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SoCal unions celebrate Labor Day with mutual aid [page 2](#)



ILWU Solidarity: Local 29 President Ray Leyba leads a solidarity delegation of ILWU members to back-up warehouse workers at Four Seasons Fresh Transport as they presented management with their petition for union recognition.

ILWU stands behind San Diego warehouse workers seeking union recognition

More than 30 members of ILWU Local 29 in San Diego, CA supported warehouse workers from Four Seasons Fresh Transport as they marched on the boss with a petition asking the company for voluntary union recognition. These workers play a crucial role in the supply chain for Dole fruits.

Local 29 President Ray Leyba expressed strong support for the workers. At a short rally at the ILWU Hall just before the march, Leyba said, “Local 29 will support the warehouse allied division because they fall under the umbrella of the ILWU. An injury to one is an injury to all.”

Workers are seeking better pay and conditions. The company cur-

rently pays below area standards for this type of warehouse work in San Diego forcing some workers to commute from Tijuana, Mexico to make ends meet. The Four Seasons warehouse workers want to be represented by ILWU Local 29 Allied Division.

Warehouse worker Diana Gualos said that she was grateful for the support from Local 29 members and officers who turned out to march with them to deliver the petition for union recognition. “It means so much to us knowing Local 29 has our back as we fight to be paid fairly,” Gualos said.

Several workers from Four Seasons marched over to the warehouse with the ILWU solidarity contingent that gathered at the Local 29 hall, which is less than 200 yards away. The group marched peace-

fully behind two ILWU banners as they chanted slogans that encouraged Four Seasons to do the right thing and voluntarily recognize the union supported by the overwhelming majority of the workers.

ILWU International Vice President (Mainland) Bobby Olvera, Jr. and International Secretary-Treasurer Ed Ferris both attended the march underscoring the strong support for these workers at all levels of the ILWU.

Vice President Olvera praised the courage of the Four Seasons workers for standing up for their collective bargaining rights. “How hard is it nowadays for individuals who don’t have a union to put pen to paper with their name or walk up to their employer and demand their rights?”

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SoCal unions celebrate Labor Day with solidarity, mutual aid

The Los Angeles Harbor Labor Coalition celebrated Labor Day this year with a food giveaway, dubbed the “Labor of Love,” that fed nearly 1,000 area families. The Labor Day Parade and picnic that usually draws thousands of union members and community supporters for a march through Wilmington and a festive picnic and celebration in Banning Park was cancelled due to the pandemic for the second year in a row.

The park became a staging ground for hundreds of volunteers

who staffed distribution stations that allowed families to drive up and have their trunks loaded with food, diapers, and backpacks filled with school supplies. ILWU members from Locals 13, 63, and 94 turned out with scores of volunteers. Casuals, pensioners, and Federated Auxiliary members also showed up to give back to the community. This year’s Labor of Love came at a crucial time as federal unemployment subsidies designed to offset the economic impact of the pandemic are set to expire.

Labor working together

The Harbor Coalition collaborated with the Los Angeles County Federation of Labor, South County Labor, AFL-CIO and Labor Com-



Suit up and show up: ILWU members, casuals and Federated Auxiliary members devoted their Labor Day holiday to helping to distribute food and diapers to families in need.



‘Robots don’t give back’: ILWU Local 13 President Ramon Ponce de Leon thanked union members for giving so much back to their community throughout the pandemic. “Robots don’t give back to the community,” Ponce de Leon said. “Workers do.”

munity Services (LCS). LCS is a non-profit organization that has been assisting unemployed and underemployed union families with groceries for more than six decades, and has provided food assistance to approximately 150,000 families in Southern California since the start of the pandemic.

42 years of unity

The annual Labor Day Parade was started in 1979 by the Harbor Labor Coalition as a demonstration of solidarity and labor unity. ILWU Local 26 President Luisa Gratz was one of the coalition’s co-founders. What started as a small parade and

picnic with a few hundred union members 42 years ago has grown to become the largest Labor Day event west of the Mississippi River.

Workers protecting workers

The “Labor of Love” food distribution event also included 117 people receiving COVID-19 vaccinations. Larry Barragan, Chairman of the Los Angeles/Long Beach Harbor Coalition introduced the speakers at the event’s press conference.

“Last year, we came together, and we fed thousands of people here in the South Bay, harbor area, instead of staying at home and hiding from

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California’s Prop 22 ‘gig worker’ law ruled unconstitutional by state court

On August 20, Alameda County Superior Court Judge Frank Roesch struck down California’s controversial Proposition 22 that radically changed the state’s labor law to the benefit of app-based employers. The \$200 million spent on getting the measure passed made it the most expensive ballot measure campaign in U.S. history. It was funded by Uber, Lyft, DoorDash, and other “gig economy” companies.

Prop 22 created a third employment category for so-called “gig” workers that makes them neither

employees nor freelance workers, and denies them basic legal protections including workers’ compensation. The proposition was written to undermine a law passed by the California Legislature in 2019 that classified ride share drivers and other “gig” workers as traditional employees and conferred upon them the rights and protections of formal employment. The companies that funded the Prop 22 campaign are currently attempting to pass similar measures in Illinois, Massachusetts, and elsewhere.

After the measure passed in 2021, rideshare drivers and the Service Employees International Union (SEIU) filed a lawsuit challenging the constitutionality of the law.

In his ruling, Roesch determined that several sections of Proposition 22

are unconstitutional under California law. The measure requires a seven-eighths legislative supermajority to change the law, making amendments “difficult to the point of near impossibility,” which Roesch said defied the legislature’s amendment power under the state constitution. As a result, the proposition “limits the power of a future Legislature to define app-based drivers as workers subject to workers’ compensation law.” Because this provision of the measure is “not severable from the remainder of the statute the Court finds that the entirety of Proposition 22 is unenforceable.” Roesch wrote.

California ballot measures are required to be limited to a single “theme, purpose, or subject” and all of the provisions in the measures

must be related. Roesch found that the Prop 22 provision limiting the legislature’s ability to allow workers to collectively bargain violated this rule. “A prohibition on legislation authorizing collective bargaining by app-based drivers does not promote the right to work as an independent contractor, nor does it protect work flexibility, nor does it provide minimum workplace safety and pay standards for those workers. It appears only to protect the economic interests of the network companies in having a divided, ununionized workforce, which is not a stated goal of the legislation,” Roesch wrote.

Uber and other “gig economy” companies that backed the proposition vowed to appeal the decision to the State Supreme Court.

DISPATCHER

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Bellingham longshore workers play key role in Columbia River jetty repair

Local 7 works on 5-year boulder project, focuses on attracting new work to port

ILWU Local 7 members at the Port of Bellingham, the northernmost port in Washington, have done five years of heavy lifting to support Columbia River ports along the state’s border with Oregon, more than 250 miles to the south. How? By loading thousands of massive boulders needed to repair the jetties that keep the Columbia navigable for commercial ships destined for Astoria, Longview, Kalama, Portland and Vancouver.

Built in the late 1800’s and early 1900’s, the Columbia River’s jetties sought to tame the treacherous bar where the Pacific Coast’s largest river meets with incoming tides. The site has been the site of more than 2,000 shipwrecks, earning it the nickname “Graveyard of the Pacific.”

The Columbia’s three jetties, totaling nine miles in length, are “regularly pounded by Pacific Ocean waves between 10 and 20 feet high, with winter storms bringing extreme waves in excess of 30 feet,” according to the Army Corps of Engineers. “Over the years, many areas of each jetty were severely damaged by these waves.”

Enter the members of ILWU Local 7, who for the past five years have been periodically loading locally sourced, kitchen-sized boulders onto barges bound for points along the Columbia to repair the jetties. Local 7’s Joe Schmidt

said that “not any rock will do,” and that the rocks must weigh between 165-180 pounds per cubic foot. The average size of the boulders handled by Local 7 weigh 60,000 pounds each, are razor-sharp, and as with all break-bulk cargo, require attention and skill to handle safely.

“Depending on the shape, if the weight is toward you, it’s not so bad,” Schmidt said. “If it’s at the end of forks, and you hit a bump, the machine can come off the ground. You need to keep it straight; you don’t want it to turn, or it will articulate.”

Schmidt said the job employs crane drivers and loader operators to lift the boulders onto barges at the Bellingham Shipping Terminal. Each barge takes around 5,000 tons, and Schmidt estimates Local 7 has handled between 150,000 and 200,000 tons to reinforce the north and south jetties. They are awaiting news on whether additional rock will be sourced locally to load onto barges next year.

Working together on the port’s future

The jetty repair work has been a welcome addition to the port’s diverse cargoes, which also include forest products, steel, and more. Though the Port of Bellingham hasn’t regained the level of work lost twenty years ago when nearby mill and smelter work ended, Local 7 regularly meets with the port on efforts to attract work to the port. It is the closest U.S. port to the border of Canada, and has a dedi-



Photo by Jennifer Sargent Bokaie

ILWU Local 7 member Joe Schmidt lifts a 26-ton boulder with a CAT 988 at the Port of Bellingham to load it onto a barge destined for the Columbia River. Local 7 regularly loads boulders from a local quarry that are used to repair the important jetty system that keeps the Columbia navigable for commercial ships.

cated truck corridor to I-5, and close proximity to rail.

“There’s been a concerted effort on part of Local 7 and the port staff and commissioners; we’ve really worked together to get this going again,” said Schmidt. “We meet with the port staff monthly for breakfast; we sit down and talk. We’ve been able to fix any issues before they get out of hand. The commission has stood behind us, and it’s nice to be on the same page.”

The port was recently awarded a \$6.85 million U.S. Department of Transportation Port Infrastructure Development Program (PIDP) grant to

reinforce a “heavy-load” receiving area at the terminal’s main berth, and to remove navigation high spots alongside the dock. The port also recently received a 120-metric ton capacity Liebherr Harbor Crane, which will be used for several port projects.

“It’s been ten years of working together and finally putting the pieces together,” said Schmidt. He said the dredging and upgrades would be “huge” for Bellingham members if they succeed in attracting new work into the port.

— Jennifer Sargent Bokaie

Alaska Longshore Division members attend training in Ketchikan



AKLD training: Participants from the Secretary-Treasurers training conducted by the ILWU International Education Department for the Alaska Longshore Division held in Ketchikan, AK in August.

Alaska Longshore Division President Dennis Young made a call in June to the ILWU International asking for support. One of the Division’s units, in Ketchikan, had recently voted in a new set of officers who asked for assistance to help improve their internal operations and streamline their administrative and financial processes.

Young hoped that the International officers might be able to offer some help. When International Secretary-Treasurer Ed Ferris got the call, he saw it as an opportunity to offer a Secretary-Treasurers training for the whole division. Young and Division Secretary-Treasurer Darryl Tseu sent out a call to the Alaska Longshore Division units to send participants to the training. Units from across the Division responded, sending people from Ketchikan, Juneau, Klawock, Kodiak,

Seward, and Dutch Harbor. In total, 16 members of the division were in attendance at the workshop, which was held August 11-12 in Ketchikan.

“Education is of foremost importance in order for union officers to meet their responsibilities to their locals,” said International Secretary-Treasurer Ferris. “As a union secretary-treasurer—both through my time at Local 10 and in the International offices—I have experienced some of the challenges involved in making sure that local finances are managed efficiently and democratically. It is critical that local officers, executive board members, and trustees, are knowledgeable about internal processes and legal guidelines as they pertain to unions so that they have the tools to be informed and ask questions. This is a cornerstone of what the ILWU is about.”

Ferris was joined by ILWU Education Director Robin Walker and ILWU attorney Emily Maglio, who all presented during the 2-day training. The topics they covered included local fiduciary responsibilities, federal law, union financial reporting, and records management. Also covered was the role of officers and trustees

in ensuring that locals run smoothly. In addition, participants in the intensive 2 day training delved into hands-on exercises, including local budget development and a mock audit procedure. While in Ketchikan, Ferris, Maglio, and Walker also met with Alaska Longshore Division and Unit 62 officers to discuss the unit’s specific needs.

Division President Dennis Young expressed his appreciation for everyone involved in the workshop. “Everyone who took part in the training has made a step towards bettering their union. Their hardworking efforts will be an asset to their brothers and sisters when they return home, equipped with important information to help us all be stronger in terms of the management of our local finances and reporting requirements.”

— Robin Walker

We are the ILWU



Local 46 Port Hueneme, CA

ILWU Local 46 was chartered in 1937, the same year the Oxnard Harbor District sold \$1.75 million in bonds to fund the construction of a new port 55 miles north of Los Angeles. Construction was completed on the Port of Hueneme on July 4, 1940, but it would be another six months before the first commercial ship would call on the port. The Board of Harbor Commissioners had signed a labor agreement with International Longshoremen's Association (ILA), but no shipper would enter the harbor under the terms of the coastwise longshore agreement with the ILWU. In the late 1940s, the shipowners signed an agreement with the ILWU for work in the port and on January 3, 1941, the *SS Margaret Schafer*, carrying lumber from the Pacific Northwest, was the first-ever ship to dock at the port. It was worked by ILWU longshore workers. In 1942, the U.S. Navy took over the port and during the Second World War, it became the second busiest Pacific Coast port. After the war, wharf #1 was returned to the port for commercial use and the port began its joint use and partnership with the Navy.

"We are mainly what I would describe as a niche port," said Local 46 Secretary-Treasurer Warren Shelton. "Our primary cargo is autos and fruit."

Shelton said that from World War II through the Vietnam war, the port activity was largely military in nature and it wasn't until 1977 when the first imported autos started to arrive.

"There are some exports—grapes, apples and stone fruits go out. Years ago, we were a big citrus export hub for Japan. That went away because we were doing palletized fruit. Now it's on containers and it is shipped out of Los Angeles," said Shelton.

The banana trade made its home at Port Hueneme first as break-bulk cargo and then on pallets. In 1993, the Port developed the largest cold capacity storage on the West Coast to warehouse the fruit. However, in recent years, bananas have become containerized, threatening Hueneme's unique niche for the product, said Rick Valenzuela, Local 46 President.

"You don't need the warehouse anymore, because the container is the warehouse," Valenzuela said.

Unlike other ports on the West Coast, Port Hueneme doesn't have any hammerhead cranes. Instead, cargo is unloaded using ships' cranes or mobile cranes. "The only dock that is capable of handling a hammerhead crane is on the military side," Valenzuela said. "We have a mobile harbor crane gang. It's a crane that can gantry up and down the dock. It has something like a hundred wheels on it. We are using it for things that I don't think they thought it was capable of, like moving containers. Everywhere else all you see them use it for is heavy picks. It takes a lot of skill and training to learn this piece of equipment. Some people become great at it. Some people give it up. Your basic training on it is about ten days. To get good at it you have to drive it 3-4 times a week for at least two years to crunch good numbers."

Larry Carlton, Pensioner

I started working as a casual in 1960 and got registered in October of 1965. I got registered as a clerk in 1979. I retired in July of 2015. I've held every office at Hueneme except for janitor. I served five years as vice president, 4 years as president and many years as the dispatcher.

My dad was a longshoreman and I came down here and got a job. When I first started, we didn't use forklifts. Loaded mostly sacks of celite by hand. It's a product used for filters. That was hard work. They were 50-pound sacks and you would come home covered in white dust. You looked like a snowman. I also worked Navy jobs—those were mostly rolling stock such as big trucks and tractors. I worked until I was 72. I wouldn't have worked that long if it wasn't a good job.

In 1971, we went on strike for 100 days. Nixon, under the Taft-Hartley law, forced us back to work for 35 days and then we signed a contract. In 1979, the bananas started coming in and that was a steady job. Before then a lot of guys would travel back and forth to LA or San Diego.



Steve Garcia, Pensioner

I'm the son of a longshoreman, I just followed in his footsteps. I came into the industry in June of 1965. The longshoring industry has been great for me. I've raised a family from it and I am enjoying benefits now as a retiree.

I enjoyed the camaraderie. We had a gang system back then. You had a partner when you were dispatched and everywhere you went, your partner went.



You developed some friendships that way and I really enjoyed that.

My father was an officer in the local serving in a number of offices over 23 years, but I never had any aspirations to be an official. I took after my mother. My dad was a feisty guy who liked to take things head-on. I felt like the best place to show my commitment to the union was on the job. Showing up on time. Giving a day's work for a fair day's pay.

The greatest thing we have is a democratic union and a hiring hall. The hiring hall is where we get people out to work. All of the longshore workers are multi-skilled. They are forklift operators, crane drivers, winch operators, clerks. In Port Hueneme, all of our members have these skills.

Warren Shelton, Secretary-Treasurer

I started as a casual in 1980 and was registered in 1986.

The issues we have here are the same as in the larger ports. The bigger the port, the bigger the problems. The smaller the port, the smaller the problems.

I became a union officer in 2002. I started in the LRC in 1991. I've been in and out of offices from 2002 on. I like sparring with the employers. I like making it better for our guys. I don't like to see the employer getting away with violating the contract. I wasn't going to let that happen.



Fernando Basua, Pensioner

I got into the industry in April of 1966. My mother’s cousin was a charter member at Local 46 and got me into the union. At the time, I was working as a machinist but I was looking for something else. The wages were just about equal then but I didn’t want to work in a manufacturing plant.

The first ship I worked was the Princeton Victory. It was an old victory ship. It was on the Navy side and it was all forklift work loading palletized asphalt barrels. Mechanization was the biggest change I’ve seen over my career. The use of forklifts. On the commercial side, everything was hand stowed—sacks, citrus. Then the forklifts came in and it sped up the operation and of course, it was a lot easier.

I was a Class B for 13 years before I got my Class A. I started in the hold and from there I went to the forklift, then to winch driver, crane driver and then foreman. We used to have longshoremen, clerks, and foremen in this local.

This is a dangerous job. I was working in LA/Long Beach on a gear bulk ship. We had some pipe that turned loose. We jumped in holds and the pipe was just rolling over our heads. That was the most scared I’ve ever been on the waterfront, with three tons of pipe going over your head.



Janet Ritza, Marine clerk

I’ve been in this Local going on 40 years. I used to work for Mazda which was importing cars here. I got laid off there and I always figured if I lost my job there this is where I would go next. There was a lot of throwing bananas in my career before it became palletized. Here I learned to drive equipment. I became a mobile crane operator, a top handler. I’ve also held the office of dispatcher and been on the executive board. I got involved because I wanted to learn more and I wanted to be

somebody who could make a difference. I wanted to do something to make the union stronger.

I became a clerk because I was injured in an accident. I had to have a couple of plates put in by hand and I couldn’t operate a crane anymore. One night, I came out on one of the ships after working the ship’s crane. It was dark where I was and I didn’t know the crane was leaking hydraulic fluid all over the deck. I stood out on the deck and just went down. I tried to catch myself and injured my hand and my shoulder and had to have surgery on both.

When I first got on the job, I was one of six women. It was tough. There was a lot going on back then. Not like it is now. There are plenty of women out here now. I gained respect, enough at least to be elected an officer. I want people to know that you can do what you want to do.

I’ve been out here when kids come through on a school tour. They would bring me in and tell them I drive a crane and their eyes would light up. If you want to do it, you can do it.

The union has meant a lot to me. I am a first generation union member in my family. For me, it is about the benefits. I have a daughter who was born with birth defects. If I didn’t have the benefits that I do, I would have lost her. That’s more important to me than the wages.



Rick Valenzuela, Local 46 President

I’ve been on the waterfront for 32 years. I was a machinist and was content where I was. My father, who was a longshoreman, passed away and I inherited his book under the child of the deceased program. I have a much better life than I had before. This job has been good to me and my family.

I used to be an onlooker. I got persuaded by a friend to get involved more. It’s work. You’re fighting the employer 24-7. They are trying to manipulate the contract in their favor so you have to be on your toes. We have to take care of and defend the contract because without that contract we are not going to exist in the future. If we don’t protect it now, it’s going to be too late.

We have grown immensely in our meeting attendance. We used to barely make a quorum with 27. Now we have 40-60 at a meeting. I wish the younger generation would get on board sooner than I did and make things better for themselves.

When I came in, I was told to get training in everything and anything because one day you are going to need all your skills—UTR, CL, crane, mobile crane, winches and clerk. I’ve done them all. If you can get training in every job on the waterfront, it’s going to make yourself better and give you a chance at a bigger income.

Part of our jurisdiction here is that we load and unload the military ships. During Desert Storm, we were loading out tanks and military support vehicles. There were maybe eight of us trained to drive the M1A1 Abrams tanks. When that job came up, we had to take it because we were certified.



ILWU stands behind San Diego warehouse workers seeking union recognition

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Olvera asked. “These workers need your support. They need to hear you and know that we are here for them.”

Secretary-Treasurer Ed Ferris rallied the group for a safe, orderly, and spirited march to the Four Seasons warehouse. “We’re seeking economic justice for workers at Four Seasons. We’re delivering a message of solidarity,” Ferris said. “The ILWU will not stand by and allow employers to drive down wages for essential supply chain workers. Our union’s Seventh Guiding Principle says that just as water flows to its lowest level so do wages if we allow the majority of workers to be unorganized. We are out here today because organizing the unorganized is the right thing to do.”

Warehouse worker Alejandro Calvillo has worked at Four Seasons for three years. He knows first-hand the importance of being in a union. He was a union member for 26 years when he worked at General Dynamics in San Diego until the company moved good-paying jobs to so-called “right to work” states.

“I was explaining to my co-workers what a union means. Being in a union means that you are not by yourself. You always have help. You’re not alone,” Calvillo said.

Four Seasons refused to voluntarily recognize the union and workers filed for an election with the National Labor Relations Board on August 24th. An election has been scheduled for October 1.



We’ve got your back: Local 29 Vice President Anthony Soniga (red shirt) backs up Four Seasons warehouse workers as they present their petition for unionization to management.



Stronger together: The ILWU family sent a message of solidarity and unity with warehouse workers at Four Seasons with a big turnout to show their support the for unionization effort.

SoCal unions celebrate Labor Day with solidarity, mutual aid

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the pandemic,” Barragan said. “Today we’re back because we wanted to be safe and make sure that we didn’t have another epidemic amongst the union community. We are back for the Labor of Love distribution number two here in the harbor area.”

ILWU Local 13 President Ramon Ponce de Leon was among the day’s speakers. “Since 2020, we’ve had plenty of deaths, but labor keeps working because we are essential for this country to survive,” Ponce de Leon said. “All labor is essential. Unions

built this country, and we will continue to build and rebuild.” Ponce de Leon thanked all of the union members for showing up on their holiday to give back. “That’s who we are. That is what we do. We give back.”

Los Angeles County Supervisor Janice Hahn echoed that sentiment. “That you have taken your day off and are giving back to these families means so much to them and so much to me,” Hahn said.

State Senator Maria Elena Durazo praised the response of labor unions

throughout the pandemic for organizing direct and immediate assistance through food donations, while fighting for improved health and safety standards in the workplace, and fighting for important policies to benefit all workers like paid sick leave.

“That’s the stuff we fought for as a labor movement and that’s what we all should be very proud of,” Durazo said. “We will not let families or workers suffer. We will step up. We will fight back. We will make sure that people are protected.”

Los Angeles City Councilmember Joe Buscaino, whose district includes the harbor area, also celebrated the daily efforts of the working class to keep the country going throughout the pandemic.

“We are reminded where labor was during the pandemic,” Buscaino said. “Labor was out front working, not missing a day of work. It was long-shoremen who moved our goods, our nurses who cared for the sick. It was our city workers who made sure that trash was picked up and that streets were paved. Let’s be reminded of the impact of our brothers and sisters in labor, and our unions who’ve been at the forefront during this deadly pandemic. Let’s remind ourselves of how

crucial it is to have representation at all levels and make sure that our workers are protected.”

Standing up against the recall

Many of the speakers, including Representative Maxine Waters and Representative Nanette Barragan, spoke out against the effort to recall California Governor Gavin Newsom and urged union members to vote “No.”

Speakers noted that recall effort could lead to an extremist like Larry Elders being elected by a small minority of voters. Elders opposes the minimum wage and his anti-worker values are out of step with the majority of California voters.

“We can’t let malcontents push an agenda that is anti-union called a recall,” said Los Angeles County Federation of Labor President Ron Herrera, whose father was a 47-year member of the ILWU. “Without hesitation, with all the courage that we have in our bodies, as union members, and as workers, we have to vote no on this recall. Together, we can defeat any force that comes against us. Together, we can defeat anyone or anything that challenges labor. Together, we can win a better tomorrow for workers.”



IN MEMORIAM

Paul Trani, former President of ILWU Local 63

Paul Trani, former President of ILWU Local 63, passed away on August 12 at the age of 57. Paul was a dedicated trade unionist who was devoted to the ILWU and his family. Paul also served as delegate to the Longshore Division Caucus and was a ILWU Convention delegate.

On December 6, 1986, he married the love of his life, Laurie, and together they raised three children Brittany, Jacob, and Baylee.

Paul comes from a long line of dockworkers that started with his great-grandfather who immigrated to the United States from Italy.

“My great-grandfather started down here, then my grandfather, Paul Vincent, and then my dad, Paul Vernon, and then myself, Paul Kevin. I say our middle names because we all have Paul in our names. At home, we go by our middle names, but down the waterfront, we are all ‘Pauls,’” Trani said in an interview conducted by the Harry Bridges Institute for a film about his family.

By the time Paul graduated high school, sponsorship into the ILWU was no longer permitted, so his father helped him get a job as a non-union vessel planner with Marine Terminals in 1983.

Although he had a good job on the waterfront, the lack of stability was a source of stress for the Trani family trying to raise young children.

“If you got laid off, you would go home and wait until there’s another job opening someplace else,” Trani said. “It was a good job while you had it. But once you got laid off, you had nothing.”

Paul became a member for ILWU Local 63 in 1998, just in time for the birth of his daughter, Baylee, when his unit was organized into the ILWU.

“When I got laid off, the first time my wife was pregnant with our first child. Fast forward a few years, and my wife was pregnant with our third child. I got to go visit my wife at the hospital and showed her the contract that I had just signed and told her she can call her employer and quit her job and stay home with our baby.”

In 2016, Paul was elected President of Local 63. Paul said that the

accomplishment he was most proud of during his tenure was the organizing of the superintendents into the local.

“We organized a lot of the superintendents on the docks. I shared my story and got to explain to them how for me, everything came full circle. I was sitting in their shoes once before and now, I’m president of Local 63 and I’m helping to organize them. That was the most rewarding thing that we did while I was in office, not just for them, but also for what we did for their families. That was absolutely the best thing.”

“The news of brother Trani’s passing was devastating to the officers, staff, and membership of our local,” said Local 63 President Mike Podue. “Paul served in several Local 63 offices and was a true advocate and relentless fighter for union jurisdiction-and that’s a good thing. Paul will be missed not only by Local 63 members, but also by ILWU members up and down the West Coast. On behalf of ILWU Local 63, I would like to thank the International and Coast Committee Officers, as well as the officers and members throughout this great union for all of the sincere sympathies expressed to Paul’s



**Paul Kevin Trani
1964-2021**

family and our local. Paul was a loving father and husband. Our deepest and most sincere condolences go to Paul’s family, Lori, Brittany, Paul “Jacob”, and Baylee Trani.”

“We lost a true leader and a great friend with the passing of Paul Trani,” said ILWU International President Willie Adams. “This loss is felt throughout our union.”

“Paul Kevin Trani III was a dedicated member of the ILWU for many years,” said ILWU International Secretary-Treasurer Ed Ferris. “His leadership and affable nature will be missed by all of us who were fortunate enough to know him. Rest in peace always, Brother Paul.”

IN MEMORIAM

Ed Asner, actor, labor leader and longtime friend of the ILWU



Ed Asner, who entertained millions for over 50 years in TV, film, and Broadway plays, passed away last month. Asner became a household name in the 1970’s for his portrayal of the character Lou Grant on the comedy *The Mary Tyler Moore Show*. He continued to play the character in the late 70’s and early 80’s on the spin-off series, *Lou Grant*. Younger generations may recall Asner from his voicing of the character Carl Fredricksen in the 2009 animated movie, *Up*.

Before starting his career in acting, Asner drove a taxi and worked in

the steel mills in Gary, Indiana, as well as on an automobile assembly line. He was an Army veteran and served in the U.S. Army Signal Corps from 1951 to 1953.

Asner was also a longtime activist, trade union leader, democratic socialist and self-proclaimed “Old Lefty.” In the 1970s, Asner lent his voice and fame to help form the Democratic Socialists of America, an organization that has seen a resurgence in recent years following Bernie Sanders’ 2016 run for President.

Asked in a 2010 interview with the *Progressive* magazine what he thought about socialism, Asner said, “I think we need more of it.”

In 1981, Asner was elected president of the Screen Actors Guild. The previous year, movie actors had staged a 94-day strike to demand a fair share of earnings from the new emerging video and cable markets and Asner emerged as rank-and-file leader who wanted SAG to push harder for the membership.

As a labor leader, Asner defended not only the interests of his own members but he embodied a spirit of labor solidarity, internationalism and social justice. As SAG president, Asner called on movie stars to unite with the lower-paid, working actors by pushing for a merger with the smaller and less powerful Screen Extras Guild. Asner also spent time on the picket lines sup-

porting the struggles of other unions including the Professional Air Traffic Controllers Organization. Asner also spoke out against U.S. military aid to violent, repressive regime in El Salvador and the Contras in Nicaragua. In the early 1980’s he raised money for medical aid to the rebels fighting the US-backed regime in El Salvador, which ultimately led to the cancellation of his show *Lou Grant*.

Asner was a longtime friend of former ILWU International President Jimmy Herman and Asner’s commitment to working-class values of inter-

nationalism, solidarity, and rank-and-file democracy made him a long-time ally of the ILWU.

The February 1990 issue of the *Dispatcher* includes a photo of Asner marching next to Jimmy Herman in San Francisco’s Mission District protesting Cala Foods’ refusal to remove Salvadoran coffee beans from their shelves. Asner was also a guest at the ILWU’s 1991 International Convention. He was unable to speak during the General Session because of a filming commitment but he later spoke at the convention’s banquet.



Ed Asner (left) with former ILWU President Jimmy Herman (with bullhorn) at a community demonstration in 1991 in support of the Salvadoran coffee boycott.

Tell us about your TATTOO



Rene (NayNay) Sharp

I got my tattoo after receiving my B book. I have no other tattoos. I brought my grandmother's strength into this tattoo. She had been a riveter working for the war efforts making aircrafts in California. The Rosie symbolizes our strength as women, bold enough to work in a male dominated field.

The longshore hook embossed with 'ILWU' also honors the union that makes our equality possible. My registration number is tattooed in Rosie's arm.

Share your story—send an email to roy@ilwu.org

A Helping Hand...

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

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(604) 254-7911



Ron Thomas
Local 19

Our condolences to the family of ILWU Local 19 member Ron Thomas, who fought a brave battle with COVID-19.

AN INJURY TO ONE IS AN INJURY TO ALL.

Photo used with Thomas family permission.

TRANSITIONS

NEW PENSIONERS:

Local 8: Odie B. Hollingshed;
Local 10: Peter J. Eliopoulos;
Tina Galarza; Terri A. Peretti;
Local 12: Leonard E. Nelson;
Local 13: Mark A. Arias; Darrell D. Bullock; Leslie G. Coulter; Jose S. Go; Joseph Houchen; Brian K. Mitsuhashi; Arthur L. Patterson; Mary L. Turner;
Local 19: Ronald D. Dalzall; Kevin C. Frazier; John M. Persak;
Local 21: Gregory J. Eastland;
Local 23: Frank J. Faker;
Local 29: Bennie M. Vargas;
Local 34: Alphonse Jackson;
Local 52: Barney P. Hattaway;
Local 63: Terrie A. Alvarez; Cheryl C. Alvira; Thomas J. Conigliaro; Lori A. Gentile; Edward L. Maese; Patricia Scroggins; Kip David Tremain;
Local 63-OCU: Cecilia Fausto; Mary Fang; **Local 75:** Michael S. Terry; **Local 94:** Michael J. Hermann;
Local 98: Randy J. Head;

DECEASED PENSIONERS:

Local 7: Frederick L. Williams (Sharon); **Local 8:** William E. Oviatt; (Joan); **Local 10:** Donald Haggerty; Harley J. King; Eugene Martin (Mary); Leslie Ong; **Local 13:** Chencho C. Angel; Eugene Florence III; Nick R. Loving; Ruben Munoz; Lute A. Padilla;
Local 19: Walter D. Kennison; Howard W. Massey (Debbie); Rodney

R. Ulmer (Elizabeth); **Local 21:** Ed A. Brusco (Stella); **Local 23:** Arless E. Hunter; **Local 29:** Kenneth D. Gracia;
Local 34: Earl J. Cava; Manuel R Santana; **Local 46:** Rose Marie Gomez; **Local 52:** Eboja M. Aja; Robert A. Beauvais (Celestrudes); **Local 54:** Clifford E. Booth;
Local 63: Nathan C. Campobasso; Orville M. Echols; Betty J. Jacobelly; Grant H. Wegworth;
Local 63-OCU: Patty Gomez; Virginia Turner;
Local 94: Abraham Castillo; Helbert W. Lyde;
Local 98: Albert C. Gross;

DECEASED ACTIVE MEMBERS:

Local 10: Lawrence Moore;
Local 13: Buck A. Borba; Jack W. Hahn; Nick A. Lovrich; Richard L. Mediano; Gregory A. Negrete;
Local 63-OCU: Martha Sementilli;

DECEASED SURVIVORS:

Local 10: Josephine Arrizon;
Local 13: Eloisa Navarro; Jacklyn K. Santana; Mary Ann Barnum;
Local 23: Sandra A. Brenno; Diane Butler; **Local 63:** Martha Podue; Wanda W Stewart; Barbara I. Kulbe;
Local 92: Anita T. Vitale;
Local 94: Phoebe Holbert;
Local 98: Beverly J. Arnestad;

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