



THE DISPATCHER

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May Day in the Bay
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Tolling the bell for the fallen: Norm Tuck (left) tolls the bell as Jerry Garretson reads the names of fallen ILWU members who died while working on the waterfront. Also pictured (center), PCPA President Greg Mitre. The event is held every year on May 15th and is organized by the Southern California Pensioners Club.

Twenty-first annual First Blood memorial event honors fallen ILWU members

More than 350 ILWU members, pensioners, casuals, family, and community supporters came out to the Southern California Pensioner's First Blood ceremony held on May 15th in San Pedro, CA. This year's event was the 21st annual tradition and included newly-elected President of Local 13, Gary Herrera, as the keynote speaker.

The First Blood memorial was initially started to honor the first workers killed during the 1934 West Coast strikes that led to the formation of the ILWU. On May 15, 1934, a violent clash between dockworkers and company-paid strikebreakers occurred in Wilmington. Dickie Parker, a 20-year-old San Pedro High School graduate, was shot and killed during the 1934 melee. John Knudsen died on June 5, 1934, from injuries he sustained on May 15. Several

more dockworkers and allies were killed one month later in an event commemorated annually as Bloody Thursday.

The First Blood memorial has grown to honor all ILWU workers who have been killed on the job. The event is held every May 15th at noon behind the bust of ILWU co-founder Harry Bridges that faces Harbor Boulevard in downtown San Pedro. The granite stone base lists the names of 70 longshore workers who have died from injuries sustained while working. The names are inscribed in the stone monument as a reminder to all who visit how dangerous the waterfront can be.

"Seventy workers have died on this waterfront in accidents and injuries in about 80 years. That's way too many deaths on the job," said Greg Mitre, President of the Pacific Coast Pensioners Association (PCPA), who acted as the Master of Ceremonies for the event. "That's the reason that we do this every year. We don't ever

want to forget. We don't want it to go unnoticed that these guys died, going to work, and doing the job that we all do every day. Any day that you go to work, you might not go home that night. That's a risk longshore workers face every day on the job, and we must be cognizant of as we move forward."

In attendance were the families of two deceased members. The Santoyo family had 10 members in attendance wearing matching shirts honoring ILWU mechanic Jose Santoyo. Also in attendance was Pattama Ang, the widow of Chulaih Ang, a loved Local 13 member who was killed while working as a marine clerk.

While this year's event was hosted by the pensioners, almost every ILWU local in the area was represented, including Locals 13, 63, 94, 26, 56, 63-OCU, the LA Port Police, Port Pilots, and Federated Auxiliary 8. PCPA President Greg Mitre was joined by SoCal Pensioner

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LETTERS TO THE *DISPATCHER*

Dear Editor,

On April 25, 2023, Harry Belafonte passed away at the age of 96 from congestive heart failure in his home in Harlem, New York. There have been but a few artists or entertainers that have profoundly influenced US culture and its politics as much as Mr. Belafonte. With his passing the world lost more than an iconic entertainer; he was a revolutionary artist who used his art and platform as a celebrity to raise the public's political and social consciousness.



Left to right: Henry Graham, Clarence Thomas, and Harry Belafonte in 2003.

Photo by David Bacon

Belafonte's 1956 album *Calypso* was the first LP by a single artist to sell more than a million copies and introduced calypso music to audiences in the United States. As a child of the 1950s, I remember seeing this much adored 6-foot-tall, light-tanned handsome man of color on the cover of *Ebony Magazine*, album covers, and on television. Belafonte's emergence as a megastar was occurring simultaneously with the nightly news broadcasts of the battles of those on the frontlines of the Civil Rights struggle in the South.

I first met Harry Belafonte on April 5, 2003. He was a keynote speaker at an antiwar rally in Oakland, California, titled "Stop the War in Iraq: Stop the War on US!" It was the largest protest in the East Bay at that time with an estimated 20,000 in attendance.

When he addressed the gathering, he called for "the end to the war once and for all!" Local 10's Drill Team led the march from Mosswood Park to Frank Ogawa Plaza. ILWU Local 10 President Henry Graham and I followed Harry as speakers. After his speech and interviews concluded, Henry and I spoke with him. We welcomed him to the Bay Area and congratulated him on his speech, which was well received by those in attendance. He immediately expressed his great admiration for Harry Bridges and the ILWU. He was well acquainted with our history and specifically, the US government's attempt to have Bridges jailed and deported for being a "Communist."

We discussed the ILWU's long history of support for progressive causes and specifically the fight for economic and social justice for people of color and the working class. We discussed how the ILWU was expelled from the CIO in 1950 because of its left-wing politics.

One of the reasons that Harry Belafonte was so familiar with the ILWU's left-wing history was because of his association with his mentor Paul Robeson. The same year ILWU was being expelled from the CIO, the US State Department withdrew the passport of Paul Robeson because he refused to sign an affidavit disclaiming membership in the Communist Party. We discussed how in 1943, Paul Robeson was made an honorary member of the ILWU in recognition of his service to humanity and the working class. Over the years, I had the opportunity to appear with Mr. Belafonte at several other events.

Harry Belafonte's revolutionary social consciousness as an artist, activist, and humanitarian serve as a model for artists of today and the future. His legacy will live on.

Clarence Thomas
ILWU Local 10, Retired

Dear Editor,

We are proud ILWU pensioners from Locals 13, 94, and 63—ports of LA/ Long Beach. We support a new contract!



Left to right-Joe Saenz, Steve Aquilar, Ray Rodriquez, Eddie Ceja, Art Montoya, Leonard Gutierrez, John Hanamaika, Sam Phineas, Marty Bellhouse.

Send your letters to the editor to: *The Dispatcher*,
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**INTERNATIONAL TRANSPORT WORKERS' FEDERATION
ITF FAIR PRACTICES COMMITTEE STEERING GROUP
17-18 MAY 2023, LONDON**

STATEMENT OF SOLIDARITY WITH THE ILWU.

On behalf of the Fair Practices Committee Steering Group and the wider family of the International Transport Workers' Federation (ITF) representing almost 20 million transport workers across every region, including 500,000 Dockers worldwide, we want to take this opportunity to demonstrate our unwavering support to you and all members of the ILWU as you and your bargaining committee fight for a collective agreement that looks after your members pay, pensions and welfare benefits.

It is beyond all reasonable doubt that the ILWU and its members have played an essential role in the US and global economy over a very long period. Essential logistic supplies such as foods and medicines only reach those in need because of the heroic role of skilled and dedicated ILWU members. This has been recognised by the working class in the US and globally.

It is now time for the PMA to recognise this and settle this protracted negotiation in a way that reflects the huge profits and productivity your members continue to make for these companies through their hard graft and sacrifice.

They deserve to be rewarded with a deal that also takes account of a global cost of living crisis haemorrhaging workers' wages whilst delivering unprecedented employer profits and shareholder dividends. Employers should be seizing this opportunity to significantly improve the working lives, pay and well-being of all your members.

Solidarity between the ITF and the ILWU has been a part of our shared history. We continue, without question, the legacy and commitment to shared struggle with you during this long campaign. We know that only when we stand together, and act collectively do we win.

Whatever the ILWU needs to secure a deal acceptable to your members we will support with unrelenting international solidarity. We stand with you.

Together to victory!

In Solidarity




Paddy Crumlin
ITF Dockers Section Chair

Dave Heindel
ITF Seafarers Section Chair

PRESIDENT, PADDY CRUMLIN
GENERAL SECRETARY, STEPHEN COTTON

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On Friday, April 21st, ILWU Local 23 was proud to offload the traditional Polynesian canoe "Hokulea" on its mission of "Moananuiakea: A voyage for oceans, a voyage for earth."

The canoe will make its way to Alaska before setting off on its new four year journey around the Pacific Ocean, visiting 36 countries and over 100 indigenous territories. Three members of ILWU Local 142 in Hawai'i flew over to oversee this important offload. One even sailed with the canoe aboard the Matson vessel from Hawaii. They will stay with the canoe during this transport and are a part of its crew for the voyage. Special shout-out to Dave Faker, Cliff Hanna, and crane driver Sean Tichy for making the offload go off without a hitch.

DISPATCHER

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New biography 'definitive story' of the life of ILWU co-founder Harry Bridges

Harry Bridges: Labor Radical, Labor Legend, by Robert W. Cherny (University of Illinois Press, 2023)



Harry Bridges (left) leading the march of longshore workers up Market Street in San Francisco during the 1937 Labor Day Parade.

Robert W. Cherny's new book, *Harry Bridges: Labor Radical, Labor Legend* (University of Illinois Press, 2023) is a monumental achievement. More than thirty-five years in the making, it is exhaustively researched, gracefully written, and comprehensive.

The late Charles P. Larrowe's *Harry Bridges: The Rise and Fall of Radical Labor in the U.S.* has served honorably as a basic biography of Bridges since its publication in 1972. Still, with all due respect to Larrowe's earlier work, Cherny's 478-page volume is now the definitive story of the ILWU founder, forty-year ILWU president, and towering figure in American labor history. If, as a member of the ILWU or as a non-member interested in labor's past, you want to learn about the iconic Bridges in depth and detail—who he was, what he did, and why he mattered so much—this is the book for you. The new *Harry Bridges* also provides a working knowledge of the history of the union's core entity, the Longshore Division, from its beginnings in the 1930s through Bridges's retirement in the 1970s.

In 1985, the retired ILWU leader and his wife Nikki approached Cherny about writing Bridges's biography. As Cherny notes in his acknowledgments, his research took him "from Harvard to Honolulu, from Moscow to Melbourne." He carefully examined countless documents in the ILWU library and in places that other researchers have overlooked or lacked access to, including Bridges's papers at San Francisco State University, enormous FBI files (for years the Bureau monitored everything Bridges did), and hard-to-reach archival materials in Russia. The book's rich and highly informative backnotes alone are nearly a hundred pages long.

During his forty-two-year academic career at San Francisco State, Cherny was active in his faculty union

and served at various times as director of labor studies, chair of the history department and the academic senate, and acting dean of undergraduate studies and of social sciences. He also wrote or co-authored six other books and forty scholarly articles, and he co-edited anthologies and textbooks. But the long wait for the appearance of this magisterial biography, first conceived thirty-five years ago, was worth it.

Cherny's text consists of eighteen mostly chronological chapters detailing with meticulous care many familiar events in Bridges's and the union's history. Two early chapters follow Bridges's life from his birth in Melbourne in 1901 through his youth in Australia, where he was influenced by his activist uncle and by that nation's union movement. We learn how he became a seaman on sailing vessels, came ashore in San Francisco in 1922, and, through the early Great Depression years of the 1930s, labored there as a longshoreman in appalling non-union conditions characterized by corrupt hiring practices, heavy and dangerous work, brutal "speed-ups," and other abuses.

Three key chapters recount Bridges's leading role in organizing the Pacific Coast Branch of the International Longshoremen's Association (ILA), sometimes with the help and participation of Communist Party members, and his critical leadership in the 1934 West Coast maritime and San Francisco general strikes. Cherny vividly describes the events of Thursday, July 5, 1934, when San Francisco police killed strike supporters Nicholas Bordoise and Howard Sperry. "Bloody Thursday" sparked the July 16-19 San Francisco general strike in protest that was an important turning point in the maritime struggle.

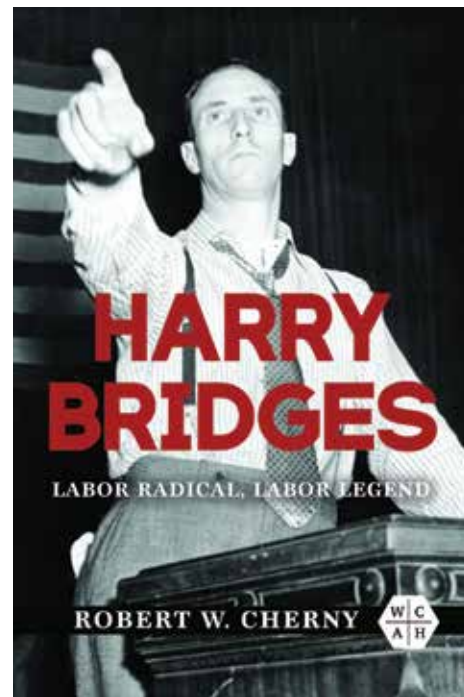
During this early period, under the guidance of Bridges and his allies, the union's patented progressive character emerged, featuring support for union democracy, equal access to jobs, and,

as outlined in their mimeographed organizing newspaper, the *Waterfront Worker* (October 1933), non-discrimination on the basis of "creed, color, or political beliefs." Two chapters trace important developments in the six years following the momentous events of 1934, including Bridges's 1935 search for unity with other marine and transportation unions and his part in his organization's leaving the ILA and founding the ILWU in 1937.

Cherny then departs somewhat from this chronological story to evaluate Bridges's early relationship to the Communist Party. Four of the succeeding ten chapters describe the unscrupulous and ultimately unsuccessful efforts between 1934 and 1955 of vigilantes, police agents, reactionary politicians, conservative operatives, and federal authorities to deport Bridges, who they alleged was a Communist Party member.

Subsequent chapters cover main currents in Bridges's and the union's post-World War II experience. These highlight the 1948 longshore strike, which Cherny characterizes as a struggle to retain the union-controlled hiring hall that had been won in 1934 and to preserve Bridges's position as ILWU president from red-baiting employer attacks; the Mechanization and Modernization (M&M) contracts of 1960 and 1966 that paved the way for the container revolution in waterfront work; the long 1971 coastwide longshore walkout; and Bridges's retirement in 1977 and death in 1990.

As Cherny notes in his preface, *Harry Bridges* does not contain extensive material on the warehouse organizing drive in the 1930s and the sugar and pineapple campaigns in Hawaii of the 1940s, which, he emphasizes, are fully covered in other books. Harry Bridges, the ILA and 1934, and the first forty years of the ILWU Longshore Division were sufficient challenges for one long volume. Still, Cherny provides enough detail about these other topics to keep readers oriented.



Cherny offers several intriguing observations that follow from his many years of study. He contends that during the first few years of waterfront leadership, Bridges acted as a radical in sanctioning job actions, or quickie strikes, and resisting arbitration; after 1935, though, Bridges began to favor institutionalized arbitration as the best way to enforce the longshore contract. In 1934 Bridges insisted on an end to the abusive hiring practices of the non-union era through a worker-controlled hiring hall system, and on a coastwide longshore contract to keep employers from playing ports against each other—radical demands for their time. But during the six years after 1934, Cherny argues, Bridges helped bring stability to the waterfront by embracing arbitration. The capstone of this evolution in Bridges's thinking was a new arbitration provision in the 1940 longshore contract that provided for the immediate settling of conflicts. This system became a fixture of subsequent ILWU waterfront contracts and, Cherny asserts, is unique in the history of American labor relations.

Bridges's relationship to the Communist Party receives thoughtful treatment. For at least four decades, the question of whether Bridges belonged to the party attracted the attention of scholars, writers, newspaper publishers, an assortment of enemies of the union, and government investigators. As is well documented, Bridges accepted aid from the party for his

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Bridges speaking to reporters at a demonstration on the campus of UC Berkeley protesting South Africa's apartheid policies in 1985.

We are the ILWU



Inlandboatmen's Union, Hawai'i Region

The Inlandboatmen's Union of the Pacific (IBU) is the ILWU's Marine Division and one of the largest inland maritime unions in the United States. The Hawai'i Region of the IBU represents about 300 mariners who work primarily on barges, ocean-going towing vessels, and harbor tugs that provide ship assist work in and out of all the harbors in the Hawaiian Islands.

Essential part of the supply chain

"The big container ships and oil tankers that are coming in or out of the port are extremely large and cumbersome," explained Captain Mike Anderson, Jr., Director of the Hawai'i Region of the IBU. "They need assistance from the more agile and powerful towing vessels — the harbor tugs — to hook up to them outside the harbor and bring them in, spin them around, and get them to the pier safely and controlled, so that longshore workers can tie them up and start working the cargo in a timely fashion."

In addition to the ocean-going and harbor tugs, IBU members in Hawai'i also work on freight and fuel barges that are a crucial part of the supply chain delivering essential goods throughout the islands.

"We rely heavily on these freight and fuel barges going inter-island on a regular schedule," said Anderson. "They transport everything from cars, construction materials, toilet paper, food, livestock, perishables — you name it, and it's nonstop. We have to deliver in good weather, bad weather, holidays, nighttime, daytime, whenever."

Captains to cooks

Anderson said that IBU Hawai'i represents a wide range of mariners on these vessels.

"We represent everybody on the vessels from the captain all the way down. We have captains of the tugs; we have the mates.; we have licensed engineers, Able Seaman, and cooks."

Hazardous duties

The work performed by IBU members is highly skilled and potentially hazardous, stressful, and requires long stretches where mariners are separated from their families.

"The first danger that comes to mind is the conditions. You basically have the entire Pacific Ocean trying to squeeze through the Hawaiian Island chain; we have strong trade winds here and obviously large swells," Anderson said. "The next thing that comes to mind is the weather. When a hurricane comes, our mariners grab the barges and go out to sea, instead of staying in the harbor. If a storm makes landfall, they want to be able to be the first people in to resupply the islands affected by the storm."

In addition to conditions, the nature of the work also poses many challenges including a lack of sleep, Anderson said. "It's a 24/7 operation; the boat never stops, really. Mariners work in shifts around the clock. There are a lot of potential hazards. When you are towing a barge behind you — everything is heavy — shackles, chains, and wire can snap, then whip back and get you. People lose fingers in the lines. Thank God, we haven't had anything like that happen in quite a while. Then there is the stress of being away from your family. Most mariners work on a vessel for a month

at a time or more. You live with your shipmates on the tug. You're away from your family all that time, and it's a grind. On top of that, you always have the threat of a fire on the vessel, but that's the inherent risk."

"These guys are under a lot of pressure," Anderson said. "Not anybody can just walk off the street and do a job like this. It takes a long time to perfect the craft, and mariners take a lot of pride in that, including myself."

Growing the IBU

The IBU Hawai'i Region continues to organize with the help of the ILWU Hawai'i International Organizing Department, Anderson said.

"The important thing to me is that we continue growing. It's tough to organize in this region; there's a limited pool here in Hawai'i," he said, "but we're growing slowly, and I hope that continues."

There has been a recent organizing success: A new group of workers in Pearl Harbor who retrieve training torpedos for the U.S. Navy voted to join the IBU. Another group of workers in Kauai who also do this work are long-time members of the IBU.

"They go offshore, and they recover torpedoes, pull them up on the aft deck of the vessels, and then bring them back," Anderson explained. "These are dummy torpedos, but retrieving them from the ocean, especially in Hawai'i, with dangerous offshore conditions — the wind, waves, and swell — it's not an easy task. They're doing it at night. They're doing it in a swell, and they're doing it quickly. They came to us and felt that they were really underpaid and not well represented. And those guys hit the ground running. They were 100% committed from the get-go and are a great addition to the IBU."

Captain Mike Anderson, Jr. Regional Director IBU Hawai'i

My first full-time IBU job was not until 2013. I had been in other unions sailing before, and I had some non-union jobs as well. I started in this profession when I was 19 years old. I haven't done anything but be a mariner since I was out of high school. I grew up around the water and always loved fishing, diving, surfing, and boating. I didn't really have a plan after high school; I wasn't really a college guy. I wanted to go work offshore and was able to do that. I started out Hawsepiping — that's what we call working from the ground up. I never went to a maritime academy. I started as a deckhand, cook, wiper, and worked all the way up to captain.



I navigated my way from non-union to union companies. The union jobs were just heads and tails above anything else. The union pay was always either better or par but the treatment — the schedule, the medical, the pension, workplace safety, the training and professional development — all that stuff was way better. I really took notice of that at a young age.

"These guys are under a lot of pressure. Not anybody can just walk off the street and do a job like this. It takes a long time to perfect the craft, and mariners take a lot of pride in that, including myself."

— Capt. Mike Anderson

My first union job as an Able Seaman (AB) was really good. I completed my hitch, but there was no work for me at the hall. So, I went back to a non-union company. Once you've seen the other side, you realize you're going backward on pay, medical, and workplace conditions. You know, the ship conditions were unsafe. Early on I knew that union was the way I wanted to go; it was just a matter of getting established.

I was able to get a foothold, establish myself in the union, and build some seniority. I saw how important was to be active, whether you're a shop steward, on the negotiating committee, or on the executive board. I slowly got involved with all those committees, and then eventually ran for the elected position, which is Regional Director, two years ago during the pandemic. We get a lot of people who come here from non-union companies who have never had a union job, and they don't know what to expect. After about three weeks on the job here, they call me up, and

they're like, "If I would have been more educated about this, I'd have been here 10 years ago."

At our meetings, I always tell the membership, "You are the union. When you say 'the union,' you're talking about every person in here, and it starts with you. The rank and file are the first line of defense. It starts with your voice." Where else except in a collective bargaining unit, do you have a voice to tell the employer: 'Hey, this isn't right, this isn't going to work for us. This is unsafe, this pay is unfair,' and then collectively push to win your demands? So, it starts with them. If not you, then who?



Spencer Frary

I was working as a lifeguard out of high school, and we had the small zodiacs, so that kind of got me interested in boats. Then I went into parasail and dive boats, and eventually, I started working local cruise ships and ended up here at Young Brothers towing company. I didn't set out to be a mariner; it kind of happened that way.

I became an IBU member around 2001. I was AB out on charter tugs doing the inner-island long-haul towing. I did that for a few years

and slowly moved up to Second Mate and then Chief Mate. I started to train driving the long-haul tugs when the opportunity came to move over to the harbor, so I jumped on that. I've been doing the long-haul tugs for 15 years or so. It was great; you'd get a nice chunk of time off. You work about four to six weeks on and then have four to six weeks off. That's great when you're younger. You can travel and have some adventures but now that I am a little older, it's nice to kind of be home every night. My wife enjoys that a lot more.

In the harbor, we're doing a lot of the same thing. We've got inter-island barges coming and going. Those are pretty much daily, and then we also have the Matson and Pasha ships coming in and out. That's the main bread and butter of the job, and then we saw also have like a lot of one-offs. We will go to Barbers Point for ship jobs or Pearl Harbor for something a little different. That's always kind of nice because it's different work out there. We move the dry dock in and out. Anything that involves moving around the harbor, we've probably got our fingers on it.

Since I started, I feel like our situation as union members has just gotten better. More people are getting involved, and they're getting a little more enthusiastic on the job. It's gotten stronger and better as we move forward together as a group.

I haven't always been active, but this year I'm going to be on the committee negotiating the contract. I'm excited about that. I haven't been one of those guys that was really enthusiastic in the past and wasn't doing as much as I should have with the union. But this year I'm ready to step it up. I've been here long enough that I feel like it's time for me to gain a little more knowledge in that area.

Joshua Ano

I started in the IBU in 2006, and before that was in another union. I'm the engineer on the boat. I make sure all the equipment is in good working order.

What I like best about the job is the people I work with and the things that we do. It's amazing to see all the cargo that's being moved. Most people don't really understand how they get their milk and food, their Christmas gifts, or whatever. It's just amazing to see these huge container ships come in with everything that you see in the stores.

I enjoy working in the harbor, especially with other IBU members. They all work hard for their families, and I enjoy what I do. It's not the same every day. There's always something different. The weather can turn on you. It can be sunny one minute and the next thing you know, you jump on the barge, and it's pouring rain. But it's fun. I've been doing this for 26 years.

When I first joined, I didn't know too much about the IBU and ILWU — about how everything was structured. I got involved in different ways. I was kind of nervous because the other guys knew a lot more than me. I started showing up for all the meetings that I could — the stop-work meetings, and all the Zoom meetings. I tried to get involved or help. If they need something moved or signs put up about the meeting — just tried to help and learn more about what I can do as a union member. There's a lot of stuff that goes on. I had no clue. There are a lot of working parts to it, and people behind the scenes doing a lot more than you think.

I just like what I do, and I appreciated the IBU for what they do for me and my family. It's because of the union that I can provide for my family and have a better and safer work environment. It's a great place. I can't stress that enough. I want to come to work at my job in a safe manner and go home to my family.



Twenty-first annual First Blood memorial event honors fallen ILWU members

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officers Norm Tuck, Jerry Garretson, Lynn Hay, and Yolando Nuhi.

The ceremony began with a bagpipe rendition of *Amazing Grace* followed by the Wilmington VFW Honor Guard. The presentation of the colors was followed by a reading of the names of each worker killed on the Southern California waterfront including longshore workers, IBU members,

and Local 26 Watchmen. The bell was tolled after each name was read.

The memorial event is a time to remember those who have died, and is also a commitment to continue to improve safety conditions on the waterfront so that others don't suffer the same tragedy.

"We are a family, and when one goes down, we all hurt, and then we figure out ways to make sure it doesn't

happen again," said Local 13 President Gary Herrera. "We worked tirelessly through the pandemic, despite everyone else working safely from home behind a computer. We can be thankful that this year we didn't lose anybody. And hopefully, we don't lose any more. We continue to go to work and to and fight for a safe working environment."

"To all that are on this list: Your names will never go without respect,"

said Herrera. "Our safety book is designed because of accidents. We need to make sure that these tragedies don't happen to other workers."

Immediately following the ceremony, a picnic lunch was served featuring tacos, bacon-wrapped hot dogs, *elote*, and for dessert, cookies served by Auxiliary 8 members.



More than 350 people filled John S. Gibson Jr. Park on Harbor Blvd in San Pedro to mark this year's annual First Blood Memorial event.



Local 13 President Gary Herrera, was the keynote speaker at this year's First Blood Memorial.

Art Almeida, former Local 13 president and labor historian

Former Local 13 President Art Almeida passed away on April 12th. Art was a dedicated and proud member of Local 13, where he was registered in 1950. As an active member, he served Local 13 in a number of capacities, Secretary-Treasurer, Business Agent, and Caucus Delegate; he was elected President of Local 13 in 1976 and served in that role for two terms.

After he retired, he transitioned to become active in the ILWU Southern California pensioners club for many years. As a pensioner, Art attended ILWU Conventions as a fraternal delegate and was an active participant in debates and discussions at the convention where he would hit the mic on important issues to share his experience, knowledge, and perspective.

Art was a labor historian and public intellectual. In 2012, he published *Wobblies in San Pedro* based on interviews with International Workers of the World (IWW or Wobblies) members Paul Ware and Bob Bigelow who recounted their experiences dur-

ing the 1920s. Almeida became interested in the IWW during the 1950s when he started working on the docks and learned about Wobbly history from fellow longshore workers.

In 1975, Almeida became one of the founding members of the San Pedro Bay Historical Society and chaired its Labor History Committee. He would later lead the organization as president for 10 years.

Art was one of the driving forces behind the Liberty Hill Monument on 5th Street near Harbor Boulevard in San Pedro that honors the 1923 strike by longshore workers from IWW Marine Transport Workers Industrial Union 510. In addition to drawing attention to poor wages and working conditions, the longshore workers' strike was also a fight for civil liberties, challenging the California Criminal Syndicalism Act, a law that was designed, in part, to criminalize radical, industrial unions like the IWW.

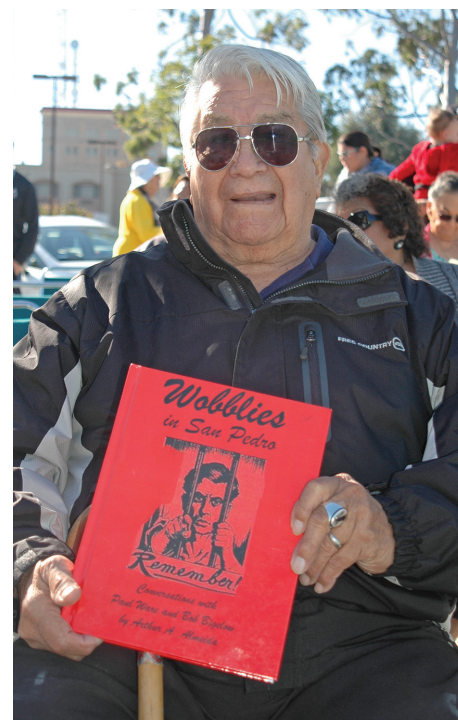
The Liberty Hill monument was conceived along with Art's long-time friend James Preston Allen, publisher of the San Pedro weekly paper, *Random Lengths News*, which Almeida helped name in 1979. The pair also

conceived of the Joe Hill monument at the same location.

Art was an active and influential member of the community in San Pedro throughout his life. He spoke on issues facing Latinos in San Pedro during the Redevelopment of Beacon Street and as a member of the San Pedro Environmental Action Committee, Almeida supported the building of the Cabrillo Marine Aquarium.

He was a member of the San Pedro Community Advisory Committee which called out the CRA Beacon Street Redevelopment committee for choosing to hire low-wage labor from outside the community. During the early years of the Beacon Street redevelopment, he called for recreational space between 6th and 22nd Street below Pacific which eventually resulted in the building of the 22nd Street Park.

In 1973, he was the chair of the Teacher Corps at Cal State Dominguez Hills, later becoming the coordinator for the school's experiential education department. Art also served as a member of the Mexican American Education Commission (LAUSD) for the Harbor Area where he was an advocate for all students.



Art Almeida with his book *Wobblies in San Pedro* at the dedication of the Joe Hill Memorial in 2017.

Almeida was preceded in death by his son, Arthur A.J. Almeida. He is survived by his wife Irene, his daughters Majella Almeida Maas (Bill), Lourette Almeida Manghera (Peter), grandchildren Kristopher Manghera (Monica), Lixandrina Corrales, Brenna Maas Liana (Chris), Shannen Maas Clarke (Robert), and 12 great-grandchildren.

If you want to learn more about Art's career on the waterfront, you can watch his oral history interview with Harvey Schwartz and Connor Casey courtesy of the University of Washington Labor Archives at https://archive.org/details/AlmeidaArt_PCPA

Ari Landrum, rank-and-file IBU activist passes away unexpectedly



Ari Landrum, a dedicated rank-and-file activist from the Puget Sound Region of the Inlandboatmen's Union of the Pacific (IBU), the Marine Division of the ILWU and deckhand on the Washington State Ferry, passed away unexpectedly at the age of 45.

Ari was described by the Puget Sound IBU as "one of our proudest and most unapologetic union activists and members. As a union steward, Convention Delegate, and three-term Executive Committee member of the Puget Sound Region, Ari Landrum was the embodiment of compassion and empathy for working people everywhere."

"Our resistance and disbelief to his passing is grounded in all the countless and selfless acts that he generously put forward on behalf of our membership with never any expectation of recognition or thanks, but simply because it was the right thing to do and necessary to help protect our unity and make us stronger as a union," the Puget Sound IBU said in a statement. "As our Executive Committee Recorder, we grew very dependent upon his measured and

patient record keeping of often very heated and passionate debates on how best to represent our members. None of us were a match for his gregarious sense of humor. Regardless the issue, if it ever got too heated, his disarming self-deprecating style always brought us back together.

Ari was a fixture at rallies and marches and quietly encouraged members to take up the torch for better conditions on the job. Ari was a strong believer in educating IBU members throughout the Puget Sound. He helped produce the IBU Deckhand Podcast and pursued his own labor education within the ILWU and at Labor Notes Conferences.

"While my only interactions with Ari were through our shared time on the Executive Board, his total commitment to this Union and its members was plain to see. He was a steady, thoughtful, pro-union voice that Washington State Ferry members could count on to be in their corner," said IBU member Russ Skellie. "His sudden passing makes it all that much rawer of a wound to our shared psyche. Our thoughts are with his family, both biological and assumed union family."



Ari with his daughter, Harper, six years ago.

He leaves behind his wife Jessica and daughters Savana and Harper. This fund is to help them keep a roof over their heads and keep up with household expenses while they transition to a life without their husband and father.

To find out more about Ari and the IBU's support efforts for his family, visit the IBU's website:

<https://bit.ly/30ORGTO>

New biography 'definitive story' of the life of ILWU co-founder Harry Bridges



continued from page 3

struggling union movement during 1933-1934, when there was little help available elsewhere. While Bridges openly admired the Soviet experiment in Russia, however, he always denied being a party member. Cherny carefully compares Bridges's actions and policy decisions over time to numerous Communist party positions, concluding that no one from the party ever gave Bridges an order and that Bridges was an entirely independent actor who always put the interests of his union first. Despite the long history of the allegation that Bridges was a party member, in the end, Cherny argues, the issue is not "the most important story about Harry Bridges. The most important story is that he was a remarkably effective leader of a remarkable union." Cherny systematically defends this claim throughout his book.

Yet another important topic Cherny explores is Bridges's response to automation on the waterfront in the form of containerization. In a 1938 speech at the University of Washington, Bridges famously declared that "our policy is one of class struggle. We have nothing in common with our employers. There'll be a time when there aren't any employing classes any more." But Bridges's thinking, Cherny argues, combined this Marxist philosophy with pragmatic realism. This pragmatic side influenced his handling of the 1960s M&M contracts, which ushered in containerization without a fight and which remain controversial to this day. These contracts made concessions to both sides: they protected the interests of existing longshore workers and offered early retirement inducements, but they also meant that the waterfront labor force would eventually shrink dramatically.

According to Cherny, Bridges was not opposed to the elimination of the arduous job conditions he had experienced on the waterfront during his break-bulk cargo-handling days. The long-time ILWU president even held that the advent of steady jobs in the second M&M contract of 1966 was not such a bad thing, although some have argued that separating one group of workers from the traditional hiring hall threatened the union's cohesion. Still, Bridges gained important concessions while preparing for the automation that would eventually reach the water-

front no matter what he did. Cherny ultimately concludes that "if [Bridges's] first great accomplishment was to lead the 1934 strike that produced the hiring hall, his other great accomplishment was the M&M."

In addition to these major themes, *Harry Bridges* offers tantalizing details that may surprise even those who already know a great deal about Bridges and the ILWU. Many are aware that Bridges briefly belonged to the radical Industrial Workers of the World (IWW) during the fateful 1921 seamen's strike. But did you know that he also tried to challenge Jim Crow laws in New Orleans that same year? He was only twenty years old at the time. Cherny explores several other often-overlooked events in Bridges's and the union's past, including the shipowners' attempt to bribe Bridges to end the 1934 strike (Bridges's response to the messenger bearing the offer was, "I couldn't do that, you know that, Jack"); the major 1936-37 longshore strike, which was something of a rehash of '34 without the violence; and the relatively short 1946 waterfront walkout. The 1950 purge of the ILWU from the CIO, which the union had affiliated with in 1937, is recounted in some depth. Cherny also weaves in enough information on Bridges's family life to provide a fully rounded picture of the long-time ILWU leader.

During his last decade in office, as employers expanded the "steady man"

category and waterfront work opportunities began to decline, Cherny notes, Bridges faced some pushback from union members. He explored the possibility of merging the ILWU with either the Teamsters or the ILA, but the ILWU executive board and the union's rank and file rejected these ideas. As Cherny reminds us, the 1971-72 strike too, at 134 days the longest longshore walkout in Pacific Coast history, was partly brought on by the long-term effects of the M&M contracts. Despite these late career controversies, when Bridges retired he was widely hailed as the hero of '34. He was the touchstone of the ILWU then and remains so today.

The book contains twenty carefully selected black-and-white photos, a helpful list of abbreviations, a long bibliography, and a useful index. It should appeal to everyone interested in Harry Bridges, the history of the ILWU, and the American labor movement in general. You can order Harry Bridges: Labor Radical, Labor Legend from the ILWU International library or through the Powell's Books Partnership Link found on the Local 5 website: (<https://www.ilwulocal5.com/support>), in which case 7.5 percent of your purchase will go to the ILWU Local 5 Strike Fund.

— Harvey Schwartz
Curator, ILWU Oral History Collection

Labor Under Siege wins two book awards

Harvey Schwartz with Ronald E. Magden

LABOR UNDER SIEGE

An Oral History

BIG BOB McELLRATH AND THE ILWU'S FIGHT FOR ORGANIZED LABOR IN AN ANTI-UNION ERA



Labor under Siege: Big Bob McEllrath and the ILWU's Fight for Organized Labor in an Anti-Union Era, by Harvey Schwartz and Ronald E. Magden won two book awards: a Silver medal in the "Heroic Journeys" category of the Nautilus Book Awards and a gold from Independent Publisher Book Awards ("IPPY" Award).



Another first: Leslie Winston (seated, center) has the honoring of being the first woman elected to the Executive Board of Local 94. She is pictured here at a recent membership meeting of the Local. Winston is a third-generation longshore worker and was also the first African-American woman to hold the position of Chief Dispatcher at Local 13. "I just want to thank everyone that cast a vote of confidence for me and allowed me an opportunity to join our Executive Board. I'm truly blessed," Winston said.



May Day strike: On May 1st, members of the Inlandboatmen's Union of the Pacific (IBU), who work on the Guemes Island ferry operated by Skagit County in Washington went out on a one-day unfair labor practice (ULP) strike. Workers have been negotiating a new contract for almost a year and a half with little or no movement from the County over the last eight months. Workers passed out flyers at the event stating that the scheduling system for ferry crews endangers public safety by "switching crew from days to nights with little or no notice or chance to adequately rest to maintain safe conditions." Striking workers were joined in solidarity by other ILWU members including longshore workers from Seattle, Tacoma, and Anacortes and IBU members from throughout Western Washington.

Fifth Biennial Young Workers Conference

We are pleased to announce that ILWU Canada is holding their **5th Biennial Young Workers Conference September 27-29, 2023** in Vancouver, BC. As they have done in the past, they have graciously opened participation to ILWU members outside the Canada Area.

Local unions or affiliates may nominate participants who are each required to fill out an online application. Priority will be given to workers aged 35 and younger who have not participated in any previous ILWU Canada Young Workers conferences. Due to space considerations, we anticipate having to limit each affiliate to one (1) participant, but we will create a waiting list in case of cancellation or non-participation by any locals.

The conference will be held at the Maritime Labour Centre, 1880 Triumph Street, Vancouver, BC, Canada, V5L 1K3. It will run from Wednesday, September 27, 2023, through Friday evening, September 29, 2023. Registration begins at 8:00 a.m. on September 27th.

The ILWU International and ILWU Canada will cover the cost of training materials, breakfast, and lunch from September 27-29, and a banquet on the evening of September 29th. The ILWU will also cover hotel accommodations for US delegates only (based on double occupancy for check-in on September 26th and check-out on September 30th). This means that individuals willing to share a room with another participant will have no hotel costs. Neither the ILWU International nor ILWU Canada will cover lost wages or other travel expenses.

To register visit
<https://www.ilwu.org/2023-ywc/>

The registration deadline is June 16, 2023.

The information here is intended for U.S.-based ILWU affiliates. If you are from a Canadian local, please reach out to ILWU Canada for more information on how to apply. Their office email is reception@ilwu.ca.



A Helping Hand...

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

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New Puget Sound ITF Inspector:

The ITF announced that Cyrus Donato will be the new Inspector for the Puget Sound, replacing Jeff Engels who will be retiring at the end of June. The ITF Inspectors play a critical role in ensuring that seafarers are being fairly treated. Donato, a five-year veteran of the U.S. Coast Guard, completed his training in London in May and will continue his hands-on training in the Puget Sound with Engels until his retirement. "I am excited to become part of the ITF team and to work constructively to intervene in the lives of marginalized seafarers. This is a passion of mine," Donato said.



TRANSITIONS

NEW PENSIONERS:

Local 10: Gary Clay; **Local 13:** Jim F. Berry; Michelle D. Bilodeau; Gary L. Delahunty; Michael V. Druskovich; Socorro G. Fimbres; Jozsef Frank; Derrick L. Franklin; Darryl L. Gaskin; John H. Lenczewski; Terance O. Matchett; Larry D. Mitchell; Daniel R. O'Neill; **Local 23:** Kevin Arneberg; Arthur Clark; **Local 34:** Gary T. Longoria; **Local 52:** Faron Fletcher; Donovan A. McBride; **Local 54:** Ric A. Fideldy; **Local 63:** Mickey B. Rivers; Anthony M. Spanjol; **Local 94:** Edward R. Vanderhider;

DECEASED PENSIONERS:

Local 4: Donald E. Birrer; **Local 10:** Oswaldo Soto; Jose M. Zamacona; Limon; Felicisimo M. Limon; **Local 13:** Eugenio A. Fleta; Lloyd W. Ogden; Jeronimo U. Garcia; Harry L. Wilson; Arthur Almeida; **Local 19:** Louis Gray Jr; Josiah R. Morris; Thomas C. Putt; **Local 24:** Walter D. Wilson; **Local 34:** John A. Cardona; Donald J. Cava; **Local 40:** Bruce D. Aschim;

Local 52: Ernest Williams; **Local 63:** Paul Mardesich; **Local 75:** Esmeralda Glass; **Local 91:** Stephen L. Parun; **Local 94:** Darell R. Coulson; Ralph Espino;

DECEASED ACTIVE MEMBERS:

Local 10: Carolyn Muhammad; Delondo F. Bellamy; **Local 13:** David Martin; Mardale L. Simmons; Robert D. Weigandt; Regina E. Gravett-Thorne; Karolina K. Vukojevic;

DECEASED SURVIVORS:

Local 4: Clara L. Northrop; **Local 8:** Barbara L. Siron; **Local 10:** Jean D. Neal; Lachrishia Barber; **Local 13:** Bonnie R. Muir; Effie M. Seward; Jo Reta Sutton; Ruth Salas; Claudia Spondello; **Local 21:** Raymond E. Davis; **Local 34:** Jean Trombla; **Local 46:** Connie Chavez; **Local 63:** Diane R. Amador; Betty McCague; **Local 94:** Betty L. Liehr; **Local 98:** Arlene M. Iseberg;



May Day in the Bay: Bay Area ILWU members celebrated International Workers' Day (May Day) with labor solidarity. The day started at the Local 10 hall with a rally featuring speakers and entertainment. Speakers included Local 10 President Farless Daily (pictured above; top photo), Northern California District Council President and International Executive Board member Melvin Mackay, Local 10 member Trent Willis, and pensioners Clarence Thomas and Jack Heyman. Local 10's David Newton was the Master of Ceremony at the event. Following the rally, there was a march along the Embarcadero to Pier 33 for a rally in support of IBU members at Alcatraz City Cruises (bottom photo). Workers voted overwhelmingly to unionize in October of 2022. Since then, contract negotiations have stalled, and little movement has been made in negotiations for a first contract. The employer is attempting to exclude the captains from the union, claiming they are supervisors. Demonstrators at the rally demanded the employer negotiate fairly and in good faith with the workers.