Local 10 delegation marks 50th anniversary of the Durban Strikes

More than a dozen members of ILWU Local 10 recently traveled to South Africa to learn about the country’s incredible history, as well as to connect with dockers and other activists. They flew, by way of Johannesburg, to Durban on South Africa’s Indian Ocean coast.

At the country’s third largest city and most important port, they attended several conferences to commemorate the 50th anniversary of the “Durban Strikes,” a massive wave of worker shutdowns that revived the struggle against apartheid and thereby changed the course of South African history. Strikes also have been central to the making of the ILWU, from 1934 to 1948 and 1971-72, so attending events to remember and celebrate South African workers’ power was too good an opportunity to ignore.

If Americans know of one person from South Africa, it is probably Nelson Mandela, a Black South African man imprisoned from 1964 to 1988, for fighting for racial equality. He, along with tens of millions of other South Africans of African and Asian descent, suffered under a brutal racial system called apartheid, which might be described as Jim Crow segregation on steroids. The long, hard, and noble struggle against apartheid made Mandela and many other South Africans heroes around the world.

Black workers played a major role in fighting white supremacy in South Africa.

ILWU’s historical ties to anti-apartheid struggle

On multiple occasions across three decades, members of ILWU Locals 10 and 34 as well as Local 6 and other ILWU locals supported the global struggle against apartheid. First in 1962, again in 1977, and most importantly, for 10 days in 1984, rank-and-file dockworkers refused to unload South African cargo in the Port of San Francisco.

Bill Chester, then an ILWU International Vice President, was active, as was the Southern Africa Liberation Support Committee, a rank-and-file committee established inside Local 10, in 1976. Leo Robinson, Larry Wright, Charlie Jones, Billy Proctor, Leron “Ned” Ingram, Howard Keylor, Jack Heyman, Dave Stewart, and others continued on page 7.
Port and Supply Chain Envoy visits Port of Tacoma, Local 23

Gen. Stephen Lyons thanks workers for getting cargo movement ‘in a much better place today’.

The Biden Administration’s Port and Supply Chain Envoy, Gen. Stephen Lyons (Ret.), visited Local 23 and the Port of Tacoma on January 17th. Gen. Lyons was the keynote speaker for the Tacoma Propeller Club’s Spaghetti Feed. The Propeller Club’s mission is to promote the maritime industry in the Puget Sound through education and civic engagement.

“We are in a much better place today with the goods movement system and the flow of cargo thanks to you, the workers in the trenches. My compliments on the work you’ve done down here.”

– Gen. Stephen Lyons

Before speaking at the event, Gen. Lyons toured the Port of Tacoma with an ILWU delegation led by ILWU International President Willie Adams, Coast Committee Cam Williams, Local 23 President Jared Faker, and Longshore Division Legislative Committee Chair Dan McKisson.

Faker kicked off the 100-person event, which was hosted at the Local 23 Hall, with a brief welcome, and thanked the volunteers for setting up the tables and preparing the meal for all of the guests. A crew of volunteers from Local 23 and the Federated Auxiliary spent the day preparing a pasta dinner for the attendees which included Congresswoman Marilyn Strickland, as well as state and local elected officials.

Gen. Lyons was introduced by President Adams, who spoke about meeting the General for the first time and how he came away impressed by his knowledge and humility.

“My mother used to tell me there are show horses and there are workhorses. General Lyons is a workhorse.,” Adams said. “He has a practical approach and understands how the maritime industry works.”

Adams added, “Gen. Lyons told me something else that I liked. He said, ‘I told the president, and I’m going to tell you, I’m not a Democrat. I’m not a Republican. I’m about getting things done.’ He’s my type of guy.”

Gen. Lyons’s keynote focused on leadership and the current state of supply chain congestion, and expressed his deep respect and gratitude to the ILWU workforce.

“People think leadership is about fame and fortune and all those things you see in movies. But what I realized, working with Willie, is that when you get to this level, it’s not about fame and fortune. It’s about love and sacrifice,” Lyons said.

Lyons said the recent congestion crisis exposed many vulnerabilities in the supply chain driven by cost-cutting measures that need to be addressed.

“In what’s largely a private sector, very complex system of systems, we have uncovered some national security vulnerabilities in our third, fourth, and fifth-tier subcontractors for critical national defense and the national security sector components. We may take a look at these things as we go forward to make sure that we don’t revert back to minimize costs,” Lyons said. “We are in a much better place today with the goods movement system and the flow of cargo thanks to you, the workers in the trenches. My compliments on the work you’ve done down here.”

– Gen. Stephen Lyons

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n 2022, the Hawaii Longshore Division (HLD), Local 142, made a commitment to rebuild its state and local Political Action Program from the ground up, establish relationships with state legislators, strengthen connections to the community, and leverage the power of the ILWU to help build power for workers throughout the State of Hawaii.

The program involved mobilizing HLD members to volunteer their time to meet with legislators, activating community outreach efforts such as public safety patrols, beach clean-ups, and homeless outreach efforts all in conjunction with and supported by local law enforcement and community leaders.

"Our primary goal was to build trusting, non-transactional relationships with county and state legislators," said Hawaii Longshore Division Government Affairs Representative Brandon Wolff. "Our intentions were to first better understand the legislative process, and learn how to effectively move or stop policies that would benefit not only HLD but all of ILWU.

Wolff said the HLD mobilized statewide support on the unit level; unions function like small locals within 142. "Transparency is important to us. First, we asked for the support and the blessings from HLD unit leadership statewide," said Wolff. "Shortly after we got the nod from our HLD front liners and our political action committee (PAC) of twenty members was established. They went to the Local 142 membership to get approval for any expenses and get unanimous support at the membership meeting, Wolff said, adding that the majority of the PACs and programs efforts came from HLD members volunteering their own time.

Dispelling stereotypes

Wolff said there were several obstacles that they had to overcome in order to make the political program a success, including a lack of experience in dealing with legislators and dispelling stereotypes about longshore workers.

"We attempted to meet key legislators from both chambers to introduce ourselves and explain our intentions. Initially, most were understandably hesitant. Let's just say our appearance and unusual display of manpower may have been a little intimidating and uncomfortable for most. But we did good work. We helped retain and create non-longshore jobs through community outreach efforts. We were helping others; we were living by our guiding principles. We were about taking action not just word play.

"If I can help at least one member a day, knowing they can never repay me then I know I lived a good day," said Hawaii’s Longshore Division Director Dustin Dawson.

Early endorsements

As the legislative session came to a close, the HLD political action team pivoted to the upcoming primary and general 2022 election.

“This was our opportunity to prove we are a union of action not only words. We started making our endorsements early,” Wolff said. “A lot of people waited for the polls to come out, we took the risk and did not. We supported candidates that were aligned with our values and put the people first. When the proverbial smoke cleared, ILWU Hawaii came out with the win.”

“None of this possible without the leadership and guidance of Dustin Dawson. On behalf of the PAC, mahalo for your leadership, service, and sacrifice to the ILWU and the people of Hawaii.”

HLD political action program highlights

• L-142 Successfully carried all targeted bills through the 2022 legislative session and stopped harmful legislation with the support of ILWU rank-and-file members and strong community support.
• L-142 Provided daily campaign support for 78 candidates. Achieving a 92% success rate including the state’s executive branch and Senate/House leadership.
• With intent to grow statewide solidarity L-142 successfully initiated multiple solidarity-building events inside the ILWU and other major private and public sector unions.
• L-142 spearheaded community outreach events such as beach and neighborhood clean-ups, food drives, “Get out the Vote” education drives, homeless outreach, and public safety patrols.

Hawai’i Longshore Division’s political action program scores wins for workers and communities

‘We had never done this before, but here we were, a part of the legislative process’
The ILWU is so strong. I came from another union. I don’t remember the number, but I was in the United States Postal Service. We couldn’t strike. We didn’t have union meetings or anything. When I came into the ILWU and saw how active and large this union was, it was very inspiring. I knew that I had people that would back me up. I’m divorced, and being a member of the ILWU has enabled me to be able to start over and buy a home on my own and continue to help my kids. It’s been such a blessing.

Kim Farrison, Business Agent
Local 52
Seattle

President Willie Adams and I used to work side-by-side on the docks in Tacoma when we first became B-men. We’re talking about 1980 when I first became a B-man. My actual history started in 1974, as a 17-year-old high school student. They would allow you to work in warehouses back then in Tacoma at that age. I had two years in Tacoma, where I started my longshore career. From there, I went up to Seattle from 1976 on, and worked summers at in between college sessions there. I’d work in the summer times on the waterfront; then in 1980, they took in a pool in Seattle, and that’s where I got my registration number. About 20 years ago, I transferred to Local 52.

The ILWU means strength; Being an ILWU member means that we have a lot more going for us than workers who don’t have a union. I’ve always preached the union to everybody. I’ll tell you what, being a part of this union means a lot. The best way to sum that up for me is that the day I got my book is the day I hit the lotto. There is no other way to sum that up. Every member should know once they get that number that they hit the lotto that day, That’s what it means to me.

I didn’t want to become a leader or officer. I had former presidents, former business agents, and officers approach me and ask me to run for business agent. Once I made that commitment, I knew that I had to dedicate myself to the membership. I realized at that point, it was about someone else. They hit the lotto that day, That’s what it means to me.

I got started at the docks in May of 2015. My uncle is a longshore worker in Local 500. After I finished training, I just started working. My first job was a lashing job. In the beginning, it wasn’t easy. You have to plug in all the time and wait to get your job.

I became active in the union because of encouragement from other union members. Joulene Parent was at the hall posting some information about some youth activities and other things that were happening at the Local 500. We started talking about the union. She is a wealth of information. She told me about the Young Workers and asked me if I want to be part of it. She invited me to rallies and other actions so I could see what it was like. I went to a few meetings, and I realized this is what I wanted to do. I got involved in everything, and that’s how I became President of Local 500.
That was 26 years ago, and I've been sober ever since. The Salvation Army was the lottery to start as a casual for a longshore job. That's how I started. I was sick and tired of being sick and tired. I walked into the Salvation Army years of my life getting closer and closer to rock bottom. Finally, I got involved. I had never ridden a racing bike, I just got myself a whole bunch of people from different walks of life, and they had like great stories to tell. Another great experience I had being a part of the Young Workers was the opportunity to travel to Memphis, Tennessee, to mark the 50th anniversary of the assassination of Dr. Martin Luther King, Jr. and learn about the importance of carrying on his legacy. We went through trainings and built relationships between different union members and community groups. I got to meet people who are fighting for equal rights for everybody and the connections between the Civil Rights Movement and the labor movement. This is our time to get involved. I believe this is the time to get to know our history as a union and to be part of something great. There are a lot of changes that are happening in the industry. If we do get involved, we're going to be swept aside. When we are active and organized, we are stronger. Our voice is louder to say that we're still here.

Farless Dailey III
Local 10 President
San Francisco/Oakland
I am a second-generation longshoreman. I also have three kids on the waterfront. My dad was a Local 10 longshoreman. He started in 1959 and was registered in 1963. I was lucky that both of my parents had good jobs, union jobs. We never missed a Christmas, and never had to worry about whether there was food in the refrigerator. Two years after my dad became a registered longshoreman, in 1965, they were able to buy the house I grew up in. It's a big house – three stories, five bedrooms, and four bathrooms. It's a special place that my parents started it up there. I was still working out of the hall. I wasn't steady. This was back in 2004 when I got my A book. That's when I really started learning about the union and learning about the industry. I was very young, and told me to read it and understand it. This isn't a job to me, it's a way of life. My dad always told me that there are three things that make a good longshoreman: pay your dues, go to union meetings, and take care of the job. And that's what I did. He put a contract book in my hand when I was very young, and told me to read it and understand it.

I started out running for like Board of Trustees, the Executive Board. I had my first election in 1991 or 2000. I was just a steward on the job, and when something would happen, I'd speak up for everybody. I just got involved that way. I liked helping people. I've been Secretary-Treasurer at Local 10 for eight terms, and I am currently in my second term as Local 10 President.

This union gives African-Americans the opportunity to be on the same playing field as everybody else. There's no other place I know of where people who look like myself are president or secretary-treasurer. You can look the employer in the eye and tell them 'no' and still have a job tomorrow. We are more than just a majority African-American local. We're a big melting pot for everybody, and we are all treated the same.

Vanetta Hamlin
Local 10 Vice President, Records Clerk
San Francisco/Oakland
I came onto the waterfront in July of 2000. It was a lottery back then, and to my dad's surprise, I put a card in, and I made it onto the list. During that time, coming in as a casual, we were moving really fast. So I got my B book in January 2001. That's when I really started learning about the union and learning about the industry. I've always been an adventurous person. I was never afraid to work outside – I was familiar with working outside from previous jobs. I was told when I got my B book that pretty much my whole career as a B would be operating tractors. I wasn't afraid of that, because I came from driving school buses and tour buses in San Francisco. I did that for almost 18 years.

I remember my dad asking me what I saw myself doing. I was like, "I want to be a crane operator." I got my training, and I made it up there. I was still working out of the hall. I wasn't steady. This was back in 2004 when I got my A book. That's when I really started looking into being more involved with the union on the political side. I saw the Dispatchers and Business Agents and started learning more about the industry. Once you get your A book, you have to wait a year before you can run in an election. So I ran in 2005; I ran to become a BA and I actually made it.

I've ended up in four positions at Local 10 as the first woman to hold those positions. First, it was Business Agent. Second, was chief dispatcher, and now as the records clerk and the vice president. And I'm not intentionally doing it. I was just getting involved in learning more about how the union works. And it just happened.

Some members get stuck and don't want change. Before, there were no women on the waterfront. Now we have women on the waterfront. In the beginning, there was a lot of pushback because some men felt it was the man's job. This wasn't the plan for women. But now that we're here, there are things we can change for the better of the local and for the better for the union.

I just always wanted to be involved. If I can make a difference, then that's what I'm going to do. Even setting examples for our sisters here, letting them know that they can do the same thing that I've done, and give them encouragement to be involved. This industry is very scary for women – older and business agents, and some of our sisters may feel intimidated, or they may get discouraged. But I love a challenge. So that's why I keep pushing myself, to do more, and to make our union better than what was handed over to me. The old timers retired, and they left us with something. Now we have to take care of it. It's up to us to get involved and get on committees and make sure that this local is doing the right thing. That is the reason why I just keep getting involved. I am still learning. Every day is a new day, and something different always happens. So I don't proclaim to know everything; I just constantly read and remain teachable.

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continued from page 1

Archie Brown were among those active in those years. These rank-and-file driven work stoppages were unprecedented in the United States, though workers in some other countries also engaged in similar actions in solidarity with the struggle against apartheid. In 1990, Nelson and his then-wife, Winnie Mandela, visited Oakland, the last stop on their first tour of the U.S. At a packed Oakland Coliseum, Mandela devoted the first ten percent of his speech to thanking ILWU Local 10 for standing down in solidarity with Black workers in South Africa.

Because of Local 10’s longstanding solidarity with the struggle of Black workers in South Africa, it’s not entirely surprising that Local 10’s Executive Board voted to send a delegation to South Africa to remember the historic Durban Strikes. The weeklong trip was a tremendous opportunity to engage with dockers, other unionists, and activists in South Africa, among the important countries in Africa and the Southern Hemisphere. Currently, 14 current members and pensioners made the trip, part of a long tradition of sending rank-and-file members to attend conferences and visit dock-workers across the world.

South Africa’s long legacy of white supremacy

Before 1994, South Africa was notorious for being among the most racist and oppressive countries on earth. For centuries, going back to the 1650s, a white minority — composed mostly of Afrikaners (people of Dutch descent) and Anglos — ruthlessly exploited the large majority of the people who came from many different African ethnic groups (Zulus, Xhosas, Sothos, and more) as well as Asian Indians and so-called “Coloured” people (a separate legal category for mixed race people).

The fight for freedom

As far back as the 1910s, Africans, Indians, and Coloureds worked separately and together to overturn the brutal white supremacist regime. Shortly after WWII, the government formally instituted apartheid — doubling down on racism and fascism just three years after the defeat of the Nazis. The anti-apartheid movement spent decades trying to peacefully gain equal rights before adopting “armed struggle” in the early 1960s. By then, Nelson Mandela was a leader in the largest and best-known anti-apartheid organization, the African National Congress (ANC).

Sharpeville Massacre

Starting in 1960 with the Sharpeville Massacre, when about 70 peaceful Black protesters were killed by the police, and continuing for the next four years, nearly all domestic opposition was wiped out due to ferocious government repression. Activists were imprisoned, killed, politically banned, driven underground and into exile, or otherwise silenced. The ANC and Pan-African Congress were banned, and the Communist Party already had been. Mandela went underground for several years but, ultimately was captured and, in 1964, along with other leaders, was sentenced to life in prison on the barren Robben Island, six miles off Cape Town on the Atlantic Coast. He would not be seen in public for decades.

Durban Strikes

After nearly a so-called “quiet decade” in the struggle against apartheid, the Durban Strike erupted in January 1973. These strikes involved upwards of 100,000 Black and Asian workers from more than 150 companies. This uprising shocked the nation and reignited the anti-apartheid movement that mostly had been quiescent due to earlier repression. Importantly, though not widely known, docks workers in Durban, then and still at the heart of the economy, had primed the pump by striking in 1969 and, again, in late 1972. In other words, by shutting the harbor for days, dockers “set the table” for the Durban Strikes. While it would take another twenty years of intense struggle, inside South Africa and globally, apartheid ultimately was beaten.

Commemorating the 50th anniversary

While those who know South African history appreciate the Durban Strike’s significance, the average South African on the street doesn’t. So, the commemoration of the 50th anniversary of the Durban Strikes was not exactly a huge event, at least as measured in numbers. But those who came together to remember this history and, at times celebrate it, included some of the foremost scholars and activists of labor and political economy in South Africa. In addition to discussing the anti-apartheid struggle of the 1970s and 80s, participants also discussed the ways this history might help us understand the troubling times of 2023 to chart a better future.

Current crisis

Despite its incredible, inspirational history of struggle to achieve multiracial democracy, South Africa faces serious problems. The ANC has lost its way, many of its leaders widely seen as corrupt, a once-great liberation party gone astray. Unemployment is rampant, and half the population lives in poverty. The country suffers from high crime, and climate change already is causing great problems. Economic inequality is rampant and deeply racialized. Electricity is shut down for hours a day, called “load shedding,” which disrupts people’s lives and the economy. Add Covid-19 and 350 years of racist colonialism, and it shouldn’t come as a surprise that South African workers are struggling.

Scholars and activists converge

Local 10’s delegation joined two conferences in Durban over the course of four very full days. The first was sponsored by South Africa History Online and hosted by the Durban University of Technology. Dozens of scholars and activists — many from the trade union movement and involved in the struggle since the 1970s — participated. Some people discussed their roles in the heady times of the 1970s, when the state regularly murdered activists and even assassinated activists in exile in Mozambique, Zimbabwe, and England. Some presented their research on labor, race relations, poverty, and politics. One night, the conference hosted an incredible musical performance by the 10-member Insurrection Ensemble, who performed the history and legacy of the Durban Strikes through the stories of a handful of women who struck a textile factory in 1973.

There also was a second, parallel conference organized to remember 1973 and reflect on how it could reenergize the labor movement, locally and globally, in 2023. This conference was cosponsored by the Revolutionary Trade Union of South Africa (RETUSA), a breakaway union from the South African Transport & Allied Workers Union (SATWU), which represented nearly all dockers and other logistics workers across the country until the split, which mirrored other fissures in the South African labor movement. Joseph V. “JV” Dube previously led Durban’s dockers in SATWU before leading them into RETUSA. Hosted in the old harbor neighborhood at the BAT Centre, an important community and cultural arts space, this conference’s main organizer was Dave Hemson, who was an important dock union organizer in the 1970s. Hemson, a white university student in the late 1960s, developed close relationships with the all-Black dock workforce — much like Harry Bridges did during the Big Strike of 1934.

On the first morning of this second conference, Hemson led a wonderful historic bus tour of The Point, the old waterfront neighborhood where many thousands of Zulu and Pondi...
The ILWU and Durban dockers was that both have demonstrated a willingness to stop work in solidarity with liberation struggles in other countries. On April 21, 2008, the Chinese ship An Yue Jang docked in Durban, carrying millions of rounds of ammunition for AK-47s, mortars, and rocket-propelled grenades. Zimbabwean then-president, Robert Mugabe, purchased this arsenal to retain power amidst a highly contested election while his military and police beat thousands and killed hundreds of Zimbabweans. Mugabe’s forces also brutally assaulted his rival, who had won the election’s first round and served as Secretary-General of the Zimbabwe Congress of Trade Unions. Instead of unloading those weapons, the Durban branch of SATAWU embarked the ship in solidarity with Zimbabwean workers. Subsequently, dockers in other southern African ports joined this boycott and the ship returned to China with its deadly cargo. This action was not the first time that Durban dockers used their position at a choke point in support of social justice in another nation, and it echoed the ILWU’s earlier efforts in the long struggle against apartheid, including the refusal of Local 10 and 34 members to touch South African cargo for 10 days in 1984. ILWU members also refused to load cargo for imperial Japan after it invaded China in the late 1930s. These and other parallels forged deep connections between ILWU members and the dockers they met in Durban. Both sides very much were mindful of the need to build international networks that strengthen unionists and all workers. It should come as no surprise that, like the ILWU, the motto of most unions in South Africa is “An injury to one is an injury to all.”

“The more that we can connect and build relationships with workers around the world, the stronger we will be,” said Local 10’s Ed Henderson. “It’s one thing to read about what’s happening, and another thing to see it for yourself. Delegations like this help to build international camaraderie.”

“The Durban trip was educational,” said Local 10 member Stanley Scott. “We learned about the 1973 strike from researchers, and the cultural aspects of the strike from poets, singers, and musicians at the BAT Centre.” When we got to the Port of Durban and saw all of the ships, I understood that we are the same dockworkers that unload these ships all over the world. That made me proud to be a longshoreman. We change the world every day.”

Peter Cole is a professor of history at Western Illinois University and a research associate in the Society, Work, and Development Institute, University of the Witwatersrand in South Africa. His books include Dockworker Power: Race and Activism in Durban and the San Francisco Bay Area and Ben Fletcher: The Life & Times of a Black Wobbly.

The Durban trip was educational and informative. It gave us a chance to learn about the history of the ILWU and to see the world through the eyes of the workers who fought for better wages and conditions. It was a powerful reminder of the importance of international solidarity and the need to stand together in the struggle for justice.

Report back on the 73 Durban Strikes conference

It was an honor to represent Local 10 as one of 14 members to go to Durban, South Africa. Our mission was to learn about the 1973 Durban Strikes as well as be a part of a cultural exchange to build solidarity with members of South African labor organizations.

The conference started with scholars who were presenting papers that seemed out of touch with the working class. The papers were 100 percent research based and did not cite any workers who participated in the strikes. I found it odd that we were getting opinions and perspectives from people who weren’t in the country during the strikes. On top of that, a lot of these presenters weren’t even Black. In 1973, it was a Black workforce fighting for better wages.

On the second day, we had a great presenter who actually spoke on the build-up to the 1973 Strike. He spoke about how the strike actually began in the 1940’s and continued into 1973. The struggle for justice continues to this day. The 1973 Strikes were powerful because the people risked everything in such an oppressive state when apartheid was at its height. Despite the repression, people still refused to work and fought for better wages.

The third day was much more relatable. We shared space and exchanged ideas with other workers like the RETUSA General Secretary Joseph Dube. The day started with a tour of the docks and surrounding areas. We learned about how thousands of workers were crammed into barracks and dispatched out to work for next-to-nothing wages. We also learned how the military extorted labor of prisoners to build the harbor. My biggest takeaway is that the tactics that may work in the U.S. are not the same tactics that will work in South Africa. We have to show solidarity with our South African comrades that allow for growth. We suggested ideas and offered solidarity. We also learned the importance of passing the torch and enable the youth to head the fight for an equitable future.

South African workers strike for better wages. With financial stability, I hope that our comrades can see one day that wages are not the only concern: workplace dignity and health conditions are just as valuable. Nepotism and the shape-up system are not the only concern: workplace dignity and health conditions are just as valuable. Nepotism and the shape-up system still exist in South African ports. With workers making anywhere from $5-$20 per hour on average, it is hard to get all the workers on the same page and in the same fight. If workers resist or show any sign of opposition, they are blacklisted and only given minimal work or they are given the worst jobs like on docks that work coal. Jobs are run through a broker and not a worker-run dispatch hall, so the employer has all the power.

I am again thankful for this opportunity and hope that one day we can have global solidarity where we all have a fair piece of the pie.

An official announcement has been sent to each local.

Participants may register online at https://www.ilwu.org/2023-ilwu-secretary-treasurers-conference/

THE DEADLINE TO REGISTER IS APRIL 7TH.

PAYING RESPECTS: Local 19 member Tyrone Harvey was on vacation when he heard about the killing of Tyre Nichols by police officers in Memphis, TN. Harvey headed to Memphis to attend the funeral and show solidarity from the ILWU. “I was on vacation and happened to turn on the news and saw the video of police officers beating Tyre Nichols. I immediately drove to Memphis to pay my respects. I attended the funeral that afternoon. I met dignitaries, including Vice President Kamala Harris. I’m wondering when this police abuse is finally going to end,” Harvey said. Harvey drove to Minneapolis to attend the funeral of George Floyd in 2020.

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Recently opened Honolulu’s newest branch of the ILWU Credit Union continues tradition of serving the needs of the union’s members

“We have the sense of aloha andohana here”

In 1954, three Local 13 longshore workers – Benny McDonald, Pete Moore, and Tony Arriaga – founded the ILWU Credit Union near the ports of LA/Long Beach. The Credit Union was established as a financial cooperative for longshore workers to cash paychecks, save, and borrow money at reasonable loan rates.

In 2019, ILWU Credit Union became a federally chartered credit union, allowing the Credit Union to serve ILWU members outside of California.

ILWU Union started a branch in Honolulu, serving members of the Local 142 Union to serve ILWU members outside of California.

On September 1, 2019, ILWU Credit Union merged with the ILWU FSC Federal Credit Union in Northern California, enabling the Credit Union to serve all ILWU locals in California, fostering a credit union that’s definitely unique. There is a lot of pride behind the name, and the members feel really good about the fact that we have a credit union that’s for them, and founded by ILWU longshoremen. Everyone on our supervisory committee and board is either a retired or active longshore worker. There’s trust and pride there.

“It’s such a blessing to be part of the ILWU Credit Union,” said Branch Manager Drucilla Taylor. “We have the sense of aloha and ohana here. It really resonates with all the membership. People take pride in their jobs and being able to be part of a membership who see each other as family, and when they come in, they treat us as family and that’s what we’re all about. 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.”

Vacancy: ITF Inspectorate position in the Puget Sound

This position will be a full-time role and will be based in the Puget Sound but will cover other ports in the USA as required. The postholder will remain a member of their Local or Division but make the job as an ITF Inspector their sole job on the waterfront and will not hold any other position of the union.

Email to Steve Trowsdale (trowsdale_steve@itf.org.uk) with a cc to Jeff Engels (g-lanlander@msn.com), for a list of job duties and to request an application.

Application are to be received no later than Friday, March 10, 2023.

Branch Manager Drucilla Taylor (left) and Business Development Representative Jackie Dunn

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Joyce C. Lund; Loraine McCard;
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