



THE DISPATCHER

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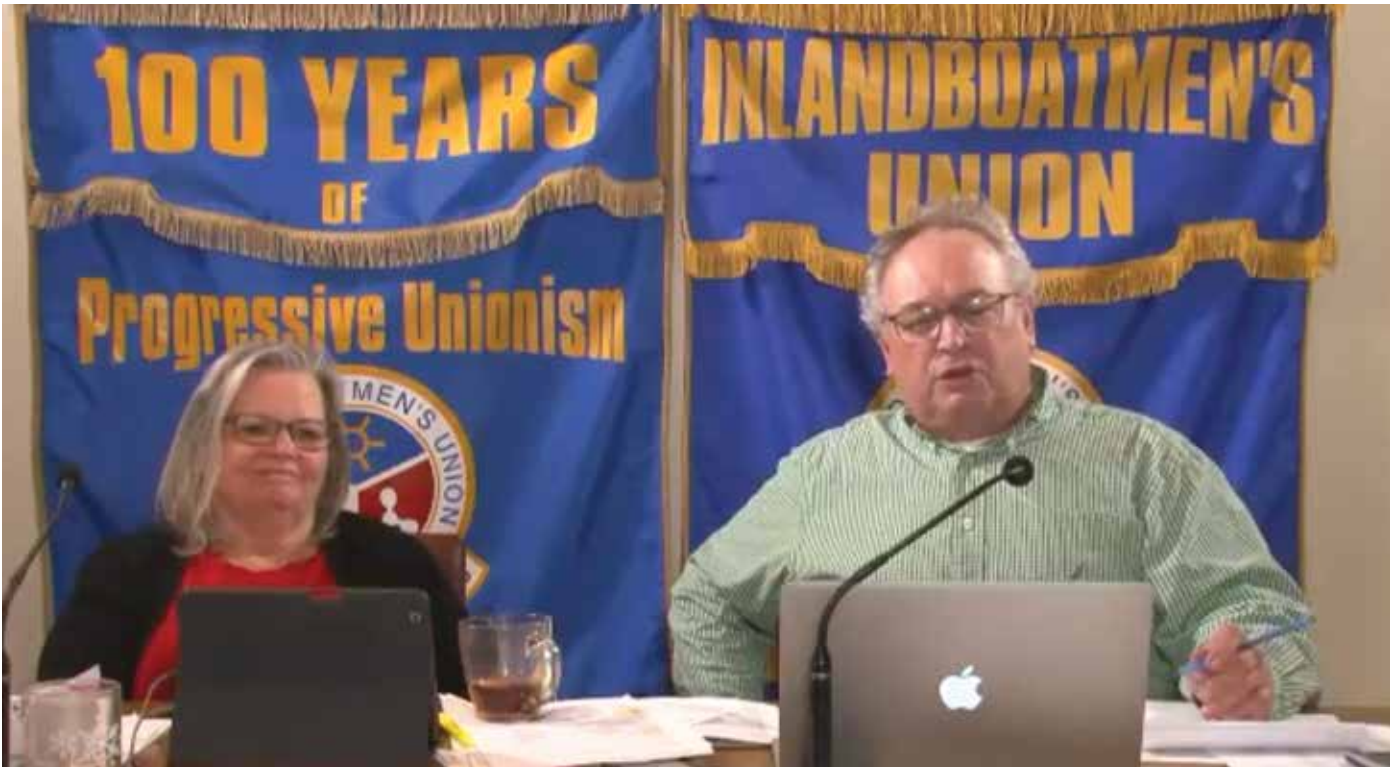
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CA Gov. Gavin Newsom tours ports of LA/Long Beach with ILWU leaders.
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Full speed ahead: IBU Secretary-Treasurer Terri Mast (left) and IBU President Jay Ubelhart at the IBU's 25th Convention. Delegates set the agenda for next three years as the union prepares to embrace the new opportunities that lay ahead.

Inlandboatmen's Union tackles challenges, embraces opportunities at 25th Convention

Delegates and guests met via Zoom for the Inlandboatmen's Union of the Pacific's (IBU) 25th Convention November 10-13. The convention sets the course of the IBU for the next three years. The decision to hold the convention virtually was made to ensure the health and safety of delegates as the country continues to recover from the ongoing COVID-19 pandemic.

Challenges and opportunities

In his address, IBU President Jay Ubelhart discussed the impact that COVID has had on the union, causing a significant decline in membership due to layoffs on ferry systems along the West Coast. Ubelhart also said that in addition to the challenges presented by the pandemic, 2021 also brought new battles to the IBU.

"Region 37, our cannery workers region, lost its only contract when Peter Pan Seafoods was sold to a pri-

vate equity firm, and the new owners refused to recognize the contract with the IBU," said Ubelhart. "Westoil in Southern California had its work cannibalized by its own parent company, Centerline, who set up another company, Leo Marine, to underbid contracts that were IBU jurisdiction for decades and caused layoffs of IBU workers and a beef with the Seafarers International Union (SIU), a predatory union per our Constitution." (See June 2021 *Dispatcher* for more details about this fight).

Those fights are ongoing and there have been positive developments on both fronts, Ubelhart explained.

"In August the new Peter Pan company offered the IBU recognition if we would drop our National Labor Relations Board (NLRB) charges and agree to negotiate a contract for the seafood workers at their plants in Alaska. Part of the reason they came to us is the difficulty of keeping a trained workforce that will work long, hard hours in remote areas of

Alaska and come back to do it again the next season," he said.

Ubelhart reported another positive development. He said the NLRB is close to a decision on at least nine pending charges against Leo Marine. A positive ruling from the Board could help resolve the issue in favor of the union.

"None of these battles could have been fought effectively without the wholehearted support of the ILWU International," said Ubelhart. "They have helped us strategically with the help of the International Organizing Department, and financially by giving us access and support from their legal team. I'm thankful that the ILWU has had our backs in these fights."

Because of the pandemic, Ubelhart said that the IBU membership levels are at their lowest in decades and that increasing membership is a priority for the union.

"Some of the increase will come as laid-off workers are rehired. Other

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LETTERS TO THE *DISPATCHER*

Dear Editor,

It is with great sadness that we announce the death of Nathan C. Campobasso, age 88, a 30-year longshore worker and marine clerk who passed on August 4, 2021, at Eisenhower Medical Center in Rancho Mirage, CA, from respiratory complications. Born October 6, 1932, in Kansas City, Mo, to Mary and Raffaele ‘Joe Biff’ Campobasso, he enjoyed a wonderful childhood growing up in a large Italian family.



His fondest recollections were those of a young child watching his favorite team, the Saint Louis Cardinals led by his favorite player, Johnny Mize. His youth had its challenges but that changed when his stepfather, Archie Petrovich became his beloved mentor and role model.

Nathan was an Air Force Korean war veteran. Post war Nathan was a sergeant in charge of the officer’s club while stationed at Parks AFB in Pleasanton, CA. He and three fellow soldiers started a doo-wop group where he performed as the first tenor. Their most memorable concert was at the Palomar Gardens in San Jose, CA, where they performed alongside saxophone great Joe Houston and other big-name artists.

After an honorable discharge from the military, Nathan spent the next 30 years as a proud longshoreman and Local 63 marine clerk at the Port of Los Angeles and Long Beach. In 1971, he participated in the 130-day longshore strike fighting for the many denied rights of dockworkers and which granted many of the benefits that longshoremen still enjoy today. We’ll remember him for his larger-than-life personality, his bright blue eyes and impromptu singing.

He leaves behind Rebecca, his wife and soul mate of twenty-three years and many devastated family and friends who’ll miss his big voice and bantering ways. Survivors are his uncle, Dr. Frank Campobasso (Donna) and Aunt Rose Campobasso of Kansas City, Mo.; two brothers, Danny Mike Petrovich (Terry) and Charles Tuggle (Esther); daughters Josette Espinosa and Kathy Jenssen (David); grandchildren, Nathan Espinosa (Stephanie), Andrea Connolly (H. Patrick); Wendi Borg (Dennis); seven great-grandchildren and many cousins.

Rebecca Campobasso

Dear Editor,

My father, union leader and longshoreman Wesley T. Johnson, passed away Monday, November 1st, 2021, with his wife and family at his bedside. Wes was well known on the “beach” or waterfront as a union advocate and leader throughout his career that spanned several decades. In his early years of longshoring he prided himself on long hours of work with men he admired for their work ethic and toughness. The risks that they faced and the occasional casualties would somber his conversations with his family at dinnertime. Driven to face the challenges of his union family he assumed responsibilities as the business agent in the 1960’s. Turbulence ensued in the years ahead and he become the President of the Local 8. During that time period, Union contract negotiations in San Francisco offered an opportunity for him to help negotiate the contract. He volunteered and was selected to represent Oregon and Local 8 and he lived out of a hotel in San Francisco to fight for the rights of his fellow dockworkers. During this process he established relationships with Harry Bridges and many other Union leaders on the west coast. He was a very proud of the sacrifices that he and his colleagues made to ensure contract provisions that would safeguard jobs and occupational risk for his rank and file.

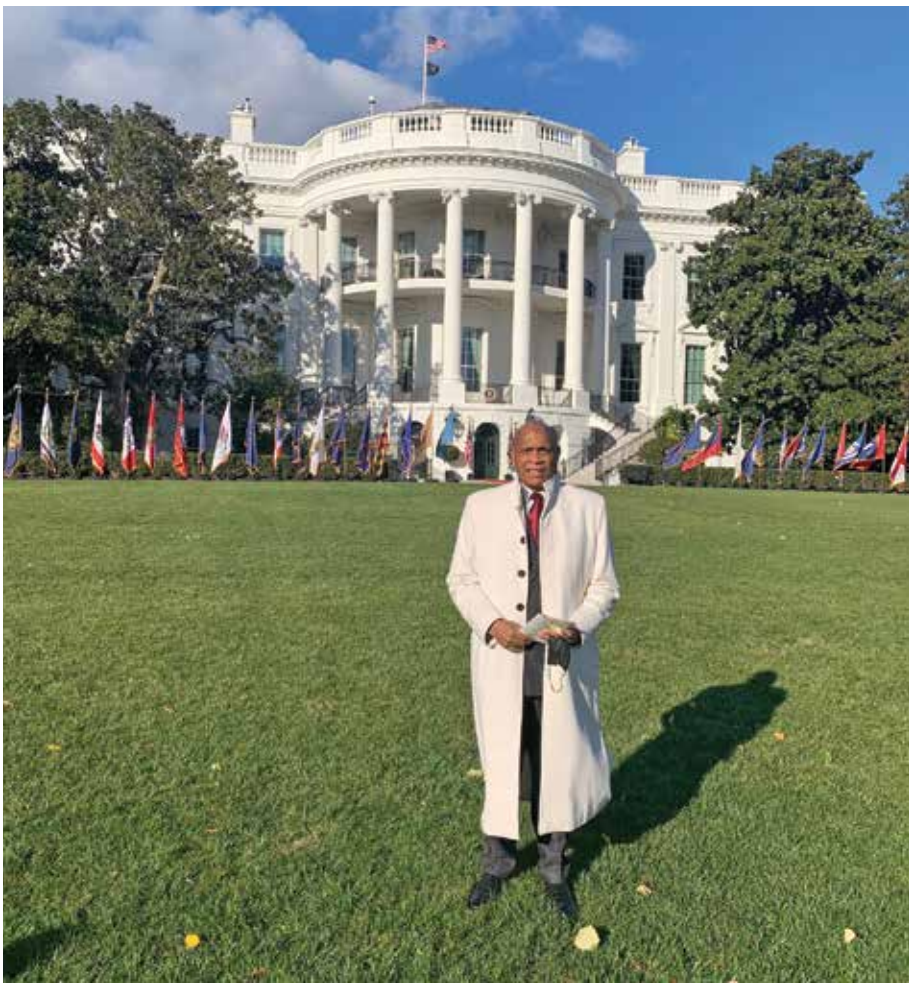


Years later work stoppage over container shipping would challenge him as a leader at Local 8 with coast wide effect. I remember the night the stalled negotiations were resolved with a phone call to our house. Dad simply said “the employers were smart to make these concessions”. Despite lost wages and personal sacrifice, the union was up for a fight, and Wes was always willing to lead his coworkers and friends. Wes later followed opportunities as foreman and eventually became the President of Local 92 for many years. Unfortunately, in his early sixties, while working a grain job, a grain spout threw him from the deck into the boats hatch. This spinal injury would end his career which spanned over 42 years.

In addition to the great pride he had for the men he worked with, he forged friendships that he would hunt and fish with years. He will always be remembered as a union man that respected the hard work of longshoring, and his dedication to ensure the safety and well-being of his brothers and sisters on the “beach.”

Wesley Johnson, M.D.

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



Historic infrastructure bill signed into law

ILWU International President Willie Adams was invited back to the White House by President Joe Biden to attend the November 15th signing ceremony of the historic \$1 trillion bi-partisan infrastructure bill. The legislation will pour billions of dollars into the nation’s roads, ports, and power lines.

Although the compromise legislation is not as ambitious as Biden’s initial \$2.3 trillion proposal, it is the largest investment in the country’s infrastructure in more than a generation.

“ILWU dockworkers are moving an unprecedented two million containers through U.S. West Coast ports each month, and we appreciate this federal investment to improve cargo movement throughout the nationwide supply chain,” Adams said. “President Biden’s plan brings a much-needed surge in transportation funds to strengthen ports, which are busier than ever, and also the railroads, highways and other infrastructure to move cargo off of the docks.

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As warehouse heat rises, politicians slow to act



Speaking out about high heat: Local 26 members working at the Rite Aid distribution center in Lancaster, CA (left to right): Jesus Ramos, Debbie Fontaine, Sylvia Estrada and Martha Gontes appeared in the article in the Los Angeles Times and spoke out against the dangers and difficulties a warehouse work in high temperatures.

On October 7th, the *Los Angeles Times* published an investigative report on dangerous conditions in Southern California warehouses caused by excessive heat. The article details how increasing temperatures and putting the health and safety of workers at risk.

The *LA Times* interviewed over two dozen warehouse workers including ILWU Local 26 members who work at the Rite Aid distribution warehouse in Lancaster, CA.

Industry growth in high-heat areas

Demand for warehouses, distribution centers, and workers to staff them are rising—as are temperatures, especially in California’s Inland Empire and Central Valley where new warehouses are being developed.

According to the *LA Times* report, since 2010 more than 400 new warehouses, each over 100,000 square feet, have been built in the Inland Empire, where summertime temperatures can regularly exceed 100 degrees. About 10% of all warehouses in the United States are located in this part of Southern California. New warehouses are also being developed in high-heat areas of Riverside County and along the edge of the Mojave Desert where the Rite Aid distribution center is located.

Low-wage workers, many of whom are Black and Latino are facing increased safety risks working in the hottest parts of California in an industry with few safety protections and a lack of government oversight. Local and state politicians have shown little interest in seriously addressing this crisis.

Heat-related risks

A recent study from researchers at UCLA and Stanford University found that indoor workers in California are more likely to be injured on the job when temperatures exceed 90 degrees. The dangers of working in high heat are not just limited to heat-related illness. Working in high tem-

peratures can cause excessive fatigue and exhaustion which can lead to higher rates of accidents and injuries. The report also found that work injuries linked to extreme heat are undercounted and the health impact on workers is more widespread than previously known.

Temperatures inside the Rite Aid distribution center have climbed to 90 degrees and higher and stay there for hours, according to the *LA Times* report based on worker interviews and the company’s own 2020 temperature records.

“Politicians cannot continue to drag their feet on this issue. It’s the working-class that pay the highest cost from climate change, and it is well past time to act.”

— ILWU Local 26 President Luisa Gratz

Contract protections outdated

In 2011, following the death of a Local 26 member, ILWU Local 26 became the first union in the United States to negotiate indoor heat controls at Rite Aid. Only two other unions in the country have negotiated indoor heat related provisions since.

A decade later, workers at the huge facility say the protective measures they fought for are insufficient for the record-breaking heatwaves in the Mojave Desert that have become prevalent in recent years.

“The heatwaves are getting more intense, and the hottest times are of the year are lasting longer because of climate change,” said Local 26 President Luisa Gratz. “Workers at the Rite Aid distribution center pull products all day long based on production metrics set by the employer. Their bodies are constantly generating heat. Working in these warehouses without air circulation and high levels of humidity is exhausting and can be debilitating.”

Under the contract, supervisors are required to give workers a five-minute

break when temperatures reach 90 degrees. They get a 10-minute break when it hits 100 degrees. If the temperature reaches 101 degrees workers are sent home. Workers are also provided water by the employer every 30 minutes, and every 15 minutes in 100-degree heat. The union stewards carry their own digital heat monitors to keep managers honest, but the breaks don’t offer much relief.

“These provisions are outdated given the impacts of climate change and no longer do enough to control heat on warehouse workers,” Gratz said.

“Politicians cannot continue to drag their feet on this issue. It’s the working-class that pay the highest cost from climate change, and it is well past time to act.”

— ILWU Local 26 President Luisa Gratz

Heat exhaustion

According to the *LA Times* report, “Rite Aid workers said at least three employees fell ill with heat exhaustion in June [2021] when an unusually severe heatwave descended on Southern California. Two became so dehydrated that they needed IV bags of saline solution to replenish lost fluids.”

Gratz said that the company has responded to complaints about the heat by installing a few more fans to increase air circulation, but the measures have done little to mitigate the problem in the massive warehouse. “Cal-Osha was called but no changes were made. We were told there were no heat standards or regulations to be enforced,” said Gratz.

“Although fans do help in some areas, they can also make it worse at times because they are just blowing hot air at workers who are already overheating which increases the risk of heat-related illness,” Gratz said.

Air conditioning for chocolate

Workers said that the only air conditioning in the warehouse is the room to sort bags of chocolate bars before they’re trucked to drugstores. Local 26 member Debbie Fontaine, who has worked in the distribution center for 21 years said when she was interviewed by the *LA Times* that supervisors walk employees to the chocolate room when they begin to show signs of heat exhaustion

“We have this refrigerated room to keep the chocolate from melting while people are practically dropping off from the heat,” Fontaine said.

Long fight for a heat standard

Gratz has been working with legislators in Sacramento trying to get indoor heat standards passed for decades, but businesses and the Chamber of Commerce fought hard to prevent these safety standards from being enacted.

In 2005, California finally became the first—and only state—to adopt a heat illness prevention standard to protect outdoor workers. “We were told we could have a heat standard to protect outdoor workers or indoor workers, but not both,” Gratz said.

The state’s outdoor heat standard requires employers to provide workers with water, shade, rest breaks, and training. Additional requirements apply when the outdoor temperature exceeds 95 degrees.

In 2016, the legislature finally passed SB 1167, which established regulations to prevent heat illness for indoor workers and was signed into law by Governor Jerry Brown. SB 1167 directed Cal-OSHA to draft and propose heat illness and injury prevention standards for indoor worksites by January 1, 2019. Gratz said that nearly six years after the passage of SB 1167, the standards are weak, and limits are still under review.

“The process is bogged down in politics by people who work in air-conditioned buildings,” Gratz said

Until the regulations are approved, Cal-OSHA inspectors have few enforcement tools available. Without clear rules stating the temperature at which heat is hazardous, businesses face no threat of enforcement action and even if the state eventually enacts an indoor heat standard, it’s not clear that an underfunded and understaffed Cal-OSHA will have the capacity to effectively enforce the guidelines.

“Politicians cannot continue to drag their feet on this issue,” Gratz said. “It’s the working-class that pay the highest cost from climate change, and it is well past time to act.”

A black and white photograph of a group of men standing in front of a building with large windows. They are holding a long banner that reads "AN INJURY TO ONE IS AN INJURY TO ALL". The man on the far left is holding a sign that says "HEAR THE TRUTH 1330 KPOJ" and "FRI. 8:45 - 8:58 PM TUES. 9:45 - 10:02 PM THE VOICE OF THE MARITIME UNIONS".

The 1948 strike included a coalition of maritime unions including the ILWU, the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association, Marine Engineers Beneficial Association (MEBA), Marine Radio Officers of the American Radio Association, and the National Union of Marine Cooks and Stewards. The 1948 strike was provoked by the Waterfront Employers Asso-

In 1947, Congress passed Taft-Hartley by overriding President Harry Truman's veto. The act eroded the organizing strength of workers and tilted labor laws in favor of employers by outlawing many of the successful tactics that had been the building block of union strength. Taft-Hartley outlawed the closed shop, which employers claimed included the ILWU hiring hall, secondary boycotts, and strikes over jurisdictional issues.

Emboldened by these new anti-union federal laws, the Waterfront Employers Association entered contract negotiations with the demand that the ILWU give up the hiring hall because they said it was “illegal” under Taft-Hartley. The union countered with a demand to continue the hall as it was as well as a series of contract changes, including higher wages, shorter hours, revised vacation rules, and improved safety conditions.

With no compromise in sight and the June 15th expiration of the contract approaching, the union took a vote authorizing a strike if the employers insisted on dismantling the hiring hall and staying out on strike until all other maritime unions reached a satisfactory agreement. The strike authorization vote was passed by an overwhelming majority of the membership.

The NLRB used Taft-Hartley for the first time to force workers to vote on the employers' "last offer." That offer included requiring the hiring hall dispatcher be chosen by the Fed-

One newspaper ad paid for by the employer included a carefully cropped photo of Bridges standing near Soviet official Vyacheslav Molotov at a public event. The ILWU responded with an ad of its own pointing out the event in question was not only attended by numerous U.S. government officials but also that the employers had been present at the event as well.



WE'RE NOT SUCKERS!



In addition to newspaper ads of its own, the ILWU countered the employer’s PR efforts with outreach by rank-and-file members who spoke at community events, including church groups, business associations, and political organizations. The striking unions also started a radio program in Seattle, Reports from Labor, hosted by Jerry Tyler of the Marine Cooks and Stewards Union as an outlet to inform the public about the strike and other labor issues. Although it was created as a tactic for the 1948 strike, it continued into the 1950s as an important source of information and commentary for organized labor in the Pacific Northwest.

The stalemate was finally broken when negotiators at the table were changed. However, it was the employers, not the union, that changed negotiators. The WEA announced a “new look” to the union shortly after Truman’s defeat of the staunch anti-communist Thomas Dewey in the 1948 Presidential election.

The WEA removed the union-busters and red-baiters. The employers’ “new look” signaled an openness to work with the union that had not existed in the previous 14 years. After 95 days, the ILWU and WEA reached an extended agreement that represented a new era of cooperation and stability in the industry. The ILWU won the closed shop with the hiring hall continuing as it was with a union-elected dispatcher; wages were increased, union security was reaffirmed and improvements were made in the hours and vacation provisions. A coastwise system of arbitration was created that included a jointly chosen arbitrator with the power to make decisions over any conflict. Sam Kagel was chosen for that position. When the contract went to the membership to vote all but four locals unanimously voted in favor of the contract.

Bridges interview on the 1948 strike

On November 16, 1948, ILWU International President Harry Bridges appeared on Radio KPOJ, in Portland, Oregon with Matthew Meehan of ILWU Local 8, as part of the series, Voices from the 1948 Maritime Strike. The following is an excerpt from Bridges’ interview.

Bridges: The demand of the shipowners is both contrary to the law governing collective bargaining and the whole basic principle of collective bargaining. It’s really a demand for company unionism. It’s a demand for shipowner control over the union instead of union control by the membership. Anyone affected by the strike, or anyone who is concerned with its settlement should seriously study what the shipowners are asking as a price for resuming negotiations.

They say quite openly to the union, change your union leaders and negotiators to satisfy us.

Give us people who we believe can be influenced or intimidated into accepting a contract with inadequate wages and working conditions. In almost the same breath, the shipowners pretend they are not engaged in union busting. Well, any union person or any fair-minded person can judge for themselves.

Meehan: What reasons do they give for this demand to select the spokesman for the union? Has a union made any proposals to select the spokesman for the shipowners association?

Bridges: On the first question as to their reasons. They have charged the union’s present spokesman with many things, ranging from communist plots to destroy the merchant marines to ordering an illegal strike without strike issues. These accusations are purely window dressing to conceal what they are actually trying to do, namely, choose the pitchers on the union team.

Just imagine if the Boston Braves had refused to play the Cleveland Indians in the World Series unless the Braves could say who would pitch for the Indians. Why sports fans would have raised a holler that would be heard around the world. Our union membership was hollering plenty about the shipowners trying to dictate who shall be on both sides of the bargaining table. They know it’s plain union busting and company unionism. Any fair-minded person will agree in our opinion that the union should say who shall pitch for the union team.

Meehan: Hasn’t the union already made a big concession along the line of changing its negotiators?

Bridges: Yes, a big concession. We offered the shipowners a union negotiating committee composed of strikers only elected by secret ballot right from the picket line. No union officers, including myself would be on such a committee. The union has offered the shipowners a choice of two committees, both elected by a vote of the union membership.

Meehan: But doesn’t that make it seem that they don’t want to sit down and talk across the table about settling the strike?

Bridges: The facts speak for themselves, we think. They refuse to negotiate with the present union committee, which includes national and local union offices, and they refuse to deal with the committee of striking longshoremen who must work and live under any agreement negotiated. It adds up to the shipowners wanting to choose who shall sit on the union side of the table as well as their own.

Meehan: How about the ship owners demand that any committee that they meet with must sign the anti-communist affidavits called for by the Taft-Hartley law?

Bridges: Compliance with these provisions of the Taft-Hartley law, that is the signing of the anti-communist affidavits, is necessary only if the union wishes to use the facilities of the National Labor Relations Board. The provisions are purely optional. There is no violation of any law involved by the union’s refusal to sign these statements as demanded by the shipowners.

Meehan: What is the reason for the union’s refusal other than the exercise of its clear legal rights under the law?

Bridges: It’s simply a matter of trade union policy and principle. And after all, again, we think that it’s the union’s right to determine what its policies and principles shall be. There’s nothing political about it. Our union, like every single labor organization in the country, regards the Taft-Hartley law as a wholly unfair anti-labor measure. Not a single labor officer in the whole country believes otherwise. Even the President of the United States says the same thing. Many labor unions and many labor union officials are bypassing the optional sections of the law. Prominent among them are John L. Lewis and Philip Murray.

Meehan: Well, in the case of yourself, doesn’t it seem that matter of an anti-communist affidavit is a perfect excuse for refusing to do business with you as a union spokesman?

Bridges: Yes, to me it does. After all, I had 10 years of investigation by the FBI, government agencies, police departments, and three deportation trials that eventually resulted in a decision by the United States Supreme Court on the issue of communism and communist membership. If the decision of the Supreme Court of the United States can’t satisfy the shipowners, I frankly don’t see what got an anti-communist affidavit will do.

However, again, as I have said, It’s purely a matter of union policy. Remember, up until midnight September 1, the shipowners—the same ship owners that are now complaining about the leadership—were more than anxious to have the committee of which I am spokesman sign the contract which they, the shipowners, proposed. Now that contract was a sellout of the longshoremen that work for their wages and pay me my salary. When the committee instructed by the membership rejected the sellout contract, then the shipowners screamed communism. This to us proves that they don’t care who they deal with, as long as the deal goes their way.

Meehan: You say that despite the fact the ship owners are publicly professing to want waterfront peace, they only want any new contract negotiated to run until next June, which is only a little over eight months away?

Bridges: Yes, they made that proposal just before the strike took place. And they made it on a take it or leave it basis, meaning take it or strike. The union wants the contract run until June 1950, or even longer. This would be the best guarantee that there would be no waterfront tie up for two years or more. But the shipowners rejected our program on that matter....Our membership wants such a contract. Dozens of businessmen have written us and phoned us and approved the idea. Only the shipowners do not seem to want it. They wish to have the threat of a waterfront tie up with us every year.

Meehan: How can the strike be settled?

Bridges: Well, the various ways can be spelled out. First, the shipowners’ way: let them decide who shall pitch for the union. We just cannot go for that and we won’t. Second, also a shipowners’ way right and their real program: starve the strike out, break the strike and bust the union. Now let me say very frankly, before the union surrenders to either of these methods, it will go down fighting every inch of the way. However, there are others.

Third, the shipowners to resume negotiations immediately with a committee selected only by the union and fourth except the office of third parties such as for example, Elmer Robinson, Mayor of San Francisco, Senator Wayne Moore of Oregon, or the United States Conciliation Service, all of whom have offered to act as mediators in the strike. The strike can only be settled by negotiations. The last two methods will get negotiations going through discussions and bargaining across the table. All the strike issues can be settled or compromised, including all the complaints of the shipowners against the union and against this leadership.

Inlandboatmen's Union tackles challenges, embraces opportunities at 25th Convention

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gains must come from new members," Ubelhart said, noting several recent successful organizing campaigns. "We are working to conclude a new contract with the Scripps Institution of Oceanography in San Diego that could add 50 to 70 new members," he said. "With the help of the ILWU organizer Jon Brier, we recently got recognition for a group at North American Energy Services, which operates the first liquefied natural gas (LNG) plant on the Pacific Coast, which will eventually be able to bunker LNG-powered ships in Tacoma. Hawaii gave us great news when Sause Bros. bought the assets of Kirby a non-union outfit, making Honolulu 100% union waterfront."

ILWU President Willie Adams

In his address to the convention, ILWU International President Willie Adams thanked IBU members for rising to meet the challenges they have faced over the past three years and encouraged them to look forward and prepare for opportunities ahead.

"We are living in a polarized society. If people can't find hope in the ILWU and the IBU, there is no hope in America for the working class. And to the heroes—the workers of the IBU who show up day-in and day-out—in the face of the headwinds of COVID, supply chain congestion, and other issues—you're going to work every day carrying the flag of the IBU and for workers worldwide," Adams said. "Now more than ever, workers across this country are striking, standing up, speaking truth to power. Now is our time. It is not time for us to be weak or not take a position on important issues. We have to move forward, we have to be smart, and we have to fight on higher ground."

Adams concluded by praising the new generation of emerging workers in the union.

"I am so excited about our young workers. They are the future. I know our union will be strong as the next generation takes the mantle of leadership," Adams said.

ILWU Secretary-Treasurer Ed Ferris

ILWU International Secretary-Treasurer Ed Ferris spoke about the ILWU and IBU's long history and the shared values and traditions of both organizations.

"I just want to say how much I appreciate the relationship between the ILWU and the IBU," Ferris said. "You have such long, rich history. The IBU was one of the most progressive unions dating back to 1918. You were one of the first organizations progressive enough to empower women and appreciate diversity. That's why it was such a great fit when you affiliated with the ILWU in the 1980s."

ILWU Vice-President (Hawaii) Sam Kreutz

ILWU International Vice President (Hawaii) Sam Kreutz spoke briefly to the delegates and reinforced that the ILWU International will continue to have the IBU's back.

"We are in a new era. We've all been turning our lives upside down and adjusting to this new environment these last few years," Kreutz said. "I just want to wish everybody the best of luck and to stick together in solidarity. You have the ILWU backing you on every agenda."

ILWU International Vice-President (Mainland) Bobby Olvera, Jr. was scheduled to speak at the convention, but technical difficulties prevented him from addressing the meeting.

ITF Inspectors

The convention also heard from International Transport Workers' Federation (ITF) Inspectors Jeff Engels, Stefan Muller-Dombois, and Sam Levins who spoke about the ITF's Flags of Convenience campaign and their ongoing efforts with local health departments to get seafarers vaccinated. The program has vaccinated thousands of seafarers with the single-shot Johnson & Johnson vaccine.

Local 400 President Jason Woods

ILWU Local 400, Marine Section President Jason Woods spoke about ongoing efforts to organize transport and allied workers and the Local's commitment to the First Peoples of coastal British Columbia.

"We know the First Nations were the first seafarers and dockers on our coasts long before European settlement," Woods said. "We have recognized First Nations in some of our agreements where new coastal work is developing. We also recognize there are significant barriers to entry into the industry, including requirements for training and certification. Therefore, we have started annual scholarships for First Nations people to pay for tuitions and defray the costs of travel and accommodation for those from coastal communities that to travel to study."

Honoring Richard Gurtiza

The convention took time to honor the retirement of former IBU Region 37 Director Richard Gurtiza. He has been a member of the union since 1977 and served as Regional Director from 1993 until 2020.

Jay Ubelhart thanked Gurtiza for 27 years of service as a Regional Director and for the pivotal role he played as a rank-and-file leader helping to reform and democratize the Local in the 1980s.

Gurtiza expressed his appreciation for being able to be a part of the union for nearly half a century.

"I couldn't hold my head up higher being part of this organization," Gurtiza said. "When I'm out in the field—to be part of the ILWU and the IBU—everybody knows who we are and respects what our union is all about. I wouldn't do anything differently. Being able to retire and be part of this organization and calling you all friends and comrades is especially fulfilling for me."

Other speakers at the convention included: Masters, Mates and Pilots President Don Marcus; ILWU Organizing Director Ryan Dowling and Assistant Organizing Director Jon Brier; MEBA President Adam Vokac; IBU Legal Counsel Dmitri Iglitzin; Tongue Point Maritime Training Director Len Tumbarello & students; and Deputy Secretary-Sydney Branch, Maritime Union of Australia, Paul Garrett.

Convention resolutions

The Convention passed several amendments updating the IBU constitution and resolutions supporting workers at Westoil Marine in Southern California; the creation of a subcommittee to review the IBU Constitutions for errors, contradictions, and omissions and make recommendations to be acted on by the next convention; a resolution supporting Region 37 and organizing; and a resolution on IBU pension funding that the "Union will work with the employers and the Trust to determine the best options for reducing, with the long-term goal of eliminating, the Pension Plan's unfunded liability and restore benefits to the members who lost benefits during the rehabilitation plan, in order to make them whole, to the extent possible."

"Major changes in consumer habits driven by a global pandemic have led to all-time record high volumes of containers moving through Los Angeles and Long Beach ports. Thanks to the collective work of California and our partners, we have seen a 32% drop in containers sitting on the docks. I am grateful for the cooperation of both the public and private sectors - from the federal government to the ports, the workforce, the retailers and the shipping lines - for the additional commitments they've made to tackle the backlog."

– Governor Gavin Newsom



Getting the job done: California Governor Gavin Newsom highlighted the ongoing work by ILWU members to address the global supply chain crisis and the policies being implemented to help ease congestion. Newsom toured the Ports of LA and Long Beach on November 17th and was joined by Port Envoy to the Biden-Harris Administration Supply Chain Disruptions Task Force John D. Porcari, ILWU International President Willie Adams, Coast Committeemen Frank Ponce de Leon and Cam Williams, Local 13 President Ramon Ponce De Leon, Local 63 President Mike Podue, Local 94 President Danny Miranda, port leadership, local legislators and elected officials. The hard work of the ILWU workforce has resulted in a 32% drop in containers sitting on dock for more than nine days in the Ports of Los Angeles and Long Beach.

UNION-MADE HOLIDAY GIFT GUIDE

BOOKS

Powell's Books

Portland, OR

<http://ilwulocal5.com/support/>

(Use this link for online shopping at Powell's and 7.5% goes to support the ILWU Local 5 strike fund)

Green Apple Books

San Francisco, CA

Elliot Bay Book Company

Seattle, WA

Moe's Books

Berkeley, CA

BEAUTY AND SKINCARE PRODUCTS

Dove Beauty Bar and skin care

Caress skin care

L'Oréal Paris

Revlon

ChapStick

SWEETS, TREATS AND SNACKS

See's Candy

<https://www.sees.com>

Ghiradelli Chocolate Company

San Francisco, CA

Almond Roca

Tacoma, WA

Guittard Chocolate Company

<https://www.guittard.com>

Allan Candy Company

Grandy, Quebec

Brown and Haley

Seattle, WA

Mauna Loa Mac Nut

<https://www.maunaloa.com>

Jelly Belly

COOKWARE

Fiestaware

All-Clad cookware

CERAMICS

Heath Ceramics

San Francisco Bay Area

KNIVES AND CUTLERY

Cutco Cutlery

<https://www.cutco.com/>

Gerber Legendary Blades

Portland, OR

gerbergear.com.

Some Gerber knives are imported, but if it says "Made in Portland" on the blade, it's union-made.

CLOTHING, BOOTS AND TEXTILES

Brooks Brothers Neck Ties

Carhartt

<https://www.carhartt.com>

American Rootswear

www.americanrootswear.com

Pendleton Woolen Mills blankets

www.madeinoregon.com/pendleton/blankets

All American Clothing

www.allamericanclothing.com

Danner hiking and hunting boots.

Portland, OR

danner.com

Danner does import some boots, so check the label: If it's U.S.-made, it's union-made.

Red Wing Shoes

<http://www.redwingshoes.com/>

Joseph Abboud clothing

American Athletic (Russell Brands)

TOYS, GAMES AND SPORTING EQUIPMENT

Hasbro Board Games

Play-doh

Callaway Golf

Louisville Slugger

Wilson Sporting Goods

Top Flight Golf

Bare Wet Suits

HOLIDAY DINNER

TURKEY

- Boar's Head
- Butterball
- Empire Kosher
- Foster Poultry Farms
- Thumann's

PIES

- Banquet Fruit Pies
- Entenmann's
- Marie Callender's
- Pillsbury Crescent Rolls & Pie Crust

Kauai Coffee Company

<https://kauaicoffee.com>

BEER, WINE AND SPIRITS

Anchor Steam Beer

Gallo Estate wines

Gallo of Sonoma

Knob Creek whisky

Jim Beam

PAU Maui Vodka

Manischewitz

STORES

Costco

Safeway

Fred Meyers

Macy's Department

Kroger

Punalu'u Bake Shop

Big Island


<https://www.bakeshophawaii.com>

Foodland or Sack N Save on any of the islands



Moment of silence: ILWU members from Locals 514 and 500 paused for a moment of silence at Centerm, Vancouver BC on Remembrance Day to honor those who served and continue to serve Canada in times of war and peace.

Tell us about your TATTOO



My name is **Maria Santoyo** (#136550). I came into the ILWU as a Child of Deceased (COD). I got my first tattoo after getting my Dad's book. My father, Jose Santoyo (#133319), was a mechanic. He gave his last heartbeat on the waterfront when he was killed in a tire explosion accident at TI 300. He was a beekeeper as a hobby.

My second tattoo is dedicated to Hubert Harper (#37965), a loved best friend and work partner of my Dad's. We were all one big family. He was also a mechanic down on the waterfront. That is why my second tattoo says "Mechanics For Life." I'll be enrolling to become a future mechanic like my father. Harper & Santoyo made so many memories together. Hubert's daughter, Dawn Ott, is my mentor and Port Mama. She has known me since my mother was pregnant with me.

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.

ILWU LONGSHORE DIVISION

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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 8: John E. Bosch; Thomas Langman; Martin D. Larson; Nural Willis, Jr.; **Local 10:** Clarence Burrell; Kevin J. Dake; Pernell Evans; Guadalupe Loeza; Yemane Yohannes; **Local 13:** John F. Brajcich; Christopher A Lovoy; Timothy Trice; Gilbert Williams; Paul Zuanich; **Local 19:** Thomas J. Farnum; Robert F. Lindsey; Arturo Perez; Robert W. Watson; **Local 23:** Jacob Davis; **Local 63:** Carla M. Payton; Miguel Quintana, Jr.; **Local 63-OCU:** Lynda (Monje) Hilbert; Norma Ramirez; Norma Ramirez; **Local 75:** Allan T. Nubla; Michael N. Pingelo;

DECEASED ACTIVE MEMBERS:
Local 10: Eddie R. Ento Jr.; **Local 13:** Reza Kabirnia; Anthony M. Louros; Daniel M. Manriquez; B Lee Schneider; Michael S. Sullivan;

DECEASED PENSIONERS:
Local 8: Charles W. Bisset; Christopher W. Colie; David S. Dinnocenzo; Terry I. Johnson (Julie); **Local 12:** Louis W Brock; Philip R. Lockhart; **Local 13:** Gilberto V. Ambriz (Lucia); James M. Davenport; Michael P. Derby; Arthur L. Dudley; Julius M. Dunn; David Lewis; Jean R. Malebranche; Mary E. Martinez; Augustine Martinez; Michael

Mirkovich (Josephine); John E. Perkins (Roszina); Frank E. Scott; Daniel W. Trujillo; **Local 19:** Tommy L. Brown; John Brown (Eldeen); Ralph A. Moreno (Norma); **Local 21:** Larry W. Noble (Brenda); **Local 52:** Larry D. Mooneyham; **Local 63:** Henry C Otomo; George Randolph (Esther); **Local 75:** Stephen E. Lake; **Local 91:** Rosa M. Tyner; **Local 92:** Harold E. Harms; Wesley T. Johnson (Virginia); Walter H. Wenthin; **Local 94:** Izador A Viducic;

DECEASED SURVIVORS:
Local 4: Florence M. Frodl; Lenora R. Johnston; Loretta O'Hearn; **Local 8:** Lila McClain; **Local 10:** Margaret Shaw; Josephine Zamacona; **Local 12:** Kathleen F. Butler; **Local 13:** Erna M. Davis; Mary E. Martinez; **Local 19:** Rita Macdougall; **Local 21:** Elizabeth J. Cochran; **Local 26:** Rose A. McMillin; **Local 29:** Sophie Leyba; **Local 34:** Diane G. Cuevas; Kaija Salvato; June Zullo; **Local 46:** Victoria Franco; **Local 52:** Gloria L. Crepeau; **Local 63:** Lacrusia Taliercio; **Local 75:** Diane Williams; **Local 91:** Patricia E. Trujillo; **Local 92:** Priscilla E. Wyatt; **Local 94:** Joyce E. Puccio;

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