



THE DISPATCHER

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VOL 77, NO 4 • APRIL 2019

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Young Workers make solidarity visit to support striking Idaho miners, [page 7](#)



Coast Committee: The members of the Coast Committee were among the 86 delegates for the Longshore Division Caucus which met April 8-12 in San Francisco. Delegates tackled tough issues facing the Division including automation, jurisdiction, and safety. In the top photo (L-R) are ILWU International President Willie Adams and ILWU International Vice President (Mainland) Bobby Olvera, Jr. In bottom photo (L-R) are Coast Committeemen Cam Williams and Frank Ponce De Leon.

Longshore Caucus delegates meet in SF

A group of 86 Coast Longshore Division Caucus delegates gathered in San Francisco from April 8-12 to share information, discuss policy and get the latest news from the ILWU Coast Committee.

Caucus meetings begin with the election of a Chair, Secretary, Parliamentarian and Sergeant-at-Arms. Delegates elected Local 40's George O'Neil as Chair, Local 13's Mark Jurisic as Secretary, Local 47's Robert Rose as Parliamentarian and Local 10's Aaron Wright and 23's Perry Hopkins as Sergeant-at-Arms.

The meeting was dedicated to the memory of more than 15 ILWU leaders who recently passed, including former International President Dave Arian, former Local 63 members Lewis Wright and Steven Bebich, Northwest labor historian Dr. Ron Magden, former IBU President Alan Coté, former Local 6 Secretary-Treasurer Fred Pecker, and Salvatore Cresci of Local 10.

ILWU International President Willie Adams requested that ILWU attorney Eleanor Morton provide the Caucus with a brief report about an ongoing Department of Labor investigation and potential lawsuit regarding the 2018 ILWU International election. The information provided to the Caucus was identical to the information that was provided to the International Executive Board the previous week.

Discussion about new automation on the docks was extensive. The **Clerks' Technology Committee** provided an account of their efforts to monitor and defend jurisdiction from outsourcing – and make sure the new technology isn't being used to evade compliance with the contract. Efforts to ramp-up the **Longshore and M&R Technology Committees** were discussed, especially in light of the automation plan pending at the Port of Los Angeles.

The **Safety Committee** reported that hours worked on the coast are up and injuries are down, however considerable time was devoted to preventing horrible fatalities, such

as one that took the life of Local 21 brother Byron Jacobs on June 28, 2018, when a vessel line snapped at the Port of Longview. A similar discussion concerned the death of Local 98 brother Craig Wheeler, who was struck by a trailer being backed-up by a UTR aboard a Tote vessel in Tacoma on December 21, 2018. The Safety Committee has responded by proposing new safety procedures and equipment that could prevent similar tragedies.

A report from the **Pension and Welfare Committee** explored claim-processing problems, including out-of-network ambulance services, chiropractic and acupuncture treatment. An update on intraocular lenses, the devices used in cataract surgery, revealed that all forms of "specialty lenses" are now covered for members needing cataract eye surgery.

The health-related portion of the report concluded with an update from the **Pensioners' Long Term Care Committee**, which is exploring the viability of a "hybrid" life insurance and long-term-care benefit.

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PRESIDENT'S MESSAGE



Sisters and Brothers of the ILWU, I would like to begin by thanking all of the officers and staff who are working so tirelessly to help the members of our union face some of the most challenging times in our history. We're facing headwinds instead of tailwinds; dealing with employers who are challenging things as simple as paying health benefits – and serious as outsourcing work and destroying jobs.

In early April, I attended several meetings where we had to raise difficult, sometimes painful issues, including what work could look like in the future. Some of these difficult discussions took place at the International Executive Board meeting, followed by the Longshore Caucus on April 16. Some of the same issues came into sharp focus during a rally in Southern California, where community and union members are rightly concerned about plans to automate Terminal 400 at the Port of Los Angeles – a move that could destroy hundreds of good jobs. Each of these meetings raised different problems, but the take-away was the same: we're facing challenging times that require honest, sometimes painful discussions. I realize that our union has been through difficult times before, and that we'll survive these challenges, but the International Officers and I want to be open with you about what we're up against – and how we're responding.

Global grain giants

In the Pacific Northwest, global grain companies are demanding concessions and refusing to sign fair contracts. These international grain merchants are making healthy prof-

its – but want workers to have less so they can take more. One exception is TEMCO, a grain terminal operator who negotiated a fair contract with us in just a few meetings for their terminals in Tacoma, Kalama and Portland. Compare that to Galivan, Inc., owner of the Kalama Export Terminal, which is still refusing to pay the same health and pension benefits to Local 21 members that all other ILWU in-house elevator employees enjoy. We'll keep negotiating with Kalama Export and the other grain companies, despite their demands to squeeze workers and family farmers. This challenge is forming stronger bonds between family farmers and ILWU members, because we're both facing pressure from the same big grain companies. We've had promising talks with leaders from the National Farmers Union, and I hope we can work together in the times ahead.

Automation that's killing good jobs

Many U.S. workers – not just dockworkers – are being hurt by automation that threatens to permanently eliminate good jobs. In Southern California, many community members around the Port of LA are fighting back against a proposed project that would replace hundreds of workers with automated equipment at Terminal 400. I've spent several days marching, rallying and talking with hundreds of these community leaders, business owners and port workers who are asking good questions, like: "What will happen to families, future generations and local businesses if automation destroys our good jobs at the port?" These questions and concerns must be fully considered by all stakeholders if West Coast port communities are going to be prosperous in the future for the many, not just a few.

Privatizing to destroy public service

In Alaska, ferry workers on the state-owned Marine Highway System belong to our Marine Division, the Inlandboatmen's Union of the Pacific (IBU). They're also fighting to save good jobs and dependable service that allows residents and business owners to survive in dozens of isolated communities. Alaska's governor started this crisis by trying to slash funding for the ferries and other vital service by 75%. At the same time, private investors are

maneuvering to swoop-in and privatize the public system. If this happens, there will be higher fares and service cuts for residents and small business owners, along with fewer jobs and a less certain future for ferry workers. IBU members have formed a coalition with community leaders, other unions and help from our International Organizing Department to fight back.

Union-busting continues

Workers from many industries continue asking us to help them organize and join the ILWU, including workers at America's largest pet hospital chains. One of those chains is VCA, which operates more than 800 pet hospitals and was sold in 2017 for over \$9 billion to Mars, the giant corporation that's famous for M&M's candy. Mars says it respects workers' rights, but allows VCA to hire union-busting consultants and attorneys to harass pet-care workers. On April 11th, I joined nearly one-hundred ILWU Longshore Caucus delegates and supporters who rallied with workers at the Mars/VCA SFVS pet hospital in San Francisco. Workers there won a union election last year, and are now trying to negotiate for better patient care and working conditions – despite stalling tactics and resistance from VCA and Mars.

Courts & federal agencies

In the courts, we're facing several challenges from employers and federal agencies. Philippine-based terminal operator ICTSI has us in a trial for damages in October of this year, and the Japanese company, Columbia Grain has also filed a frivolous lawsuit that deserves to be thrown out of court, but will require litigation. The Department of Labor also wants us to re-run the ILWU International election. We think they've got it wrong and will present facts and evidence to the court that prove the union acted in accordance with our Constitution and federal election law. The officers are committed to protecting the integrity and democracy of the ILWU's election process.

Different problems, same solution

You may have different problems at your job, or maybe some of the same that I've mentioned here, but whatever the problem, all solutions have to begin with us coming together and talking honestly about what steps we can take collectively as a group. Here are some of the things that your

International Officers are doing to make those next steps successful:

We're talking to other unions, including ones that we've disagreed with in the past. Regardless of what's happened before, we can't close the door on helping each other in the future. Having more friends and allies in the labor movement is more important than ever, and is not something that we can take for granted.

We're talking to other organizations and community groups who support unions and working families. This includes family farm organizations who are also struggling against big grain companies. We're working with environmental groups who support our fight to keep stadiums and condos out of industrial areas and want to see more all-electric vehicles driven by longshore workers on the docks. We recognize and value the support of our local communities, and know that we can't win these fights in isolation. We best protect our interests with the full support of our local communities.

We're providing more training and resources to help rank-and-file members obtain the tools necessary for protecting our jurisdiction and our future. We are also developing ILWU leadership programs and cooperating with allied groups to further the development of our future ILWU leaders.

Looking forward means engaging in the 2020 Presidential election – in a way that's good for the union, our families and the working class. If you have ideas and suggestions, we want to hear from you.

Open door for your ideas

The ILWU isn't a big union, but we've always punched above our weight and earned respect from many of our peers. Tackling these problems that I've mentioned will require some difficult conversations, but I'm confident that we can succeed by sticking together, standing by our principles, reaching out to new allies and embracing new ideas. My door is always open to your ideas and any suggestions you may have to help us stay unified as we face the challenges ahead. Our thanks to each of you who are concerned and contributing so that our union can move forward and help more working families.

An injury to one is an injury to all.

DISPATCHER

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The *Dispatcher* (ISSN 0012-3765) is published monthly except for a combined July/Aug issue, for \$5.00 a year and \$10.00 a year for non-members by the ILWU, 1188 Franklin St., San Francisco, CA 94109. Periodical postage paid at San Francisco, CA. The *Dispatcher* welcomes letters, photos and other submissions to the above address © ILWU, 2012. Postmaster: Send address changes to The *Dispatcher*, 1188 Franklin St., San Francisco, CA 94109-6800.

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MENSAJE DEL PRESIDENTE

Compañeros y compañeras del ILWU, quiero aprovechar esta oportunidad para ponerlos al corriente sobre los muchos retos que están repercutiendo en nuestro sindicato.

A principios de abril, asistí a varias reuniones en las que se plantearon problemas difíciles, empezando con la Junta Ejecutiva Internacional, luego el Grupo de Trabajadores Portuarios y el 16 de abril una manifestación en el sur de California con la comunidad y miembros del sindicato que con justa razón están preocupados por el proyecto de automatización de la Terminal 400 en el Puerto de Los Ángeles que podría llevar a la desaparición de cientos de empleos dignos. En cada una de estas reuniones se plantearon diferentes problemas, pero la conclusión fue la misma: estamos pasando por una de las épocas más difíciles de nuestra historia. Estoy consciente de que nuestro sindicato ha pasado por momentos difíciles anteriormente, y que superaremos estos retos, pero los dirigentes del Sindicato Internacional y yo queremos ser francos con ustedes acerca de lo que tenemos por delante – y cómo pensamos responder.

Las gigantes mundiales de los cereales

En la costa noreste del Pacífico, las grandes empresas mundiales de los granos están exigiendo concesiones y negándose a dar contratos justos. Estos mercaderes internacionales de los cereales están sacando ganancias nada despreciables pero quieren que los trabajadores ganen menos para ellos quedarse con más. Una excepción es Temco, una empresa que opera una terminal de granos que negoció con nosotros un contrato justo en solo unas cuantas sesiones para los empleados de sus terminales en Tacoma, Kalama y Portland. Comparen eso con Galivan, Inc., empresa que controla la Terminal de Exportación de Kalama, que hasta la fecha se niega a pagar los mismos beneficios de salud y bienestar a los miembros del Local 21 que gozan todos los demás miembros de ILWU que trabajan de planta en los elevadores. Seguiremos negociando con Kalama Export y las otras compañías de granos, a pesar de que quieren exprimir a los trabajadores y a los agricultores tradicionales.

La automatización está arrasando con los buenos empleos

Muchos trabajadores en E.U., no solo los portuarios, están sufriendo los efectos de la automatización que amenaza con eliminar permanentemente los buenos empleos. En el sur de California, muchos miembros de la comunidad alrededor del Puerto de Los Ángeles están oponiéndose a un proyecto que reemplazaría a cientos de trabajadores en la Terminal 400. Me pasé varios días en marchas, manifestaciones y hablando con cientos de estos líderes de la comunidad, empresarios y trabajadores portuarios que están haciendo preguntas duras: “¿Qué les sucederá a las familias, futuras generaciones y negocios locales si la automatización destruye permanentemente nuestros empleos en el puerto?” Estas preguntas y preocupaciones acertadas deben ser analizadas plenamente por todos los interesados si las comunidades portuarias de la costa del Pacífico van a prosperar y ser viables en el futuro.

La privatización para destruir los servicios públicos

En Alaska, los trabajadores de los transbordadores del Sistema público de Vías Marítimas son parte de nuestra División Marítima, el Sindicato de Barqueros de Aguas Internas del Pacífico (IBU). También están luchando para proteger los buenos empleos y servicio confiable que son esenciales para la sobrevivencia de residentes y dueños de negocios en decenas de comunidades aisladas. El gobernador de Alaska propició esta crisis al tratar de recortar los fondos para los transbordadores y otros servicios vitales en un 75%. Al mismo tiempo, los inversionistas privados están preparándose para sacar provecho de la privatización del sistema público.

Continúan los ataques anti sindicales

Los trabajadores de muchos sectores nos siguen pidiendo que les ayudemos a organizarse y afiliarse al ILWU, incluyendo los trabajadores de las cadenas más grandes de hospitales de mascotas. Una de esas es VCA, que opera más de 800 hospitales y fue vendida en 2017 por más de 9 mil millones a Mars, la corporación gigante que es famosa por sus dulces M&M. Mars dice que respeta los derechos laborales, pero permite que VCA contrate consultores y abogados antisindicales para hostigar a los cuidadores de mascotas. El 11 de abril estuve con casi

cien mil delegados y simpatizantes del Grupo de Trabajadores Portuarios de ILWU que hicieron una manifestación con los trabajadores del hospital de mascotas de VCA en San Francisco. Los 90 cuidadores de mascotas de ese hospital ganaron su elección sindical el año pasado y ahora están tratando de negociar mejores condiciones de trabajo y mejores condiciones para los mascotas – a pesar de las tácticas dilatorias y la resistencia de VCA y Mars.

Los tribunales y organismos federales

En los tribunales estamos enfrentando varios retos de los empleadores y los organismos federales. La empresa operadora de terminales, ICTSI, que tiene su sede en las Filipinas, nos demandó por daños y perjuicios en octubre, y la compañía japonesa, Columbia Grain también ha presentado una demanda sin méritos que debería ser desechada por el tribunal, pero que terminará en litigio. El Departamento del Trabajo también quiere que realicemos de nuevo las elecciones del ILWU Internacional. Pensamos que se equivocan y comprobaremos al juez con hechos y pruebas que cumplimos con nuestra Constitución y las leyes federales electorales. Nuestros dirigentes están empeñados en proteger la integridad y democracia del proceso electoral del ILWU.

Diferentes problemas pero la misma solución

Posiblemente tenga problemas diferentes en su trabajo, o quizá similares a los que he mencionado aquí, pero sea cual sea el problema, todas las soluciones requieren que todos nos unamos y hablemos honestamente de los pasos que podemos tomar colectivamente en grupo. Las siguientes son algunas cosas que los dirigentes de su Sindicato Internacional están haciendo para que esos pasos lleven al éxito:

Estamos hablando con otros sindicatos, incluyendo aquellos con los que hemos tenido desacuerdos en el pasado. Independientemente de lo que haya pasado antes, no podemos descartar la posibilidad de ayudarnos mutuamente en el futuro. Contar con más amigos y aliados en el movimiento sindical es más importante que nunca, y no es algo que podemos tomar por dado.

Estamos hablando con otras organizaciones y grupos de la comunidad que apoyan a los sindicatos y a los trabajadores y sus familias. Esto incluye organizaciones de agricultores tradicionales



que también están luchando con las grandes empresas de cereales. Estamos colaborando con grupos medioambientales que también se oponen a que los estadios y condominios sean construidos en zonas industriales y quieren que los trabajadores portuarios manejen más vehículos eléctricos en los puertos. Reconocemos y valoramos el apoyo de nuestras comunidades locales, y sabemos que no podemos ganar solos estas luchas. Lo mejor es proteger nuestros intereses con el apoyo plenos de dichas comunidades.

Estamos ofreciendo más entrenamiento y recursos para que los miembros de base adquieran las herramientas que se requieren para proteger nuestra jurisdicción y nuestro futuro. También estamos creando programas de liderazgo de ILWU y cooperando con grupos afines para promover más la formación de los futuros líderes de ILWU.

Sus ideas son bienvenidas

El ILWU no es un sindicato grande, pero siempre ha peleado en una categoría superior a la que le corresponde y nos hemos ganado el respeto de muchos de nuestros semejantes. Encarar estos problemas que he mencionado requerirá algunas conversaciones difíciles, pero confío en que saldremos adelante manteniéndonos unidos, defendiendo nuestros principios, haciendo alcance con nuevos aliados y adoptando con entusiasmo las nuevas ideas. Yo siempre estoy dispuesto a escuchar sus ideas y todas las sugerencias que podrían tener para que sigamos unidos mientras afrontamos los retos en el futuro. Les agradecemos a todos ustedes que se preocupan y contribuyen para que nuestro sindicato pueda avanzar y ayudar a más trabajadores y a sus familias.

**El daño causado a uno es
daño causado a todos.**

LETTERS TO THE DISPATCHER

Dear Editor,

The Port Kembla branch of the Maritime Union of Australia and Trade Union Retired Members sends its warmest greetings and congratulations to the new leadership team of the ILWU elected late last year, and wish it every success in continuing the progress made over decades of struggle in advancing the conditions of waterside workers both in the United States of America and world-wide. This task is enhanced by the strong role Willie Adams will no doubt play in the International Transport Workers Federation in years to come.

This part of the twenty-first century holds out three specific challenges on a global scale in which all workers of the world will play a specific role- a world at peace, the preservation of the global environment and delivering economic justice to millions of workers everywhere who are victims of trickle-down economic policies.

We take this opportunity to also wish outgoing president Bob McElrath a long and bountiful retirement and convey special wishes from three members in particular from our executive: Tony Adcock, Jim Keogh and Ken McBride. We look forward to future visits by comrade Willie Adams and the executive team to our shores in the name of international solidarity.

In unity,

Wal Pritchard
Secretary

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

Longshore Caucus delegates meet in SF

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The ILWU-PMA Pension Plan was estimated to be funded at 95% according to a consulting firm, but the actual percentage will fluctuate due to a variety of factors, including investment returns, benefit increases taking effect July 1, and whether the PMA decides to contribute more than legal minimums required by federal regulators.

The Caucus traditionally devotes time to matters of **international solidarity**, and this meeting was no exception. The Longshore Division and ILWU work closely with the International Transport Workers Federation, which has active campaigns to protest violence against dockworkers in Cameroon, support Spanish dockers opposed to privatizing public docks, helping Italian dockers protect union jurisdiction and safety rules, and oppose anti-union attacks in Colombia, Indonesia, Papua New Guinea, Ukraine. A report was provided about the campaigns in Australia, where Maritime Union of Aus-

tralia (MUA) members are struggling to secure stevedoring, baggage handling, porter and security work on cruise ships operating in Australian and New Zealand ports. The struggle by Spanish dockers to cope with a national effort to privatize the nation's public ports was also highlighted.

Legislative action topics included efforts by the ILWU to stop the U.S. Department of Transportation (DOT) from promoting and subsidizing automation at US ports. The effort was being spearheaded by the DOT's Maritime Administration, known as MARAD. The ILWU is monitoring developments there. Anti-union members of Congress continue pushing automation subsidies, so the ILWU has been working with the AFL-CIO Transportation Trades Department to block funding for any automation project that destroys jobs. Anti-union policies and appointments continue to be implemented by the Trump administration at the Department of Labor

and National Labor Relations Board. Another Trump initiative, announced in late 2018, called for using military bases on the West Coast as coal export terminals. Washington State Governor Jay Inslee called the idea "reckless and harebrained," adding, "The men and women who serve at our military bases are there to keep our country safe, not to service an export facility for private fossil fuel companies." The legislative reports concluded with updates on work in the State legislatures of California, Oregon and Washington.

On the last evening of the Caucus, members boarded buses to attend a rally with veterinary workers who voted last year to join the ILWU. That event was held in front of the VCA/SFVS animal hospital, owned by the Mars Corporation, that has hired anti-union attorneys and consultants to frustrate workers who are negotiating a first contract. The rally was well-attended and featured spirited talks from rank-and-file members and a call to action



Safety first: New safety equipment, including this helmet displayed by Safety Committee Chair Mike Podue, was discussed at the Caucus meeting.

by International Vice President Bobby Olvera, Jr. Afterwards, the buses took Caucus delegates to the nearby Anchor Brewery, where they met with workers who recently voted to join the ILWU.

The Caucus concluded the next day after agreeing on committee assignments for work that will take place until the next Caucus meeting.

Terminal 400 automation concern continues

Concerned community and union members from throughout the Harbor Area were back in the streets on April 16 because of the plan to automate Terminal 400 at the Port of Los Angeles – the region's largest container facility.

An early-morning rally with community members looked similar to one held last month. Newly-elected Local 13 President Ray Familathe thanked the crowd for their dedication, joined by former International President James "Spinner" Spinoso, Vice President Gary Herrera, and Port Commissioner Diane Middleton. Like last time, a brief rally in front of the LA Port offices was followed by an impressive march down to the waterfront where the Cruise Ship baggage building served as a temporary meeting space to accommodate the large crowd. Mothers, fathers and grandparents came with children and babies. Business owners and service

providers were back, along with school teachers and nurses. Uber and Lyft drivers who are organizing for fair pay and better treatment sent two representatives to lend their support.

There were some big differences from last month's rally, march and meeting. A larger number of television, radio and print reporters were on hand April 16. The other difference was the short meeting, which lasted less than five minutes – barely long enough for the Commissioners to read a letter from Mayor Eric Garcetti, who requested another 30 days to seek a resolution of the automation plan.

"Concern and participation from the community and workers has made this a priority issue for the Port and City Hall," said Local 13 President Ray Familathe. "We're working with the Mayor and fighting hard to see what's possible, but can't say much more at this point." *The Dispatcher* will provide an update in the next issue.



Mr. Chairman: Local 40's George O'Neil was chosen by delegates to chair the Caucus on April 8.



ILWU Canada Young Workers' Conference

The Maritime Labour Centre
1880 Triumph Street
Vancouver, BC, Canada, V5L 1K3

Wednesday, September 4, 2019 through
Friday, September 6, 2019

Registration begins at 8:00 a.m. on September 4th.

Local unions or affiliates may nominate participants who are each required to fill out an online application. Priority will be given to workers aged 35 and younger who have not participated in any previous ILWU Canada Young Workers conferences. Due to space considerations, we anticipate having to limit each affiliate to one participant, but we will create a waiting list in case of cancellation or non-participation by any locals.

The ILWU International and ILWU Canada will cover the cost of training materials, breakfast, and lunch from September 4-6, and a banquet on the evening of September 6th. The ILWU will also cover hotel accommodations (based on double occupancy for the nights of September 3-6). This means that individuals willing to share a room with another participant will have no hotel costs. Neither the ILWU International nor ILWU Canada will cover lost wages or other travel expenses.

To register for the conference please visit:
<https://www.ilwu.org/2019-ywc/>

If you have any questions, please contact ILWU Education Director Robin Walker or ILWU Research Director Russ Bargmann here at International headquarter



Families mobilize and march: Local 13 President Ray Familathe holds the megaphone for former International President James Spinoso. Both welcomed families from the community to a rally on April 16 at the Port of Los Angeles where Commissioners are considering an automation plan at Terminal 400 that could destroy jobs.

ILWU Executive Board tackles tough issues

The ILWU International Executive Board (IEB) met on April 4-5 at the ILWU offices in San Francisco.

New automation on the docks

A proposal to automate Terminal 400 at the Port of Los Angeles was discussed. ILWU International Vice President Bobby Olvera, Jr. noted that automation is affecting every division of the ILWU, with dramatic impacts on surrounding communities. He said the growing concerns could become a movement as more communities feel the impact. "ILWU officers have been talking to elected officials and people with big pockets who are interested in social movements," Olvera said. "We have an opportunity to be on the leading edge of these discussions about how technology is impacting our communities. Automation effects all of us. Automation is not just about long-shoremen. We have a right as citizens to discuss what technologies and types of machines are being implemented in our communities."

ILWU Legislative Director Lindsay McLaughlin said in his report that the ILWU is following legislation involving automation at the state and federal level. McLaughlin said one of the main arguments used by automation advocates in Congress is to claim that new technology always increases efficiency. He pointed to a 2017 study by the McKinsey Global Institute which

found productivity at automated ports fell by as much as 15 percent.

"If the goal is moving cargo through our ports quickly and efficiently, how does automation fit into that plan when productivity falls if you automate terminals," McLaughlin said.

Single Payer/Medicare for All Act

The Board unanimously voted to adopt a Statement of Policy in support of health care legislation introduced by Congress member Pramila Jayapal of Seattle. Her bill, H.R. 1384, known as the "Medicare for All Act," would:

- Establish guaranteed, universal health care for all U.S. residents;
- Provide comprehensive health care, including primary care, hospital and outpatient services, dental, vision, audiology, maternity and newborn care, women's reproductive services, mental health, prescription drugs, and long-term care services;
- Ensure genuine patient choice of any doctor, hospital, clinic, or other provider a patient chooses without the restrictions imposed by private insurers;
- Sharply reduce the cost of prescription drugs by authorizing Medicare to negotiate lower drug prices.

The resolution supporting "Medicare for All" was introduced by Local 19 member Dan McKisson who is President of the Washington-Area District Council. The resolution calls on the ILWU IEB to endorse the Medicare for All Act and commit to working with



Listening and learning: Meetings of the International Executive Board are open for all ILWU members, but these officers from Alaska made a special effort to attend: (L-R) President Desiree Rodriguez, Alaska Unit 2201 Treasurer Amy Ryder and Local 200 Secretary-Treasurer Margie Fisher.

Congress to help pass the legislation. The ILWU has supported the concept of single-payer, universal healthcare for decades.

Meeting newly organized workers

Two rank-and-file leaders from the successful organizing campaign at Anchor Brewing in San Francisco attended the Board meeting. John Ezell and Patrick Maehel briefly outlined the effort that secured an overwhelming vote for the ILWU. They invited Board members to celebrate by visiting the Anchor Public Taps later that evening, which was a successful "mixer" for Board members and the Anchor employees who are preparing to negotiate their first contract.

Reports from locals, regions and officers

IEB meetings always include updates from Board members about developments in Locals, Regions and Divisions. Titled officers also provide reports, including President Willie Adams, who noted that the union is facing new opportunities along with some exceptional challenges. "This is one of the most trying times in our history," he said, noting the impact of litigation in the courts, anti-union leaders in Washington, and automation and new technology on the docks and other workplaces. "I'm an optimist, and realize that we have lots of challenges, but I personally think we are going to get through them."



Anchor Night: The International Executive Board joined ILWU members from Bay Area locals for Anchor Solidarity Night at the Public Taps to help welcome the new addition to the ILWU family.

No stadium and condos at the Port of Oakland

Dozens of union and community leaders gathered April 18th at Oakland City Hall to oppose plans for a baseball stadium and condos at the Port's Howard Terminal.

The event attracted six television and radio reporters. A photo to the right shows IBU SF Regional Director Robert Estrada at the mic; other speakers included Local 10 President Melvin Mackay, Local 10 Business Agent Aaron Wright, pensioner Clarence Thomas. President Don Marcus of the Masters, Mates and Pilots Union was a speaker along with Vice President Mike Jacobs of the Pacific Merchants Shipping Association. Other participants included former ILWU Inter-

national President Brian McWilliams, Local 34 President Keith Shanklin and Senior Pastor L.J. Jennings of the Kingdom Builders Christian Fellowship. IBU members present included Keith Oshins, James-Dexter-Lee, Roman Gallino, Brian Helmle, and Daniel Debolt. The day before, Aaron Wright provided an interview to Channel 2 News that was widely seen in the Bay Area.

A few days later on April 21 and again on April 24, the team mobilized to be at the State Capitol in Sacramento, where several legislators are pushing bills to fast-track the stadium and condos at the Port. As *The Dispatcher* was going to press, union and community leaders were mobilizing for a march and rally on May 1st.



Alaska ferry workers continue fight for Marine Highway System

The campaign to save good jobs and quality service provided by Alaska ferry workers continued in March and through April. Trouble started when the governor proposed slashing the state’s Marine Highway System budget by 75% – along with other vital services. Members of the Inlandboatmen’s Union (IBU) have been mobilizing with community supporters to save the system beginning several months ago, and they haven’t stopped since.

Talking with legislators

A team of 10 IBU members went to Capitol Hill in Juneau on March 28th where they met with 17 different legislators. The union members stuck together when they visited a legislator’s office, and made a point of sharing personal stories that conveyed how much customers depend on the ferry system to keep connected. The group made plans in advance about which legislators they would visit, and whether lawmakers were leaning “for” or “against” saving the ferry system. A typical 15-minute meeting ended with union members posing a question: “Can we get your support for full service funding?” After pushing for a clear commitment, the group would leave behind a pamphlet at each office – prepared with help from IBU member Anthony Distefano – listing ways that the ferry system could be run more efficiently and generate more revenue.

One particularly important meeting was secured with State Senator Bert Stedman, Chairman of the powerful Finance Committee. Union members used their opportunity to explain how vital the Marine Highway System is to keeping coastal communities connected – while providing an essential service that benefits all state residents.

It was a long but interesting day at the capitol, but most everyone remained involved and the effort had a positive impact on legislators.

Contract effort continues

Besides fighting to protect the public ferry system, members have also been trying to renew their contract. Efforts to reach an agreement with state officials during the past three years have not been successful, so the old contract remains in effect while talks continue. To make more progress possible, efforts have been made to involve and educate more workers about the need to show unity and action. That’s what happened on April 5th when a statewide “button-up” was organized to encourage everyone to wear a “Fair Contracts Now” button. Support extended beyond Alaska into the Puget Sound Region, where IBU members there paid a solidarity visit to the Alaska ferry vessel “Columbia,” when it arrived at the system’s southern terminal in Bellingham. The show

of solidarity was well-received and encouraged crewmembers to see the benefits of working together on a common goal.

Meeting with a DOT official

An unexpected benefit of the March 28th Lobby day was a meeting with State House member Andi Story, who represents the Mendenhall Valley of Juneau. She helped secure a meeting with Mary Siroky, Deputy Commissioner of Alaska’s Department of Transportation.

Officials said in advance that they were open to hearing concerns, so IBU members came prepared with a binder containing over 50 grievances that have been active during the past year against ferry management at the central office in Ketchikan. Members made a strong case for how the union could help manage the dispatch system in ways that would save time, money and eliminate most of the grievances. Ms. Sirkoy was respectful and responsive to the suggestions that were offered.

Hiring an expert to help

IBU’s Alaska Region recently decided to hire an experienced advisor and former State official who knows his way around the halls and offices of the State Capital in Juneau, and also has many helpful contacts in rural areas. The new advisor will help the union during the limited time remaining in this year’s legislative session.

Meeting with Lt. Governor

As *The Dispatcher* was going to press, IBU members had secured a meeting with Lt. Governor Kevin Myers – the result of new political connections being made by the union and efforts by Regional Director Trina Arnold. Anything significant that results from this meeting will be reported in a future issue of *The Dispatcher*.

Members & community involved

IBU leaders in Alaska say they’re pleased with progress being made now, especially in terms of greater membership involvement and participation. With the Ferry System battle raging and a greater outreach and education effort underway, more members are attending events and volunteering. The IBU is coordinating efforts with the AFL-CIO and other unions, and the IBU’s clever “Save our System” (SOS) campaign fits nicely with one led by Alaska’s AFL-CIO, dubbed “Save Our State.” Another positive development is their newly-acquired and valuable legislative experience. Results seem to include a more responsive legislature.

Previous months saw unprecedented public budget testimony that lasted several days – setting a new record when over 600 people came forward to testify – many of them speaking in favor of the ferry system. The union also had their first experience organizing a “roadshow” that helped reach beyond the Capital to contact legislators in their home districts – and organize residents there to participate



Organizing in Alaskan waters: Crewmembers on the ferry *Columbia*, one of 9 vessels operated by the Alaska Marine Highway System, “buttoned-up” on April 5th with the message “Fair Contract Now,” as their ferry travelled from Ketchikan to Bellingham, WA. A few days later on April 8th, members attended an action back in Ketchikan where Alaska’s governor and Chamber of Commerce executives were pushing plans to destroy the public ferry system and replace it with a private one. IBU Alaska Patrolman Krissel Calibo reached out to members on the *Columbia* in Ketchikan, while Puget Sound IBU members Anthony Distefano and Rolland Lee met the crew upon arrival in Bellingham, the Marine Highway’s southernmost terminal.

and speak out. The governor was put on the defensive and forced to start his own version of a “roadshow.” But unlike the effort organized by union volunteers, his was funded by private corporate interests, including the anti-union Koch Brothers, and any questions from citizens were carefully screened and controlled.

The result of the IBU effort is more people – both inside and outside the union – who are asking questions and expecting more from their representatives. Alaska’s House of Representatives recently voted to reject budget recommendations from the governor, adopting their own budget instead that spared the Ferry System from drastic cut.

Next battle in the State Senate

Now the fight moves to the State Senate, which will be harder because corporate and political interests hold more sway there.

IBU Alaska has been doing everything possible to be positioned for a ‘seat at the table’ when key decisions are made about the future of the public ferry system – made possible by encouraging members to take a more active role and realize their untapped power by working together.

Robb Arnold, Vice chair
IBU Alaska Region Executive Board

MAY IS OPEN ENROLLMENT FOR MEDICAL & DENTAL PLAN CHOICE

Active and retired longshore families in the ports where members have a choice can change medical and/or dental plans during the Open Enrollment period May 1 to May 31, 2019. Any changes made will be effective July 1, 2019. In addition to the May Open Enrollment period, members may change their medical plan and/or dental plan once at any time during the Plan Year (July 1-June 30).

The July 1, 2008 Memorandum of Understanding between the ILWU and PMA provides that new registrants in the ports where members have a choice of medical plans shall be assigned Kaiser HMO Plan for the first 24 months of registration. After 24 months, those registrants who have qualified for continued eligibility under the Mid-Year/Annual Review hours’ requirement will have a choice of medical plans. New registrants in San Francisco, Sacramento, Stockton, Los Angeles, Portland/Vancouver and Washington will have a choice of dental plans on the first of the month following registration, and may change dental plans during the Open Enrollment period and one additional time during the Plan Year.

MEDICAL CHOICE: The medical plan choices are Kaiser Foundation Health Plan or the ILWU-PMA Coastwise Indemnity Plan for Southern California Locals 13, 26, 29, 46, 63 and 94; Northern California Locals 10, 18, 34 (San Francisco), 34 (Stockton), 54, 75 and 91; Oregon-Columbia River Locals 4, 8, 40, and 92; and the Washington State area, Locals 19, 23, 32, 47, 52 and 98.

DENTAL CHOICE: For Los Angeles Locals 13, 26, 63 and 94, the dental plan choices are Delta Dental of California, Harbor Dental Associates or Dental Health Services. For Southern California Locals 29 and 46, the dental plan choices are Delta Dental of California or Dental Health Services. For San Francisco Locals 10, 34, 75 and 91, the dental plan choices are Delta Dental of California, Dental Health Services, or Gentle Dental San Francisco. For Sacramento and Stockton Locals 18, 34 and 54, the dental plan choices are Delta Dental of California or Dental Health Services. For Portland/Vancouver Locals 4, 8, 40 and 92, the dental plan choices are Oregon Dental Service/Delta Dental of Washington, Oregon Kaiser Dental Plan or LifeMap-Willamette Dental. For Washington Locals 7, 19, 21, 23, 24, 25, 27, 32, 47, 51, 52 and 98, the dental plan choices are Delta Dental of Washington or Dental Health Services.

Information on the medical and dental plans, and forms to change plans, can be obtained at the Locals and the ILWU-PMA Benefit Plans Office.

All Medical and Dental Program Choice Forms and enrollment forms, as applicable, must be completed and received by the Benefit Plans Office by May 31 for the enrollment change to be effective July 1.

TC:mc/Annual Open Enrollment Notice-040819

Two years out: A strike rally in the Silver Valley

It's 3:00 AM, and we're in the parking lot of ILWU Local 23's Dispatch Hall. B-man, Brian Skiffington, had just worked a shift on the night side and the rest of us were still in the process of waking up. This was the rendezvous point for a 6-hour road trip east, destination: Mullan, Idaho. Tacoma casual, Tyler Rasmussen's mom had provided the wheels; a 2000 Honda minivan, with ample leg room.

For most of us, this wasn't our first trip out to 'The Silver Valley.' The rural mining towns along Interstate 90, just outside of Coeur d'Alene, are home to United Steel Workers (USW) Local 5114. Their ongoing struggle against Hecla Mining Co. was what brought us there in the past, and why we were headed there once more. Tacoma casual, Nyef Mohammed, rode shotgun as we made the journey over mountain passes and through sleepy little towns. This was his third trip out. Newly processed casual from Seattle, and member of IBEW Local 77, Zoe Sacheck, was also along for the ride.

We drove through the night and arrived at their USW hall, just as others had begun to pour in. Supporters from The International Association of Machinists and Aerospace Workers waved flags, various local chapters of the Democratic Socialists of Amer-

ica held signs, and Washington State Nurses Association members arrived from Spokane, Washington. The March 16th rally was called to commemorate two years of solidarity, the length of time that Local 5114 has been on strike at the Lucky Friday Mine. There was a strong sense of community present as the announcement was made to march across the street to the Mullan Pavilion. The Pavilion's gymnasium bleachers filled up with children, wives, family, and friends of the miners. USW leaders read letters, gave speeches, increased strike pay provisions for the week and commended the resolve of the members for standing strong against the mining company. Hecla's lack of concern for safety and their corporate greed, are at the heart of the struggle.

After the last speech was read, the call was made to march through town, past the mine site, and to the picket line, one that has been held for two years straight. Chants of "Mullan is a union town! We won't let you tear it down!" and "Hecla, Hecla you can't hide, we can see your greedy side!" echoed throughout the town. Just past the picket line, the local fire department had opened up their facility for the event. Live music was played from atop a gooseneck, flatbed trailer by the Blue Ribbon Tea Company, folk artists and members of the American Federation of Musicians Local 105. Longhorn Barbecue catered the event with all the fixings out of Spokane. Spirits were high as Woody Guthrie songs



One day stronger: An ILWU delegation from Tacoma made the trek out to Idaho to show their solidarity with mine workers who have been on strike for two years. From left to right: Tyler Rasmussen (ID Casual Local 23), Tyler Brady (Local 22), Zoe Sacheck (IBEW Local 77), Nyef Mohammed (ID Casual Local 23), Brian Skiffington (B-man Local 23)

filled the air. Children were playing in the snow and a rare bobcat sighting on the hill behind the makeshift stage. A beautiful spring day, no doubt. This short trip to Idaho was one I will never forget. The hard rock miners of mighty USW Local 5114 are an inspiration and testament to the power of solidarity. Their story is one that we could all learn from, as they've put everything on the line to stand up for what's right. The connections that we have made

with them will last a lifetime, and I encourage the members and officers of all ILWU Locals to reach out to USW 5114 to make the same connections, follow along with what they're doing and to support them in their struggle.

USW LOCAL 5114
P.O. BOX 427, Mullan, Idaho 83846.
(208) 744-1774
Tyler Brady
ILWU Local 22

Interested in a Maritime Career?

ILWU Local 22 Port Worker's Group is offering a Scholarship for **\$4,000** to attend the **Seattle Maritime Academy** located in Ballard, Washington. The program is approximately 1 year, including internship, and job placement resources. The choice between Engineer and Deckhand programs is available. Jobs include working on tug boats, cruise ships, container shipping lines, fishing vessels, ferries and much more!!



Visit <http://maritime.seattlecentral.edu/> for more information



Qualifications:

- Minimum GPA 2.70
- Required essay(s)
- Attend a High School located Pierce County
- Must be 18 prior to the start of Fall Quarter 2019
- Must be able to pass drug/alcohol test, physical, and criminal background check in compliance with TWIC and Merchant Mariner Credential Cards.

Contact for an application packet @ (253) 241-0829



ATTENTION: LOCAL 10 MEMBERS

The Trustees of the Smolin-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 Smolin 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 to further their "collegiate" education. Trustees of the Fund interpret "members" to mean **active members in good standing at the time of disbursement of scholarship funds**, deceased members and retired members. The Trustees interpret "collegiate" to apply only to **full-time** study (at least 12 units per semester or quarter) at either a four-year college or an academic junior college.

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 if circumstances warrant and (3) in no event would an applicant be considered for a sixth scholarship.

Based always on available assets, the Fund historically has awarded scholarships in a range from \$1,000 to \$2,500 for 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 Erkkila, 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 these scholarships.

To request an application, simply call Nicole Bridges at (415) 771-6400 or email her at nbridges@leonardcarter.com. She will then send you the application form with the necessary explanatory materials.

Frank Jenkins, Jr. Fellowship in Labor Studies



\$6,000 Scholarship for Students Committed to Principles of Justice, Equality, and Diversity

Special preference to applicants with background or interest in waterfront-related industries or organized labor



The Harry Bridges Center for Labor Studies and friends of Frank Jenkins Jr. (1903-1974) are proud to announce the establishment of the Frank Jenkins Jr. Fellowship in Labor Studies at the University of Washington. Frank Jenkins Jr. was the grandson of a runaway slave, the first son of a Buffalo Soldier and a native Filipina, a member of the first known Filipino family in the Puget Sound region, and a lifelong civil rights and union rights activist. One of the first African Americans to hold a leadership role within the International Longshore and Warehouse Union (ILWU), Jenkins spent 49 years on the Seattle waterfront as a member of ILWU Local 19.

The Frank Jenkins, Jr. Fellowship in Labor Studies honors and preserves Jenkins' lifelong commitment to the causes of social and economic justice by providing financial support for undergraduate and/or graduate students at the University of Washington. The award provides \$6,000 in financial support, split over two years, to students who demonstrate commitment to the principles of justice, equality, and diversity.

Deadline to Apply: Tuesday, May 28, 2019

Available to Undergraduate and Graduate Students at the University of Washington

Who Should Apply

The Frank Jenkins, Jr. Fellowship is awarded yearly to either undergraduate or graduate students at any of the University of Washington's three campuses (Seattle, Tacoma, or Bothell). In their applications, students must show commitment to the principles of justice, equality, and diversity. Students with an interest in labor studies or a family background in labor and social justice are encouraged to apply. Reflecting the work of Frank Jenkins, Jr., special preference will be given to applicants with a background and/or interest in waterfront-related industries or organized labor, but such background/interest is not necessary to receive the fellowship.

How to Apply

To apply, a student should prepare the following materials:

- 1. Essay responses.** Please prepare written answers to the following questions.
 - a. Tell us about any social justice, labor, or diversity issues that have impacted you personally. How have you worked to address these issues? Please limit your response to 400 words or less.
 - b. Describe aspects of your background/identity that exemplify your commitment to social justice, labor, and diversity (Your response may draw upon your answer to the question above). Discuss any personal obstacles or disadvantages you have encountered. If relevant, highlight issues related to waterfront industries or organized labor. Please limit your response to 400 words or less.
 - c. How will funding from the Harry Bridges Center for Labor Studies support the goals you have for your education at the University of Washington? How do you plan to engage with the labor movement during your studies here? How will funding prepare you for what you want to accomplish upon completion of your degree? Again, if relevant, highlight issues relevant to waterfront industries or organized labor. Please limit your response to 400 words or less.
- 2. A brief letter of support from a teacher or community member.**
- 3. A highschool or college transcript** (which ever is most recent). Unofficial transcripts are acceptable.
- 4. Up to date contact information**, including e-mail, mailing addresses, and phone number.
- 5. Optional:** Additional documents demonstrating your commitment to labor or Labor Studies, such as a resume or curriculum vitae, may also be submitted.

How to Submit Your Application

Submit your application on the Harry Bridges Center for Labor Studies Website: labor.washington.edu

For more information, including award acceptance terms, visit labor.washington.edu/jenkins

Questions? Contact Andrew Hedden, Bridges Center Associate Director, at (206) 543-7946 or HBCLS@UW.EDU



"Hawaiian Punch": From left to right: Local 94 President Danny Miranda, ILWU International President (Hawaii) Wesley Furtado, Local 142 Executive Board Member Jesus Salud. Salud is a world champion boxer and former WBA and IBC Super Bantam Weight Champion. His career record was 63-11. His fight name was the "Hawaiian Punch."



Last Caucus meeting:

Local 8's Jim Daw announced his upcoming retirement at the Longshore Caucus. He was honored and thanked by delegates for many years of leadership, and willingness to serve as parliamentarian at union events.

A Helping Hand...

...when you need it most. That's what we're all about. We are the representatives of the ILWU- sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we're just a phone call away.

ILWU LONGSHORE DIVISION

ADRP—Southern California
Tamiko Love
29000 South Western Ave., Ste 205
Rancho Palos Verdes, CA 90275
(310) 547-9966

ADRP—Oregon
Brian Harvey
5201 SW Westgate Dr. #207
Portland, OR 97221
(503) 231-4882

ADRP—Northern California
Hunny Powell
HPowell@benefitplans.org
400 North Point
San Francisco, CA 94133
(415) 776-8363

ADRP—Washington
Donnie Schwendeman
3600 Port of Tacoma Rd. #503
Tacoma, WA 98424
(253) 922-8913

ILWU WAREHOUSE DIVISION

DARE—Northern California
Teamsters Assistance Program
300 Pendleton Way
Oakland, CA 94621
(510) 562-3600

ILWU CANADA

EAP—British Columbia
John Felicella
3665 Kingsway, Ste 300
Vancouver, BC V5R 5WR
(604) 254-7911

TRANSITIONS

NEW PENSIONERS:

Local 13: William Jenkins; Van Mora; Dean B. Haskell; Rudy Martin;
Local 23: Milton L. Harrington;
Local 24: Carol L. Dennis;
Local 26: Arnold D. Sullivan;
Local 63: Peter R. Peyton;
Local 75: Shirley D. Babino;
Local 94: Richard J. Flores; Dean R. Elliott; **Local 98:** Albert L. Meeds;

DECEASED PENSIONERS:

Local 8: Robert G. Cranston;
Local 10: Jose G. Pereira; Charles Butler Sr.; Roy L. Bowie;
Local 12: David A. Duble;
Local 13: Jerry R. Serros; Edward F. Lopez; Robert G. Jewell; Walter A. Matthews; Frank A. Morales (Yolanda); Ted D. Martizia (Sandra); David G. Vander Heide; Alfred M. Plumridge (Traci Rae); Lionel R. Payares; Erik M. Adrid; John R. Cahill;

Local 14: Eugene C. Bilderback;
Local 19: Johnny R. King;
Local 21: Donald V. Burrows;
Local 23: David Maxwell; Lyle A. Dobiash; Albert C. Sodden (Joyce);
Local 29: Josefina Pelayo;
Local 63: Joe N. Moore; Rodger A. Mattson; Steven G. Bebach; Lewis C. Wright (Maria); Phillip T. Gravett;
Local 94: Nello A. Saggiani; Edwin L. Hansen;

DECEASED SURVIVORS:

Local 4: Jeanette C. Erickson;
Local 8: Darlene Edwards; **Local 10:** Beatrice Butler; Louise Smith; Phyllis L. Stoneham; Margarita Corral; Nellie Francis; **Local 13:** Belia R. Solis;
Local 19: Doris A. Godbout; Donna M. Lee; **Local 21:** Lillian M. Murray; Ladonna M. Seachris; **Local 34:** Margaret Schulz; Sharon D. Pooley; Rose E. Fox; Gloria J. Sims; **Local 63:** Norma Kostich; **Local 92:** Virginia Isaksen; **Local 94:** Kay White;