



THE DISPATCHER

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Photo by Mik Milman

Transportation Secretary Pete Buttigieg met with ILWU members and leaders on January 11th during a tour of the ports of Los Angeles and Long Beach. From left to right: Local 13 member Sal DiCostanzo, Local 13 President Ramon Ponce de Leon, Coast Committeeman Frank Ponce De Leon, Local 94 President Danny Miranda, ILWU International President Willie Adams, Transportation Secretary Pete Buttigieg, ILWU International Vice President (Mainland) Bobby Olvera Jr., Coast Committeeman Cam Williams, Local 63 President Joe Gasperov, and former Local 63 President Mike Podue.

Transportation Secretary tours ports, thanks ILWU leaders and workers for delivering through pandemic

U.S. Secretary of Transportation Pete Buttigieg met with ILWU leaders, port officials, and area lawmakers and toured the ports of Los Angeles and Long Beach on January 11th. The Biden Administration remains focused on long-term solutions to the issue of the pandemic-induced supply chain bottlenecks.

In June of 2021, President Biden launched a Supply Chain Disruptions Task Force that is focused, in part, on transportation and logistics bottlenecks. The Administration also created a “Joint Ports Action” industry supply chain advisory group that meets three times a week to address the ongoing supply chain issues and help coordinate supply policy. Coast Committeeman Frank Ponce De Leon is the ILWU representative on that advisory group.

The event was attended by ILWU International President Willie Adams, ILWU International Vice President (Mainland) Bobby Olvera, Jr., Coast Committeemen Frank Ponce De Leon and Cam Williams, Local 13 President Ramon Ponce de Leon, Local 63 President Joe Gasperov, Local 94 President Danny Miranda, former Local 63 President Mike Podue, and Local 13 member Sal DiCostanzo.

In prepared remarks at a press event held after touring the ports, Secretary Buttigieg thanked the ILWU workforce for moving cargo through the ports during the difficult holiday season. The ILWU delivered Christmas despite the challenges of the pandemic and supply chain congestion outside of the ports.

“We want to thank ILWU President Willie Adams, and the longshore workers that I had an opportunity to spend time with earlier today, truly the people who we have

counted on in so many ways, who every single American depends on, whether you know it or not, and who very much do not have the opportunity to come to work by video conference,” Secretary Buttigieg said. “We appreciate everything that you’ve done and the sacrifices that your members have made.

“Ports here processed 14% more containers than the previous record. People received almost 99% of their packages on time or with minimal delays from major shippers. And I would add that not only is this about presents under the tree, but this is about essential goods like medical goods that are needed in this moment of continued public health challenge.”

The group discussed Long Beach’s Pier B on-dock rail facility, which will receive a \$52 million grant Buttigieg announced in December, and a

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Profiteering foreign shipping companies versus U.S. workers

The multi-billion-dollar foreign container shipping industry has profited mightily during the pandemic and the ensuing supply chain crisis. Those of us who work in the U.S. supply chain have seen up close how they have secured a vice grip on the national economy — impacting businesses, consumers and workers for the sake of overseas profits.

As cargo volumes at America's ports continue to set records, the foreign shipping industry is setting its own records, with profits expected to exceed \$150 billion in 2021 (15 times that of 2019) and combined profits of \$300 billion for 2021 and 2022. Industry leader Maersk, for example, is set to make Danish history as it matches its combined earnings from the past nine years with earnings of \$16.2 billion for 2021 (up from a projected \$3 billion at the start of the year). Ocean Network Express (ONE), another example, has reported a shocking profit gain of 1,432 percent.

What first seemed to be an uncertain future for the container shipping industry with the onset of the pandemic quickly turned to outrageous profit making as demand for

consumer goods surged in the U.S. along with container shipping rates. A container that previously cost around \$2,000 to ship from China to the U.S. West Coast can now cost U.S. importers up to \$25,000, with increased costs passed on to consumers through higher prices and rising inflation. Further, while the U.S. government knows of the shipping industry's profiteering, these are foreign-owned companies with virtually no U.S. regulatory oversight.

If price gouging U.S. imports for foreign profit isn't enough, the same multi-billion-dollar container shipping lines are also denying the U.S. its ability to ship American exports to overseas markets. Unlike previous years when containers were returned to Asia filled with good manufactured and grown in the U.S., today the shipping companies earn more by shipping an empty container to Asia to be filled with more imports instead.

The impact is that commodities such as soybeans and grain that U.S. farmers grow for export sit in silos in the heartland, and components made in American factories sit in warehouses all over the U.S. In fact, numbers from the Port of Los Angeles in November alone showed that containers filled with exports were down nearly 37 percent, while the return of empty containers to Asia was up 10.6 percent compared to 2020. Overall,

the Port reported that exports had declined in 33 of the last 37 months.

It's clear that when it comes to those making financial gains on the global pandemic and at the expense of our economy, these shipping companies are at the top of the list. But it doesn't stop there.

The corporate tentacles of these foreign-owned shipping companies go deep into our U.S. ports. While one might think that our ports are operated by the local governments in which they reside, they're actually leased out to private companies to manage and operate.

The companies leasing space at our ports are known as "terminal operators," and they are mostly foreign-owned container shipping companies or their subsidiaries that treat U.S. ports as a tool for foreign profit making. This makes the American workers in an around the ports, including the dockworkers who move cargo from ship to shore, the last remaining U.S. connection at our nation's greatest economic engines.

It is against this backdrop of the exportation of massive profits that U.S. workers keep being expected to give more. Truckers are expected to take jobs that no longer pay drivers for their time — jobs that require a 70 to 80 hour work week just to make around \$50,000 a year. Warehouse workers are expected to work long



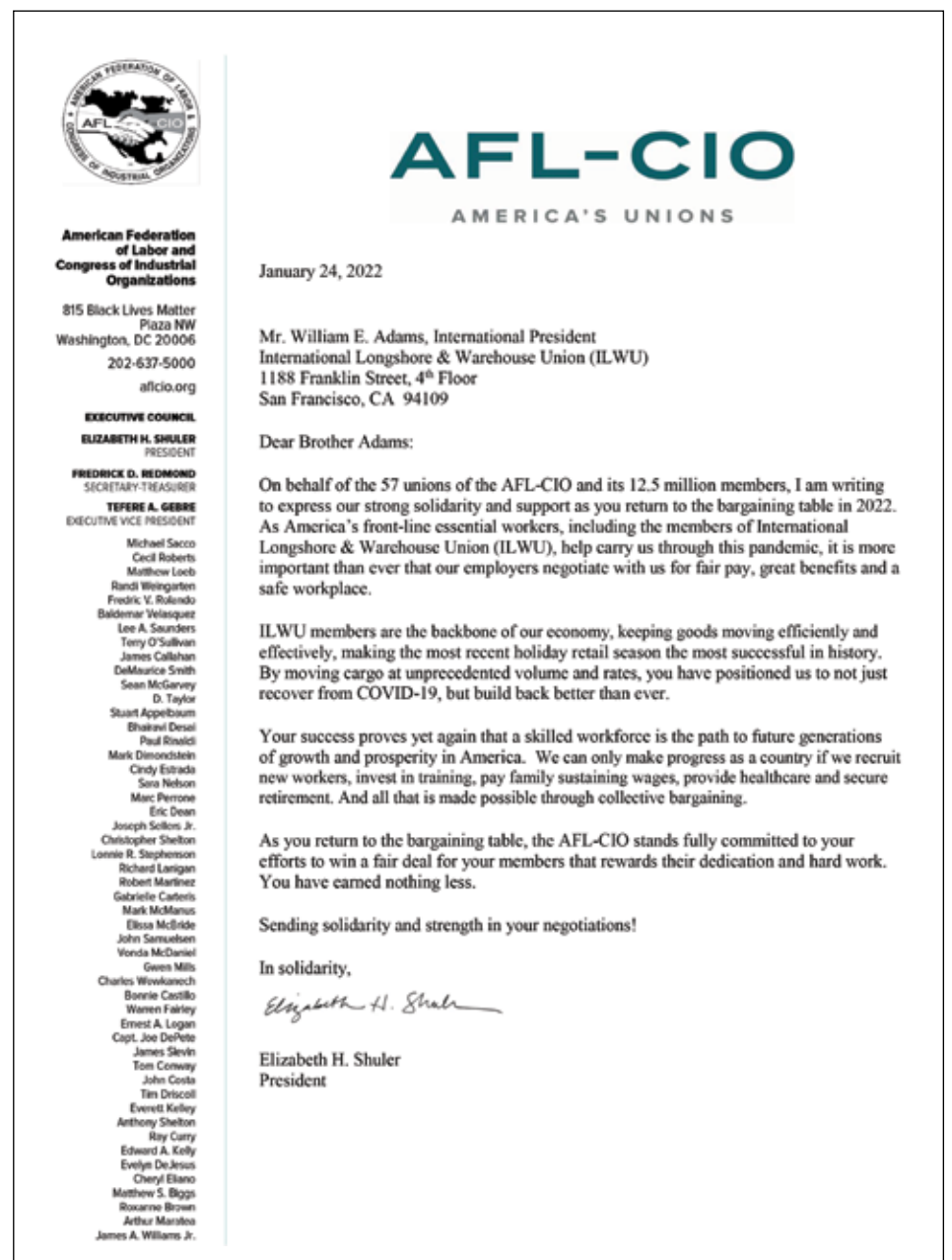
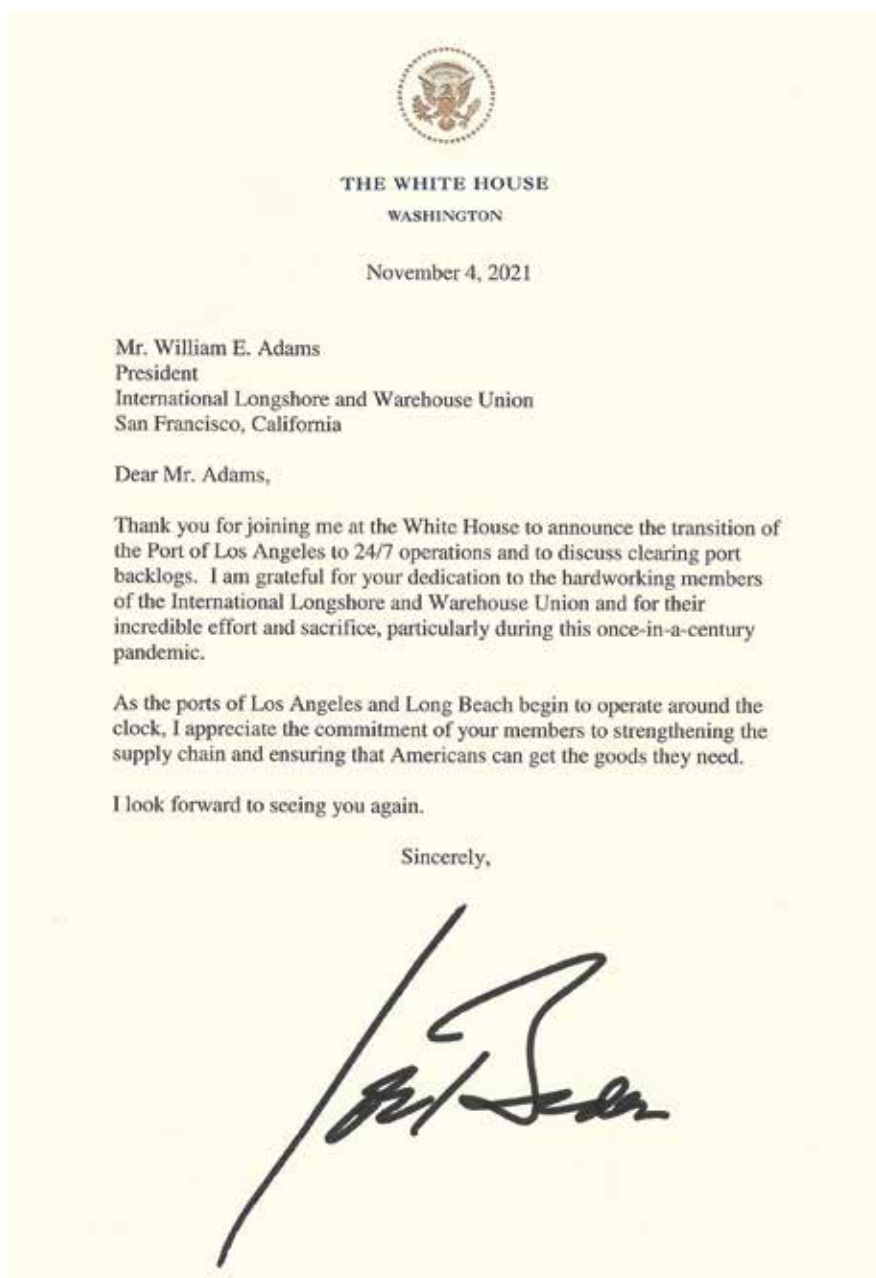
Frank Ponce De Leon
ILWU Coast Committeeman

hours in dangerous conditions. And dockworkers are expected to forgo collective bargaining as their contract nears expiration, despite moving unprecedented levels of cargo and keeping the ports running during the COVID-19 health crisis.

We need to stop wondering why jobs that don't feed families can't find applicants. We need to honor workers throughout the supply chain by supporting living wage jobs and the organizations that represent these workers in the struggle to earn a living, to have safe jobs, and to have dignity in the workplace. Prioritize safe and sustainable jobs for current and future generations of U.S. workers over foreign profiteering.

It's time to decide which side we're on: That of the foreign shipping companies that are profiteering from the pandemic, or that of U.S. farmers, manufacturers, dockworkers and truckers who deserve to earn a family wage.

— Frank Ponce De Leon,
ILWU Coast Committeeman



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IN MEMORIAM

Warren Shelton, Local 46 President passes away

LWU Local 46 President Warren Shelton passed away suddenly on December 30, 2021. Warren was widely known in the union as a dedicated labor leader who cared deeply about the ILWU and its members.

Warren David Shelton was born in Kenora, Ontario, Canada on April 7, 1963, and moved with his family to Ventura, California, in the mid-1960s, where he attended Buena High School (Class of 1981) and then went on to attend Ventura College.

Warren followed his father's footsteps and began work at the Port of Hueneme as a longshoreman at age 18, a profession he held for the next 40 years. In 1991, Warren served on the Labor Relations Committee. In 2002 he became a clerk and was continuously elected by the membership to serve as a local union officer in the roles of Trustee, Secretary-Treasurer, Vice President and President.

In an interview with the *Dispatcher* in 2019, Warren said that he loved the work that he did on the docks. "I started off as a longshoreman and loved working in the hold. I loved driving winches. Those are thing of the past now. I also loved working the military cargo because of all different equipment that I got to drive," he said.

When asked why he wanted to serve as an officer, Warren said, "I like sparring with employers, and I like making it better for our guys. It just upsets me when employers violate the contract."

"We lost a true union soldier in the ILWU," said Local 29 Vice President Anthony Soniga. "Warren was a great work colleague and an even better friend. I had the opportunity to work with Warren over the past 10 years as officers in small ports. His knowledge of the job was unmatched, as was his passion for the working waterfront. He will be deeply missed, but his fighting spirit will never be forgotten."

Coast Committeeman Frank Ponce De Leon stated that, "Warren was a great family man, union man, and friend because he had a big heart and always worked hard to make people's lives better. I had the honor and privilege to work with Warren in his elected capacities as an officer and delegate for Local 46 for many years. He loved helping people thrive, and had fun while doing it. His passing is hitting a lot of us on the waterfront hard that we lost a good friend far too soon in life. But despite the loss of his physical presence, I know that the Lord has assigned him to watch over us. My heart and prayers go out to his wife, Kim, and his kids, Tanner and Paige, who I know meant the world to him."

"Warren was my mentor and my friend. He was a force to be reckoned with when it came to defending the local, the contract and the ILWU. He had a passion that was immeasurable when taking the fight to the employer," said Local 46 Secretary-Treasurer Armando Mendez. "Some in the local used to call him 'Little Harry Bridges,' including my father,



because he was always out to catch the employer violating the contract.

"Warren was also a wealth of information when it came to contract procedures, and he tried to instill that knowledge to those who were willing and open to learn. I was one of those who benefited from his knowledge and experience. Thank you, Warren, for all you did for Local 46 and the ILWU. I could write a whole series of books just based on your advice. You left too soon my friend. There was so much to learn from you."

In 1988, Warren married the love of his life, Kim Wells. Warren was generous with his time and always willing to help others with whatever life presented, from being a supportive friend to assisting with home or automotive repairs. In his spare time, Warren loved to fish, hunt, play recreational ice hockey, travel, and experience the

wine and culinary scenes wherever his travels took him.

Warren is survived by his wife, Kim Shelton; his son, Tanner Shelton (wife, Sara Shelton); his daughter, Paige Shelton (fiancé, Garrett Reynolds); his parents; Dave and Ellen Shelton; and his sister; Cheryl Whalen (Brian). He is also survived by his father and mother-in-law, Jim and Judy Wells; sister-in-laws, Jennifer Wells Armstrong and Becky Wells Gray (Randy). As well as numerous nieces and nephews and a network of extended family and friends.

In lieu of flowers, his family has asked that donations be made in memory of Warren to one of the following organizations that were meaningful to him: The Ventura Land Trust, or Must! Charities.

<https://www.venturalandtrust.org/donate>
<https://www.mustcharities.org/how-to-help/donate/>

IN MEMORIAM

Rose Tyner, former member of Locals 10 and 91



Rosa Mae Tyner, a 23-year ILWU worker and a member of Locals 10 and 91, passed away on October 9, 2021 in Troy, AL at the age of 67. She was born in Troy, AL on Feb. 16, 1954, and was the youngest of 10 children – one of whom was the late Congressman John Lewis, a prominent leader of the Civil Rights movement. During his nationally televised memorial service, Rose gave a moving tribute to her brother.

Rose left Troy with her husband and two boys to settle in the Bay Area. Her husband got a maintenance job at the Port of Oakland, and Rose worked in a pencil factory. In 1989, she won the lottery when her card was the third to be drawn from the list of outside applicants chosen at random for a casual position with Local 10.

She arrived with valuable union experience, having participated in

"walk-off with other seamstresses at a plant when I was young," Tyner said. But the only prior knowledge she had about longshoring was the result of a spelling list in the 11th grade that included the words "longshore" and "stevedore." She recalled mastering that lesson easily but found the job she started in 1989 to be challenging.

"I was afraid of heights, but couldn't afford to turn down a job, so I took a 'top-man' assignment one night and got into a crane basket that lifted me up to the top of a pile where I worked up my nerve to put cones on those containers," she said in an interview with the *Dispatcher* in 2018. "It was a lot easier to do after I got my first paycheck!"

After her retirement in 2012, she returned to her roots in Troy. She was known as a wonderful wife, mother, and grandmother. She showed boundless love for everyone she came in contact with. She will be remembered fondly here at the ILWU.

We are the ILWU



Local 29 San Diego, CA

ILWU Local 29 in San Diego, CA is one of several small port locals that are multi-charter. The local represents both marine clerks and longshore workers.

“In San Diego, we have 25 marine clerks, 110 Class A longshore workers and the remainder of our workforce are Class B registrants,” explained Local 29 President Ray Leyba. “Altogether, we’re a little over 200 registered longshoremen.”

Local 29 Vice President Anthony Soniga explained that San Diego is a niche port handling specialized cargo.

“We handle refrigerated containers, but the majority of our other work is break-bulk and roll on-roll off cargo as well as traditional bulk like fertilizer, bauxite, sugar, and materials like that,” Soniga said. “We also have a big presence in the cruise industry. We’re slowly building up our numbers right now. At one time, we were doing up to 354 calls a year. Right now we’re around 120-130 calls. Hopefully, after COVID, we will get back up to older numbers that we once had.”

Soniga said that the workforce in San Diego is highly skilled and that to succeed, workers need to acquire a range of skills and certifications to be able to handle many different types of cargo. “It takes more than one type of certification to be able to work in this port. You’ve got to be well versed and certified in everything if you’re going to move ahead and contribute to the work that’s down here.”



Ray Leyba, Local 29 President

My father was a longshoreman. He retired and has since passed away. But that’s how I came to work on the docks. I have two brothers, an older and a younger—we all ended up being longshoremen. After I graduated from high school, in June of 1965, I started as a casual. I was already enrolled at City College, but I liked working on the docks so much, I didn’t go back. My dad had a fit.

They had no work at 24th Street at that time. All we did was work at 10th Avenue Marine Terminal, and then at the cruise ship facility. It was good. I would get two or three days a week of work. At that time, the starting wage was \$3.10 an hour. It doesn’t seem like a lot of money, but the minimum wage was \$1.25 at the time. We would get paid eight hours a day—six straight time, two overtime.

I stayed casual for a long time because San Diego didn’t have a lot of work. I worked until 1988. I just couldn’t make it anymore. I was married, I had three children. And I had to take a job somewhere else. I stayed gone for a long time, maybe 10 years.

I came back in 1998. Things after that changed drastically. The membership numbers were low. I wasn’t even an ID casual; I was an unidentified casual. That was the lowest of the low. They would hire the A-Men, then B-Men, then the ID casuals. If there was any work left, they would hire the unidentified casuals. After a couple of months, I became an ID casual. In less than a year, I was registered as a limited Class B registrant, and a year after that, I got elevated to Class A. I was just in the right place at the right time.

It’s been good for me. My children had the opportunity to go to college. I was able to achieve the American dream and buy a home. It’s impacted my life tremendously. I have a good quality of life. I’m in the latter part of my career now, but I still have a desire to continue to work even though I have put in enough time to get a pension and retire. I’m just not ready to retire.

I love what the ILWU has provided for me and my family. I have the mindset now that I’m just giving back. The way I’m giving back is with the years of experience that I’ve acquired and my knowledge of the contract and all the agreements that govern us. The fire still burns strong, and I continue to serve the union in this capacity even though my plate is full.

I’m my wife’s caregiver. She had to retire as a result of an injury that rendered her blind. My wife is a fourth-generation longshore worker—her great-grandfather and grandfather, her dad, and then her. My mother is going to be 100 years old. She’s still on my father’s benefits. She’s still getting the portion of the pension that she’s entitled to. There’s nothing like it.

I’m currently serving as the President of Local 29. This is my third term serving in that capacity. I’ve also been a Business Agent and Caucus Delegate and on the Executive Board. I’ve been a Grievance Committee Chairperson and served in many capacities, with the mindset of trying to give back because the ILWU has given me so much.

I have a great appreciation for the membership that came before me. We have a retiree meeting here once a month, and I make it a point to pop in. It’s just a blessing. It’s funny how time flies. I can remember when I was just a young man, and now I happen to have the distinction of being the oldest active member of Local 29. And I’m just fortunate I’m able to continue. One day I’ll retire. I don’t know when, but I still appreciate being a longshoreman, and as long as the membership has a need, and I’m able to help, I will be here. And that’s my story.

Anthony Soniga, Local 29 Vice President

I started on the docks in 2002. I was a Child of the Deceased (COD) and I started when I was still in high school at the age of 18. I’m the survivor off of one book, but I’m a third-generation longshoreman. I inherited my father’s book through the COD program, and my father inherited his father’s book. This union has done more than I could have ever imagined—

not just for myself, but for generations of my family. At one point, two widows—my mother and my grandmother—were both collecting pensions at the same time. I never imagined that the union would provide them with that level of security. I feel really blessed and grateful.

Today, unions are more important than ever with corporate America trying to undervalue blue-collar workers. It’s the perfect time for unions to bring the voice of workers back and let the employers know that workers are stakeholders in the game and that we bring value to our industries.

I’m the first in my family to become an ILWU officer. My father and grandfather were both crane operators, and they never quite made it to become officers. It was my father’s ambition to become an officer, but he died at a young age. He was only 32.

I was influenced to become an officer at shortly after joining. When I got into office, a majority of the membership was getting ready to retire. I was elevated to Class A status within two years so I could get involved and start learning the political side. I was young, educated, and had the interest. People knew that I was going to be able to move the local in a forward direction once they retired. So, the leadership at the time encouraged me to get involved at the age of 20 years old. I started as Assistant Dispatcher. By the time I was 21, I was Chief Dispatcher and Secretary-Treasurer, and stayed in that role for a couple of years. Then I became a marine clerk and shortly after that, I started running for President of the local.



This job has provided security to three generations of my family. The reason I serve the membership is so I can give something back. The way I can give back to this union is by running for office, protecting its best interests, and helping to ensure the union stays strong for those that come after me.

Brooke Serafin

I started as a casual in 2012 and I was registered in May 2019. I have a lot of family in Local 13, and my dad is a casual at Local 23 in Tacoma, WA. That's what originally got me down here, but once I started, I just loved it. I love the people. I love what we do. It's just such an amazing job.

The people and the relationships that I have built with the men and women here is the best part of the job. Moving the cargo is fun of course, but having them here and seeing them every day is what makes it not even seem like work. It's an amazing place to work.

It's so important to belong to a union and have the benefits that we do medically and financially.

Driving the forklift ships is always fun and loading the cargo onto the cruise ships is probably one of my favorite jobs.

Shortly after being registered, we got struck with the COVID so I haven't been able to get involved with the union, but I plan on being involved in the future.



Vieno Castillo

I started on the docks 17 years ago. I was on strike with the UFCW Local 135. I'd been with them for 20 years. We were out for about five months and we were struggling to make ends meet.

It was around Christmas time. Local 29 came down and said, "Let's give you a job." Normally people would come with pizza, but they got me work and helped me pay the bills. It was amazing.

So that is when I started, and I wasn't going to leave something good. Life is funny. I went on strike with UFCW and that led me to a better opportunity. It took me 12 years to get registered.

Working in other industries, you might have to do the same thing for 20 years. Here, I can drive a truck. I can be a clerk. I can do all kinds of things. You understand the bigger picture. You know exactly what others on the dock are doing because you did it yesterday or the day before. It's all about teamwork. I just like the union. This is my thing. I love Local 29. We do a lot. I can throw lines. I can do a skip loader. I can do a heavy lift. I can drive a UTR. And I just love it.

We fight for every jurisdiction. Every time we make a job, we know we fought for it, and we know we're going to have to work hard work to keep that job.



Mike "Buoy" Thomas

I got my casual card in 2006 and was registered in 2016. This is such a great job, and I am proud to be a part of the ILWU. I'm very active in the union. I read a lot and study the contract. Recently, I bought a copy of Robert's Rules of Order and started reading it. I bought it because when I came to the stop-work meetings, I didn't understand what was going on. The Chief Dispatcher told me to read it to help me understand the meeting rules and what was going on.

I want to be able to give something back and help the union to remain strong. I used to be a Senior Executive for Macy's West, and I am proud to be on this side of the table now so I can use what I learned back then to help the union.



Harry Bridges Center marks continued growth of Labor Studies with Annual Awards Celebration



This year's scholarship recipients from the Harry Bridges Center for Labor Studies.

More than 100 students, faculty, and members of the ILWU community convened in November for the Annual Awards Celebration hosted by the Harry Bridges Center for Labor Studies at the University of Washington (UW).

Adapted to the continuing conditions of the COVID-19 pandemic, the Celebration featured an online awards ceremony honoring this year's scholarship and grant recipients, which was followed by a socially distanced luncheon and exhibit held on the UW Seattle campus. The events were supported by contributions from the ILWU, including Local 19 and Local 52, Local 23, Local 32, and the Washington Area District Council. From California, Local 26, Marine Clerks Association Local 63, and Local 94 also supported the event.

The Harry Bridges Center was established in 1992 to honor the memory of Harry Bridges, founding president of the ILWU. The Center was the result of a grassroots fundraising campaign led by ILWU members and pensioners, making it a truly unique institution on a campus shaped largely by billionaire donors. Sharing Harry Bridges' and the ILWU's commitments to pragmatic labor organizing, democratic unionism, principled anti-racism, and social justice, the Bridges Center advocates for working people and the study of their issues in higher education. The Center funds work-

ing class students, sponsors classes on labor issues, and supports research by faculty and students on labor topics. In 2010, the Bridges Center founded the Labor Archives of Washington, dedicated to preserving and promoting the history of working people in the Pacific Northwest. The Bridges Center is led by faculty Director Dr. Kim England, a Professor of Geography, who is currently serving her fourth year as the Harry Bridges Endowed Chair in Labor Studies.

Driven by the surging interest in labor issues and worker rights sparked by the COVID-19 pandemic, Labor Studies classes this year experienced record enrollments, with high demand requiring some classes to be expanded two or even three times during registration. In spring of 2021, the Bridges Center launched the Building a Movement Labor Internship. The program placed eight UW students in paid internships with local labor organizations, and it is continuing again this winter. Even unionization itself is spreading at UW, including a successful union election to create the UW Libraries Union, a bargaining unit that includes the staff of the Labor Archives of Washington.

In total, this year's awards ceremony recognized 40 students and faculty, one of the largest groups ever to receive funding from the Harry Bridges Center. Like the Bridges Center itself, these scholarships were created through donations by ILWU members and locals to support working class

students and labor activists. The Martin and Anne Jugum Scholarship, created in 1997 in memory of the late former president of Local 19 and his wife, was awarded to two outstanding students: Shoaib Laghari, studying economics and serving as the Bridges Center's Student Assistant; and Brendon McCarroll, a legal advocate devoted to educating others about neurodiversity and disability accommodations in the workplace. Another award honoring a Local 19 member, the Frank Jenkins Jr. Fellowship, was created by the local to memorialize one of its path-breaking Black-Filipino leaders. Frank Jenkins Jr. was a founding member of Local 19 and worked on the waterfront for over 40 years. He passed away in 1974, but is still remembered fondly by union members today. This year's recipient of the Jenkins Fellowship was Diana Vergara, an incoming freshman who has dedicated her education to fighting for workers' rights, particularly in immigrant communities.

In 2018, pensioners Michele Drayton and Ian Kennedy, retired members of Local 52, established a scholarship to support working class students enrolling at UW. The Kennedy Drayton Scholarship was presented to Angelica Perez, a freshman hailing from a union farm worker family in Bellingham, WA, who plans to study law in order to advocate for immigrant workers. The Bridges Center's Gundlach Scholarship, created by the late Jean Gundlach, a longtime ILWU secretarial staff member, was also awarded to a student pursuing a legal career. The award went to Selena Caldera, a former organizer with Iraq Veterans Against the War, who is now devoted to training workers on their rights in the workplace.

The final award announcement of the ceremony was the Silme Domingo and Gene Viernes Scholarship. This award, created by the ILWU's Marine division, the Inlandboatmen's Union of the Pacific (IBU), honors two union activists who were killed in 1981 in Seattle for their efforts opposing the Philippine dictator Ferdinand Marcos. This year's scholarship, announced by Silme's daughter Ligaya Domingo, was awarded to Paul Ryan Villanueva, an undocumented student pursuing a Masters Degree in Public Policy. This past summer, Villanueva took part in the UCLA Labor Center's Dream Summer internship program, working to mobilize workers for the Asian Pacific American Labor Alliance (APALA) conference.

He plans to use his degree to work on issues of environmental justice.

Following the awards portion of the ceremony, Ligaya Domingo welcomed two comrades of Silme and Gene to the program, Rich Gurtiza and Emily Van Bronkhorst, for a special recognition. Former union members and reform activists within Silme and Gene's local in the 1980s, Local 37 (now IBU Region 37), both Gurtiza and Van Bronkhorst devoted their lives to organizing for workers in the Seattle area until officially retiring this past year. Gurtiza spent decades as the Regional Director of IBU Regional 37 and an activist with APALA, and Van Bronkhorst long served as vice president of SEIU Healthcare 1199NW. Each has been a strong supporter of the Harry Bridges Center, and contributed to its growth over the years. Though retired, both remain committed to the labor movement - retired from the job, but not the struggle.

Other portions of the awards ceremony included a short presentation on new Labor Studies initiatives at the UW's Bothell and Tacoma campuses, which together hosted dozens of online labor seminars open to the public over the past year. Research grants were also announced for UW graduate students and faculty, who are studying a wide variety of labor issues: collaborating with local unions and activists to study workplace safety and responses to COVID-19; racial justice in maritime industries; labor education in high schools; local government protections for domestic workers; and much more. The evening was capped by a rousing speech by UCLA Labor Center Director Kent Wong, who stressed the importance of institutions like the Harry Bridges Center for reproducing the labor movement across generations of struggle.

The Harry Bridges Center, a creation of ILWU rank and file, is meeting the challenge of introducing the labor movement to new generations. Through scholarship and internships, classes and research projects, and the preservation and promotion of workers' history, the working class and its issues are a growing part of higher education at the University of Washington.

More information about the Bridges Center's research projects and scholarship recipients, including video interviews with students, is available at: <https://labor.washington.edu/celebration-program>



The ILWU Longshore Brotherhood which is composed of Local 13 members, casuals and members of Local 29 donated dozens of bicycles and other toys to the Boys & Girls Club of San Pedro in their First Annual Toy Drive. "It's been a tough year for everybody and we wanted give something back to our community," said Local 13 members Christian "C-Dog" Abito.



ILWU Local 10 members supported the San Francisco Firefighters Toy Drive this holiday season. The Bay Area Longshoremen's Association (BALMA) also donated \$1,000 to the toy drive. With the COVID pandemic, many organizations preferred cash donations. Jeanette Morino from the ILWU Credit Union also donated many toys for this year's drive, and one of BALMA's vendors, R&J Gifts (tent rental) donated a box of toys.

Herb Mills: A Tribute (Euclid Avenue Press, 2021)

Former Local 10 Secretary-Treasurer Herb Mills is the subject of a biography published in 2021 that chronicles the life of this longshore leader and working-class intellectual whose activism embodied the radical tradition of Local 10.

Herb Mills: A Tribute (Euclid Avenue Press, 2021) is a collection of interviews, essays (by and about Mills), oral histories, and remembrances from those who knew him best. The book was edited by Mills' long-time friend, Mike Miller.

Contributors to the book include ILWU International Secretary-Treasurer Ed Ferris; Harvey Schwartz, curator of the ILWU's Oral History collection; Professor Peter Cole, author of *Dockworker Power*; former ILWU organizing director Peter Olney; and Sadie Williams, a member of the ILWU Local 10 pensioners Club.

Mills was a prolific and insightful writer. The book contains several of his essays on the changing nature of the working waterfront in the second half of the 20th century brought on by technology and its impact on the union and longshore culture. In his essay, Peter Cole dubs Mills the "Real Longshore Philosopher" for his keen analysis of the waterfront workforce and the ILWU.

Mills lived many lives: Auto worker, activist with the Berkeley student movement, dockworker, and elected leader of ILWU Local 10. In 1968, Mills was granted a leave of absence by Local 10 President Cleophas Williams so he could complete his Ph.D. in sociology from University of California-Irvine. Mills passed away on August 7th, 2018.

From the UAW to the Honor Roll

Mills was born on October 13, 1930, and raised in Dearborn, Michigan. After high school, he worked at the Ford Motor Company's River Rouge plant – then the largest factory in the world. Mills became involved with the United Autoworkers Local

600, where he was inspired by militant trade unionists and political activists. He soon left to enroll at the University of Michigan where he graduated with top honors before attending the University of California, Berkeley.

Protesting HUAC

At Berkeley, Mills became active in student and community politics. He also served as picket captain at the historic protest against the House Un-American Activities Committee (HUAC) meetings held at San Francisco's City Hall during the summer of 1960. Following that protest, Mills became a spokesperson traveling to student and community groups across the country, explaining how citizens took action to successfully shut down HUAC, challenging the anti-Communist hysteria that was used against unions during the Cold War, especially the ILWU.

From UCB to the waterfront

In 1963 Mills made a decision that changed his life when he dropped out of graduate school to become a longshore worker. He traded his Ph.D. and promising academic career for a life on the waterfront, where his critical thinking skills served the ILWU.

Mills became active in the union and soon won support from fellow longshore workers who elected him their Shop Steward, Chair of the Stewards' Council, Business Agent, and, finally, Secretary-Treasurer of Local 10.

Mills was an aggressive defender of the ILWU longshore contract. He helped workers organize job actions to secure their rights and oppose favoritism. As a Business Agent in the early 1970's, Mills led efforts to protect workers from asbestos, a dangerous material that was being shipped on vessels where it frequently leaked, allowing loose residue to contaminate work areas. He led efforts to shut down operations on those vessels until the cancer-causing fiber was safely removed, and took similar actions to protect workers from dangerous pesticides.

Clash with Bridges

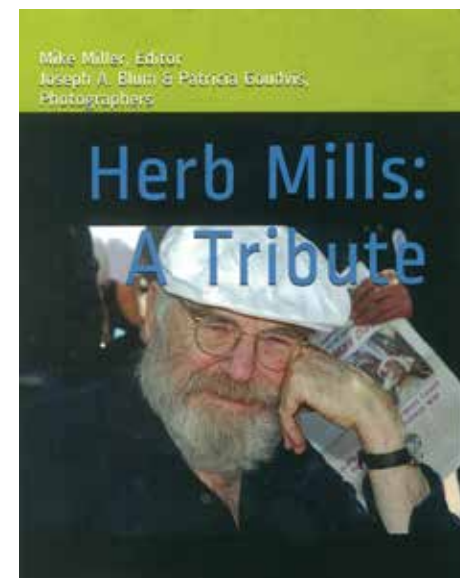
For those who follow ILWU history closely, Mills is most recognized for his conflict with ILWU founder and President Harry Bridges over the first Mechanization and Modernization (M&M) Agreement negotiated with longshore employers in 1960. Mills strongly opposed the aspect of the "grand bargain" that called for raising wages and benefits while reducing the workforce. Employers were demanding the right to hire "steady" workers of their choosing, instead of taking qualified workers assigned from the hiring hall. The issue became part of the controversial 1971 contract negotiations that sparked a strike that was authorized by 96.4% of workers – but was opposed by Bridges.

Mills was part of a new generation of longshore workers who felt that the founding leadership of the union, including Bridges, had lost touch with the rank-and-file membership and become too close to the industry. Bridges, in turn, believed that strike advocates, like Mills, were "reckless and unwilling to face new realities" of emerging technologies.

The resulting 134-day strike accomplished little that wasn't on the table before the walkout – and the employers won their demand to continue hiring steady workers of their choice. Five years later, Mills campaigned for Local 10 Business Agent on a platform that included a call for Bridges and his rival, Lou Goldblatt, to both step down in the best interest of the union to make way for new leadership, which they did in 1977.

Internationalism

Mills was a committed internationalist who played a critical leadership role, in mobilizing ILWU members against shipments of military cargo to the Pinochet dictatorship in Chile and the armed forces of El Salvador during their 1980s civil war massacres. Mills also led efforts in the Bay Area to rally support for Local 37 officials Silme Domingo and Gene Viernes, who were



assassinated by agents of dictator Ferdinand Marcos because they opposed his brutal regime in the Philippines.

He was also credited with helping to save the life of South Korean democracy movement leader Kim Dae Jung. When South Korea's military government announced plans to execute Kim, Mills led an ILWU effort to boycott South Korean ships. Seventeen years later, after imprisonment and exile, Kim was inaugurated president of South Korea. Mills and then-ILWU International President Brian McWilliams attended as honored guests at the ceremony.

In 1990 Mills took an injury-related retirement and said that he "thanked God for the union."

During his career, he wrote many articles and papers about longshore work and the ILWU. He also assisted other writers and researchers in their projects about the union and the work on the waterfront.

Immortalized at the Smithsonian

Some of Mills' personal items and quotations are featured in an exhibit at the Smithsonian Institution's National Museum of American History, and other materials of his are on display at the San Francisco Exploratorium. In January 2018, a lifetime achievement award was presented to Mills by members of Local 10 at their monthly meeting.

The ORGANIZE Training Center, at 442 Vicksburg Street, San Francisco, 94114 is filling orders for the book. (Send a check for \$30 to the OTC at that address or through PayPal, using the email address: theorganizermailing2@yahoo.com.)

Local 23 members and pensioners step up with holiday toy drive and gift card program

Thanks to the generosity of Local 23 members and pensioners at the Port of Tacoma, more than 1,280 Pierce County children had a brighter holiday season. The annual tradition includes a friendly competition and a labor of love for the Puget Sound local.

School gift card program

Every year during the holidays, Local 23 donates a \$200 Fred Meyer gift card to two students from each elementary school in Pierce County. Students are chosen by school counselors or principals based on the students' continuous efforts and positive attitudes throughout the year. This

year Local 23's membership donated \$64,000 to the program, making it possible for 320 area students to receive a gift card.

Toy Drive

The Local 23 Toy Drive Committee for 2021 included Mandy Peterson, Amy James, Kimberly Boespflug, Melissa Burks, and Holly Hulscher, who worked under the direction of the Local 23 Trustees. The committee does most of the shopping for toys at the local Fred Meyer, because it is a union store, and because they offer discounts – even on sale prices – due to the large volume of toys purchased. They also make sure the committee has a dedicated lane and staff to help at checkout.

The 2021 COVID safety protocols



looked similar to the previous years. Members and pensioners were able to make their donations through the credit union by phone or in person. The Toy Drive Committee labeled the bags with each name to help with separating the toys for each of the 16 different local organizations they work with

to get the toys to children in need. Each organization had a 15-minute time slot to pick up their pre-bagged toys at an outdoor tent area in the dispatch hall parking lot.

This year, Local 23 members and pensioners donated a combined total

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Transportation Secretary tours ports, thanks ILWU leaders and workers for delivering through pandemic



ILWU International President Willie Adams (left) speaking with Secretary Buttigieg onboard the USS IOWA during his visit to the ports of LA and Long Beach.

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partnership to facilitate infrastructure improvements.

Secretary Buttigieg said that federal funding for ports would go hand-in-hand with California Governor Gavin Newsom's proposed \$2.9 billion funding for the state's ports. "We're partnering with the state of California, and I'm delighted to team up with Gov. Newsom on the emerging projects' agreements that will lead to a fast track for access to financing of over \$5 billion for infrastructure projects that bear on our supply chains," Secretary Buttigieg said.

President Adams said, "We appreciate Secretary Buttigieg for coming to tour the ports of LA and Long Beach and for meeting with ILWU members who have worked so hard to keep stores' shelves stocked and commerce flowing through our ports during the pandemic. We're glad that the Biden-Harris Administration has sought, and been receptive to, our ideas on how to improve national supply chain issues. Solutions such as more on-dock rail will ensure that ILWU workers will continue to deliver these remarkable results for generations to come."

Local 23 members and pensioners step up with holiday toy drive and gift card program

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of more than \$55,515 worth of toys, which were distributed to more than 960 children.

Friendly Competition

In addition to the chance to help the community, there are bragging rights on the line. The Toy Drive Committee puts on a friendly competition between Longshore workers who typically work

at different terminals and different Longshore groups. This year, the Pensioners came in first place with \$15,251, and Longshore gate/rail and Mechanics at Evergreen weren't too far behind, coming in second place with \$12,205.

Longshore workers who present their donation receipts in the secretaries' office can win prizes. They range from steel-printed photo ornaments

for those who donated \$100 or more, to lottery prizes like framed historic Longshore photos from the Ron Magden collection, hand-made hooks from Mike Neff, a Mahogany ILWU plaque from Lance Anderson, framed photos and steel art from Mike Belshay, and Seahawks chairs and a sled from Lisa Cole. Every \$100 donated meant another chance to win.

"It's great to see our Local 23 members and Pensioners come together to help so many children in our community," said longtime committee member Amy James. "I'm so grateful to be part of the ILWU!"

There was a big need out there, and Local 23 made many children in need have a brighter holiday.

— Holly Hulscher

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 630CU:** Wenonah Goudeau; Vanessa Bullock; Debbie Demmerelle; Angela Montalongo-Metzger; **Local 75:** Allan T. Nubla; Michael N. Pingelo;

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);

Curtis Gravett (Evelyn);

Local 75: Stephen E. Lake; **Local 91:** Rosa M. Tyner; **Local 92:** Harold E. Harms; Wesley T. Johnson; Walter H. Wenthin; **Local 94:** Izador A Viducic;

DECEASED ACTIVE MEMBERS:

Local 8: Charlie Prom; **Local 10:** Warren V. Simmons; Lynn A. Beamon; Kenneth W. Foster; Devin D. West; **Local 13:** Louie Mendoza Jr.; Anthony E. Limon; Michael E. Williams; Nick W. Padovan; **Local 18:** Barry L. Smith; **Local 19:** James E. Bump; **Local 34:** Jacqueline M. Hood; **Local 46:** Warren D. Shelton; **Local 54:** Richard B. Fenley;

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 Taliencio; **Local 75:** Diane Williams; **Local 91:** Patricia E. Trujillo; **Local 92:** Priscilla E. Wyatt; **Local 94:** Joyce E. Puccio;

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