Being one of the nation’s largest and most efficient ports has long been a source of pride, good jobs and prosperity for working-class communities surrounding the mega-port complex of Los Angeles and Long Beach. Despite hard work that set cargo-handling records for the last three years in a row, corporations continue proposing automation projects to replace dockworkers with robots.

Automation at APM/Maersk

The latest controversy involves a plan by the world largest shipping company – Maersk – to automate their gigantic APM Terminal 400 at the Port of Los Angeles. The fear is that hundreds of jobs will permanently disappear and hurt surrounding communities where families, businesses, service providers and charities depend on good-paying port jobs.

Massive community response

The automation plan at Terminal 400 would be the third, though much larger scale, during the past five years to trade jobs for robots. The prospect of more automation pushed thousands of concerned community members to take action on March 21. The day began with an early-morning rally in San Pedro, followed by a march through the streets that led to a massive public hearing with LA’s Port Commission. The Port’s large headquarters couldn’t handle the huge crowd, so arrangements were made ahead to meet in the nearby Cruise Terminal baggage tent, where most of the 1750 chairs were filled during nearly four hours of testimony and debate.

Port Commission hearing

Automation was on the agenda because Local 13 President Mark Mendoza appealed what Port staff described as the routine approval of an environmental permit at a January 24 Commission meeting. Approving that permit would have cleared the way for automation work to proceed at Terminal 400. The basis for the union’s appeal, and requests for approval by APM/Maersk officials, their attorney and the PMA employer group, quickly developed into a broader discussion about the impact of automation on the community.

Strong union support

Local 13 Vice President Gary Herrera set the stage by focusing debate on how job losses would impact people and businesses from surrounding communities. He said that the ILWU/PMA contract issues involving automation should be addressed between the union and employers – not Port Commissioners – as the union’s focus is community based. Initial testimony from union leaders included strong statements by Local 91 President Danny Miranda, Local 63 President Joe Gasperov, Pensioner President Greg Mitre, along with Local 13 members Mark Jurisich and Ray.
LETTERS TO THE DISPATCHER

Dear Editor,

We wanted to share a few memories with Dispatcher readers about Gerald Matthew Kole, Sr., our father and grandfather who passed away on September 23.

He was born in a barn on October 11, 1933, because his mother suddenly went into labor while she and her husband were picking cabbage in a nearby field. The new family soon migrated to California with so many others who were uprooted by the Great Depression. They settled in the Sierra foothills and when Jerry became a young man, he went to San Francisco where he discovered the waterfront and fell in love with my mother, Everal Gray. They married and remained together for almost 64 years.

Jerry held many jobs during his life, including longshoring at the Ports of San Francisco and Oakland, where he worked cranes and was a proud member of ILWU Local 10. He loved the waterfront and sometimes operated a tug on the Bay; later he built his own little boat called the “Rusty Sucker” that was used on Don Pedro Reservoir to tow river-rafters through a log jam that often formed at the mouth of the Tuolumne River. He loved entertaining tourists on Red and White Fleet excursions on San Francisco Bay. He also did heavy construction work, leading a crew of union workers who built massive steel tanks all over California and Nevada, and helped build the large breakwater at Princeton Harbor in Half Moon Bay, California.

When he wasn’t working, Jerry kept busy with hobbies. He learned how to fly a small plane until fear and common sense ended his stint as an aviator. After retiring, he and Everal moved to College Grove, Tennessee, where dad enjoyed safer adventures that included riding his lawn mower, sunbathing in the backyard and riding in the car with his chocolate Labrador Retriever, “Muddy.”

Mom and dad were proud of their family that included their one daughter (me) and two sons; Gerald and Ronald. Today there are 7 grandchildren and 6 great-grandchildren.

Jerry held many jobs during his life, including longshoring at the Ports of San Francisco and Oakland, where he worked cranes and was a proud member of ILWU Local 10. He loved the waterfront and sometimes operated a tug on the Bay; later he built his own little boat called the “Rusty Sucker” that was used on Don Pedro Reservoir to tow river-rafters through a log jam that often formed at the mouth of the Tuolumne River. He loved entertaining tourists on Red and White Fleet excursions on San Francisco Bay. He also did heavy construction work, leading a crew of union workers who built massive steel tanks all over California and Nevada, and helped build the large breakwater at Princeton Harbor in Half Moon Bay, California.

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Mom and dad were proud of their family that included their one daughter (me) and two sons; Gerald and Ronald. Today there are 7 grandchildren and 6 great-grandchildren.

All of us miss his jokes, kind spirit, empathy for people and appreciation for what unions have done to make America better. We loved Dad, Grandpa, Goose, Old Bones, and will keep his memory with us always.

Rashelle Baca & Allison Bara

Pacific, CA

Send your letters to the editor to: The Dispatcher, 1188 Franklin St., San Francisco, CA 94109-6800 or email to editor@ilwu.org

ILWU Canada leadership course trains new talent

During the last week of January, past, current and future leaders of ILWU Canada gathered together in Harrison Hot Springs, British Columbia. The five-day ILWU Canada Leadership course is part of a long-term education strategy to identify and educate leaders in our union. Delegates came from Vancouver – Local 500, New Westminster – Local 502, Prince Rupert – Local 505, Vancouver Island – Local 508, Port Metro Vancouver – Local 517 and Stockton, California – Local 54. The leadership course was held at the Canadian Labour Congress’ Winter School along with other trainings and workshops.

The course covered: ILWU history and structure of our union, public speaking, building blocks of a meeting, arbitration, ethics and strategies for building worker power from within our union.

A key piece of the program is learning from current and past leaders. ILWU Canada President, Rob Ashton, President Emeritus, Tom Dumfries and retired ILWU Canada 2nd Vice President, Steve Nasby all made important contributions.

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Advocating for good maritime jobs: ILWU and IBU members joined other union leaders from Washington State who visited legislators in February. The joint effort emphasized the need to properly fund Washington’s ferry system, pay for port infrastructure and protect marine pilots from dangerous fatigue that could expose port communities to potentially catastrophic accidents. Among those participating were (R-L): IBU Port Eric Ferris, Local 517 members Dan McKisson, Ali Vekich and Josh Turgeon; Local 52’s Victor Cepeda, Local 19’s Carlin Smith and International Lead Organizer Jon Brier.

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ILWU leaders celebrate Australian unions’ new strength and unity

Two of Australia’s powerhouse unions with close ties to the ILWU recently joined forces and celebrated their new strength and unity at a conference in late February called, “One Strong Union.”

Successful merger

The two unions formally merged last year, joining 16,500 members from the Maritime Union of Australia (MUA) with the 150,000-strong Construction, Forestry, Mining and Energy Union (CFMMEU). The new CFMMEU now includes two “MM’s” in their abbreviated name to reflect the addition of “Maritime” to the list of key Australian industries that they represent.

Militant traditions

Both Aussie unions have long traditions of working-class militancy and progressive politics in a country – like America – that’s now ruled by anti-union, pro-corporate politicians. The merger required three years of patient discussion, but created a new organization with nearly 500 organizers and staff – many from the rank-and-file – who are helping members execute aggressive campaigns and making the CFMMEU an even bigger force in the world of labor and politics.

Large ILWU delegation

ILWU leaders and other international guests joined the four-day meeting in Perth, a city of 2 million and capitol of Western Australia. The ILWU delegation was led by International President Willie Adams, Canadian First Vice President Pat Bolen, Local 23’s Jed DiMaggio, and national President Emeritus Bob McEllrath, among others. The delegation included Vice President Bobby Olvera, Jr., ILWU Canada First Vice President Bobby Oveta, Jr., ILWU Canada First Vice President Pat Bolen, Local 23’s Jed DiMaggio, International President Emeritus Bob McEllrath, Local 63-OCU President John Fageaux, and International Secretary-Treasurer Ed Ferris.

The conference had two goals: developing strategies and campaigns on the home front, and strengthening international ties with other unions and allies around the world. Conference sessions started early and lasted through the day – and each day focused on a different theme with special speakers, training sessions and educational forums on the daily topic.

Challenging topics

ILWU International President Willie Adams spoke the first day and outlined the challenges posed by multinational corporations – and the necessity for coordinated global action by unions.

“Companies keep bringing the same fights to each of our doorsteps,” he said, noting that international solidarity and coordination is the only real option. While that approach may sound straightforward, Adams says it is often difficult to achieve because of personalities and egos that sometimes get in the way. He called on union leaders to set aside their differences and join together for the benefit of all. “We need to have some tough conversations with each other in order to make progress,” he said.

Automation discussed

Adams says the Conference also explored the topic of automation that’s impacting dockers from many nations, including Australians who are coping with projects in Brisbane and Sydney, and the latest account of developments in the Netherlands.

“There could be win-win agreements if companies would believe in partnerships with unions so new technology could be operated by workers instead of just eliminating them,” says Adams.

Women and young leaders

The Conference also embraced an area of potential controversy by encouraging new leaders, especially women and young people, to take more active leadership roles in their union. The second day of the conference included a video produced on-site that showcased talented young leaders in action: Day three of the conference opened with a breakfast session titled, “Women in male-dominated occupations and industries.”

“I spent a day with young workers at the conference who invited us to visit their union hall and participate in their actions,” said Local 54’s Stefanie Flores. “I went with them to the nearby University of Western Australia campus where they approached students, even ones who were apprehensive when they saw all the union shirts and logos.” The effort succeeded, Flores believes, because “young workers can relate to the concerns of students – and we understand that our union can’t be strong with low density.” Low density in the U.S. means only 6.5% of private sector workers have a union and 93.5% don’t. Even on the docks, longshore workers are increasingly surrounded by workers without unions. “We need to build a powerful youth movement to help workers organize and join unions, then educate them when they join,” says Flores, who also believes social media is critical for connecting workers between locals, regions and around the globe. This was the second time in recent years that Flores has left her hometown and travelled out of the country. Her first was the Young Workers Conference in 2017 organized by ILWU Canada. “This visit to Australia was my first overseas trip, and I learned so much,” she said.

Targeting BHP’s abuse

Before noon, the conference adjourned so everyone could attend the solidarity action. The target was BHP – one of the world’s largest mining companies. The corporation is trying to bypass CFMMEU/MUA contracts by using low-wage, foreign-based crewmembers to do work traditionally performed by MUA members.

Taking it to the streets

The second day at the conference was dubbed a “day of action” by Flores and other ILWU delegates who first heard detailed briefings about corporate campaigns underway in Australia, Canada and other countries where “cabotage” laws are under attack. These rules were created up to a century ago to provide decent pay, benefits and rights on the job for mariners working on domestic trade vessels serving a nation’s homeports.

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When the critical public ferries operated by Alaska’s Marine Highway System (AMHS) came under attack this year, the Inlandboatmen’s Union (IBU) – the ILWU’s Marine Division – mobilized with community residents to fight back. The crisis came in mid-February when Alaska Governor Mike Dunleavy announced plans to slash ferry funding by 75% – buoying his campaign promise to protect the ferry system.

Essential service
The Marine Highway System was established in 1964 and now serves 32 communities, including 28 with little or no highway service. Cuts would leave residents stranded when they need to see doctors, attend school, visit family or go shopping for groceries or supplies. Plane flights are expensive and can’t deliver the reliable, affordable service that ferries offer. Local residents depend on the vessels – to ship their perishable products. They are the lifeline for fishermen who depend on the vessels to deliver their catch to market. Ferries also transport the Alaska Permanent Fund to the communities.

Big numbers
The AMHS carries 350,000 passengers each year, plus another 200,000 vehicles. Local residents are the main customers, outnumbering tourists more than 2-to-1. With over 200,000 Alaska residents depending on the 11 vessels operated by the Marine Highway System, the IBU began a grassroots community campaign that they call “Save Our State” – S.O.S.

Keeping Alaska connected
“We keep Alaska connected,” says IBU Alaska Regional Director Trina Arnold, echoing words that have become a theme for the campaign. “Public ferries are the lifeline for dozens of communities – and the people of those communities are getting involved and speaking out to save the system.”

Broken promises
How did such a vital public service become so threatened? The answer begins with Governor Mike Dunleavy, who promised during his campaign to protect the Marine Highway System. Now, he has proposed spending $250,000 on an “economic reshaping consultant” who will consider 10 of the Governor’s “ideas,” that include giving the public ferries away to a private operator, raising fares, cutting services, and renegotiating union contracts to pay workers less.

Slippery mix of oil and politics
The Governor’s extreme ideas are shaped by a slippery mix of oil and politics that began decades ago. Alaska was blessed with abundant oil and gas deposits that surpassed mining and timber revenues by the late 1960s. When massive oilfields on the North Slope were connected by the trans-Alaska pipeline in the 1970s – production skyrocketed, along with state revenues, because lawmakers in 1959 wisely decided to tax every barrel that came out of the ground. Oil revenues became so high that Alaska was able to substitute oil taxes for state income taxes that most states use.

Annual oil checks
In 1976, politicians took another step that linked the state’s fate to oil by creating the Alaska Permanent Fund Dividend (PFD). The Fund was created to heal political wounds from the trans-Alaska pipeline battle – and create a kind of state savings account for future investments that would be there when oil revenues declined. Politicians soon demanded the Fund to write checks for every Alaska resident, sometimes amounting to thousands of dollars per check. The arrangement made politicians look good, the money seemed free, and it solidified public support behind the oil industry. Everything seemed fine until the inevitable happened and oil production declined Alaska oil peaked in 1988 when 2 million barrels came out of the ground and now it’s dropped by two-thirds, which has collapsed tax revenue.

Governor’s solution: deep cuts
The state budget that depends so heavily on oil revenue now faces a fiscal crisis. Despite the new reality, Governor Dunleavy campaigned on increasing the PFD checks. The Governor also brought in a hired gun, Donna Arduin, to direct his Office of Management and Budget (OMB). She has a history of consulting on other state budgets, including Florida’s where she was accused of “cherry picking” facts, creative mathematics and flawed methodologies – tactics that appear designed to further an anti-tax and privatization of government services agenda.

A convenient crisis
Alaska’s “budget crisis” is serving as a convenient excuse to justify giving public services to private, corporate operators who stand to make a profit. It also provides a way to eliminate public transportation to vulnerable communities.

When legislators asked non-partisan economists at the University of Alaska for budget analysis, they were told that the Governor’s cuts could destroy 14,000-17,000 full-time jobs.

Save the System
“Saving the Marine Highway System is crucial, not only to save the livelihoods of our 400 members, but to save the public transportation system for so many Alaskans,” says IBU President Marina Secchitano. “We are using all our resources to save our system including the ILWU Organizing Department, and IBU members up and down the coast. This is where being a National Union demonstrates our strength – it’s essential for all of us to pitch in for campaigns like this.”

Organizing the campaign
The IBU’s “S-O-S” campaign is being directed by Alaska Regional Director Trina Arnold, with the complete engagement of the Executive Committee and membership. “It’s been non-stop for us, but there’s so much at stake for hundreds of IBU members – and hundreds of thousands of Alaska residents in those remote communities,” said Arnold during a break while visiting legislators in the State Capitol.

“We’re trying to get everyone involved and stay coordinated,” noting that they are working with a state grass roots labor/community alliance, and recently attended a meeting with other unions hosted by the Juneau Labor Council and State AFL-CIO.

Focus on legislators
The S-O-S campaign effort went public when state legislators held budget hearings in early March to consider the Governor’s proposed cuts. “Legislators are eager to hear what we have to say. They are looking for solutions, and we have many ideas for them to consider,” says Arnold. “This is not a sprint, but more like a marathon and we are gearing up for it.”

Mobilization time
The Governor’s “ideas,” that include giving the public ferries away to a private operator, raising fares, cutting services, and renegotiating union contracts to pay workers less.

Positive media coverage
The actions in Ketchikan and Juneau were designed to raise awareness about the Governor’s threats to destroy the Marine Highway. Clever signs carried by activists on busy street corners helped gain positive media coverage that alerted the broader public.

Attending budget hearings
Trina Arnold says the S-O-S campaign aims to mobilize community leaders and union members, then connect them with legislators who will decide how to handle the Governor’s budget cuts. Legislative committee hearings are now filled with concerned citizens and union members.

Governor’s Response
Because the first round of public budget hearings attracted large numbers of concerned citizens and growing anxiety among legislators – including those in his own party – the Governor sought help from the extremist, Koch-
ILWU leaders celebrate Australian unions’ new strength and unity

continued from page 3

based crewmembers to do work tradi-
itionally performed by MUA members.
The action organized by union mem-
bers closed down the street in front of
BHP’s offices for over an hour.

A different action targeted Carri-
val Cruise Lines for a similar problem;
ordering ship’s crewmembers to per-
form MUA stevedore work at Austra-
lian ports. Both actions featured what
Secretary-Treasurer Ed Ferris described as,
“an impressive rapid-response team
that included trucks equipped with
sound systems and flags, and buses
covered by giant union banners.”

Politics front and center

The conference also explored the
challenge of political action. One ses-
tion focused on “Making the Austra-
lian Labor Party more accountable to
workers.” Speakers offered different
views about how unions should engage
with political allies to help keep work-
ing class concerns front-and-center.
ILWU Vice President Bobby Olvera, Jr.
addressed the conference during this
session, and emphasized the need to
fight for laws that don’t shortchange
the working class.

“The deck has always been stacked
against workers in favor the wealthy
and big business,” said Olvera. “Just
making contributions won’t cut it – we
need constant pressure on politicians
to make things more fair.” He cited
the example of President Trump’s tax
cut that delivered massive relief to the
wealthy but did little or nothing for
the working class and middle-income
Americans. He also cited the example
of Amazon, which reported profit of
$11 billion dollars last year, paid zero
federal taxes for the second year in
a row, and got a rebate check of
$129 million.

Leaving gifts of solidarity

At a banquet held the night before
the conference ended, the ILWU del-
egue presented the CFMMEU’s Mick
Buchan and MUA’s Chrissy Can with
a solidarity gift of two beautiful Aus-
tralian Aboriginal artworks, both pro-
duced by the noted Aboriginal art-
ist, Sonya Edney. Her work draws on
ancient symbols and patterns devel-
opled by Aboriginal ancestors dating
back 20,000 years, including some that
can still be seen on rock art that sur-
vives today.

Timeless song of struggle

President Emeritus Bob McEllrath
helped open the final session on the
conference’s last day with a solidarity
message emphasizing the mutual sup-
port and solidarity that has long existed
between the ILWU, CFMMEU and
MUA. McEllrath ended his remarks by
leading everyone in a rousing chorus of
the traditional union song, “Solidarity
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Industrial Workers of the World (IWW)
in 1915 – later adopted by the ILWU
and other unions around the world.
Chaplin supported the epic labor strug-
gles of his time and spent his final years
living and working in Tacoma.

The conference ended after debat-
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A final video, “One Strong Union,” was
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Adams summed up the event, say-
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Anchor Steam workers vote overwhelmingly to join ILWU

On March 13, production workers at San Francisco’s Anchor Steam brewery made history by voting to join the ILWU, becoming one of the first craft breweries to go union. The margin was 31-16 but the numbers increased two days later when service workers at the Anchor Public Taps voted 6-2 for the union. The victory capped-off a year of quiet organizing that went public on February 7, when 39 workers signed a letter telling the company they wanted a union.

“We were ecstatic with the outcome,” said Organizing Committee member Bruce Belden. “We’ve been working on this for so long that it didn’t seem real to us. We got a clear victory, and we were excited about that.”

Iconic San Francisco brand

Anchor Steam is a historic San Francisco brand that dates back to the California Gold Rush. The business struggled in the early 20th Century, and hit the skids several times, but the brewery was saved in 1965 by Fritz Maytag, heir to the Maytag appliance company fortune. Under Maytag’s leadership, the company improved the beer recipe, improved standards and upgraded the production process. Anchor Steam’s popularity grew during the 1980s and is now considered by many to be the birthplace of the “Craft Beer Movement.” Maytag sold the company in 2010 to an investment firm who then sold it to Japan’s Sapporo for $85 million in 2017. Sapporo workers at the company’s breweries in Japan and Canada were already union, now San Francisco has joined the list.

Inexperienced but well prepared

Belden said that union organizing was new to everyone when they started the campaign. “Almost no one in our plant had ever been in a union, with except for maybe one or two people.” Several workers were members of the Democratic Socialists of America (DSA) San Francisco chapter, and had attended Labor Notes conferences where they attended training workshops on workplace organizing. Belden says workers spent four months laying the foundation for the campaign before approaching the ILWU. “The ILWU was our only choice. We wanted to make sure we were well prepared and could show that we were serious about organizing,” he said. The ILWU joined forces with DSA chapter volunteers to help the Anchor workers win their campaign.

Deteriorating wages and conditions

Many Anchor workers have been struggling because wages and conditions declined in recent years. Starting wages fell after Fritz Maytag sold the brewery in 2010 from $17.25 to just $16.50 currently. Workers were also required to contribute significantly more for health insurance and the company replaced paid lunch breaks with unpaid breaks. Anchor also stopped company contributions to the 401K retirement plan, reduced sick time by half, and eliminated the complimentary “shift beer” that workers enjoyed after clocking-out.

These cutbacks were on top of San Francisco’s housing costs - among the highest in the nation, where a single person earning less than $82,220 a year is considered “low-income.” Many Anchor workers have been forced to move farther from the city in search of more affordable housing – raising commute time and costs.

“We deserve to be able to survive in this city,” said Organizing Committee member Garret Kelly. “We deserve to be able to afford diapers for our children and put groceries in the fridge. We think it’s hypocritical for Anchor to claim to be an iconic San Francisco brand but create conditions that make it impossible for their workers to survive here.”

Dramatic rollout

After workers presented their union letter to management, they kicked-off a public outreach campaign that marched over 60 Anchor workers, community members, DSA and ILWU activists for a rally at the 24th Street BART Plaza in San Francisco’s Mission District. Following the rally, volunteers fanned out throughout the neighborhood to visit bars in the area that served Anchor Steam beer. The goal was to generate support for the union campaign from customers, bartenders and owners. Many bars agreed to display posters showing their support for Anchor workers. During the following weekends, workers coordinated more outreach events in several neighborhoods on both sides of the Bay.

Union busting campaign

Company officials publicly pledged to remain neutral in the union drive, but it soon became obvious that they had retained the services of an anti-union consulting firm. The company forced brewery workers at the plant and service workers at the Public Taps into separate bargaining units. Despite the company’s effort, workers in both groups have said they intend to bargain in parallel for identical contracts.

The company held “captive-audience” meetings where workers were forced to watch anti-union presentations that were full of lies and misinformation, a tactic consultants use to confuse and scare workers away from voting for the union. Two workers were forced by managers to remove union buttons during their shifts – triggering charges filed against Anchor by the ILWU.

Initial vote postponed

An electrical fire in the brewery during late February resulted in the NLRB granting the company a postponement of the election. The company used the extra time to intensify their anti-union campaign holding one-on-one and two-on-one meetings where managers told workers that wages and promotions could be frozen for two to three years if the union drive was successful.

Drink-ins

Workers also organized union “drink-ins” at the Anchor Public Taps where union members and community supporters gathered to enjoy Anchor Steam beer and express their solidarity with the organizing effort. One Friday event was scheduled in the afternoon to coincide with the quitting time for Building Trades workers. Members of the International Brotherhood of Electrical Workers (IBEW), who were repairing the plant’s electrical fire damage, were among those who attended. The Anchor Public Taproom was filled a pro-union chants as attendees cheered in solidarity. At one point, the company’s new Chief Operating Officer came to see what was happening and share a beer with union supporters.

Positive campaign

Belden said the Organizing Committee kept the campaign message positive. They emphasized the pride Anchor workers had for their work, for San Francisco and for the Anchor brand. This connection to the city was captured by the hashtag #AnchoredInSF that workers used to promote their social media campaigns.

“This felt like a community campaign,” said Garret Kelly. “We received positive feedback from everyone, continued on page 7.

Victory:

Anchor workers celebrated the news that the second bargaining unit at Anchor Public Taps voted to join the ILWU by a 3-1 margin.

Longshore solidarity: ILWU members from Local 10 have been showing their support for Anchor Steam workers in San Francisco.
Newest automation plan hits a nerve with LA Port communities

LA Mayor Eric Garcetti, who asked Mayor could play a role, made a similar point.

dockworkers. Sandra Marchioli of something he said would be hard to provides to families and workers in need, the donations and support he now pro-

Nick's Pizza told Commissioners about automation and the loss of good jobs

good jobs with claims of environmental con-

Janice Hahn criticized the company

ging any action until mid-April. He also

political leaders. Workers received

building relationships

Belden said the key to their success was strong relationships in the work-

The Anchor campaign also attracted support from San Francisco

ATTENTION: LOCAL 10 MEMBERS

The Trustees of the Smeltos-Melin Scholarship Fund are prepared to accept applications for scholarships for the academic year 2019-2020. Now is the time to indicate your interest. June 1, 2019 is the application deadline.

Victor Smolins and Carlton Melin were long time members of Local 10. They left a sum of money to establish the scholarship fund. They specified that scholarships were to be available to children of Class A Local 10 members or other "constituent" organizations. Trustees of the Fund interpret "constituent" to mean active members for the duration of the scholarship.

The Trustees have agreed that (1) no applicant will be awarded more than four scholarships, (2) a fifth scholarship would be considered after careful review of the applicant's record and circumstances and (3) no in no event would an applicant be considered for a sixth scholarship.

Base awards are based on available assets, the Fund historically has awarded scholarships in a range from $1,000 to $4,000. Full-time students at four-year colleges or universities and from $350 to $1,750 for full-time students at two-year colleges.

Trustees are Beth Ross, retired counsel for ILWU Local 10, David Leppik, a retired member of Local 10 and a friend of Victor Smolin, Eugene Vrana, retired Director of Educational Services and Librarian for ILWU; and Nicole Bridges, Fund Administrator and the granddaughter of Harry Bridges.

If you have a son or daughter who is applying to enter college next fall, or is already a college student who is planning to continue, and the above requirements are met, you might want to apply for one of those scholarships.

To request an application, simply call Nicole Bridges at (415) 771-6400 or email her at nbrrgds@leondercarder.com. She will then send you the application form with the necessary explanatory materials.
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Formal recognition was provided by Local 10 President Melvin Mackay who praised Keylor and presented him with a plaque recognizing that his decades of activism were “in the best tradition of the ILWU.” Further details about Keylor’s life were shared by friends of the unabashed, self-described socialist. He was born and raised in Ohio, survived the bloody battle of Okinawa in WWII and started working on the docks in 1953. One of Keylor’s successful efforts was organized with fellow Local 10 members Leo Robinson, Herb Mills and others who played a key role in boycotting a ship carry-
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