracy is alive and well in Long Beach, and something that elected incumbents should take seriously,” said Dines.

Councilmember Mungo responded to the growing controversy by falsely claiming that the Long Beach City Attorney had instructed her not to make any public comments about the proposed planning changes. When this proved to be false, she tried to sidestep the issue.

Dines will know by January 12 whether any other major candidates have entered the 5th District Council race. If not, he is likely to be the leading candidate to square-off against Mungo on April 10. If the winner falls short of 50% in April, a run-off will be held on June 5.

“I’m in it to win for the residents of the 5th District,” said Dines who lives with his wife Yolita in the Lakewood Village neighborhood where they own a home. “Working families need a strong voice, and that’s exactly what I’ll do if voters elect me to be their City Councilmember.”



New mega ship: The largest container ship yet to visit a North American dock arrived at Long Beach's Pacific Container Terminal, Pier J, on November 26. The China Ocean Shipping Company (COSCO) "Himilayas" was built in 2017 and can hold up to 14,500 twenty-foot equivalent (TEU) containers.

TRANSITIONS

NEW PENSIONERS:

Local 8: Jeffrey L. Leistiko; **Local 10:** Justin A. Clarke; Manuel C. Alvarez; **Local 12:** Marvin L. Caldera; **Local 13:** George Buono; Raul Castro; George T. Floyd; Robert W. Nunez; Luz V. Uranga; Jesse Cruz; **Local 19:** Curtis C. Cunningham; Christopher Knutsen; George A. Elleby; Bruce W. Werner; **Local 21:** Richard F. Roberts; **Local 23:** William D. Bartholomew; Jonathan F. Karlin; **Local 52:** Steven R. Ramels; **Local 54:** John W. Tatum II; **Local 63:** Virginia M. Cigliano; Manuel L. Ortega; **Local 94:** Barry L. Williby;

DECEASED PENSIONERS:

Local 4: Norman C. Wright; **Local 8:** Roger A. Hecker; **Local 10:** Themis E. Drolapas (Anthula); **Local 13:** Robert R. Miles; Jesse E. Leon; Duncan J. Richey; Jewel Wade; Harry Ponce;

Barbara J. Joseph; Hanson Henry; Wayne L. Jensen; **Local 19:** Patrick V. Brennan; Charles A. Brown; **Local 21:** Gerald R. Hefley; **Local 23:** Phillip C. Staab; **Local 34:** Joe R. Clay; **Local 40:** James F. Harter; Peter E. Mscichowski; **Local 63:** Fernando F. Mosqueda; **Local 94:** Jesus Gonzalez; Richard A. Madalena

DECEASED SURVIVORS:

Local 8: Margaret Hibbard; **Local 10:** Mary L. Wilson; Marjorie Carter; Rose Pointer; Hortence Joiner; **Local 13:** Beatrice Cervantes; Vilma M. Sutlovich; Salome M. Damasco; Christel Skow; Manuela Fernandez; **Local 19:** Wilma J. Leago; Bernice Andrew; Avis R. Bloomer; **Local 23:** Gyda Marie Lord-Haynes; **Local 34:** Sun C. Koerten; **Local 92:** Betty Mae Snidow;

Union women honored

continued from page 2
gratification that comes from being part of the miracle that happens when someone embraces recovery," she explained.

The ILWU Southern California Pensioners Group nominated Tina Spittle for special recognition and Pacific Coast Pensioner President Greg Mitre was on hand to salute Spittle's 20 years of service as Financial Secretary for the Pensioners. Spittle said "I may never have held a union job myself, but I'm union through and through. My grandfather, Anthony Souza and my dad Ralph Souza were both members of Local 13, and my husband Dean Spittle was a member of Local 94. I'm proud to say that my youngest son Anthony Spittle is now a member of Local 13."

Local 13 member Valerie Zaks was honored for her leadership on the docks where she is an ILWU heavy lift instructor – and for helping found the Union Women in Solidarity organization and Facebook group that allows 3,000 union women around the world to share their stories and create new friendships.

Many members of ILWU Auxiliary #8, Including President Ida Tay-

lor, spoke from the stage to praise their deceased honoree, Dolores Ellis. Their union sister was fondly remembered for devoting her life to volunteer organizations, including ILWU Auxiliary #8 where she served as Vice President.

In addition to the five ILWU women who were recognized for their service and leadership, honors at the luncheon were also paid to Robyn Ladnier from Ironworkers Local 433 and Melissa Spinelli from Millwright Union Local 1607.

The afternoon ended with a special announcement from Lorena Lopez, Organizing Director of UNITE-HERE Local 11, who introduced a group of workers from the nearby Terranea Resort in Palos Verdes that recently launched a union organizing campaign to secure fair wages, benefits and respect at "LA's luxury oceanfront eco-resort" where accommodations cost from \$800 to more than \$2000 per night.

Former ILWU International President Dave Arian who now sits on the L.A. Harbor Commission and serves as Harry Bridges Institute President, concluded the afternoon by thanking the staff, volunteers and contributors who made the annual event possible.

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