



# THE DISPATCHER

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**Training for Trump immigration raids:** Local 6 members (L-R) Alejandra León, Mirella Jauregui, Delfina Casillas and Fernando Garcia of the Molders Union, demonstrated how workers can project themselves by knowing their rights and taking action together on the job at a training held in February.

## ILWU members train to resist immigration raids

ILWU members joined with other workers, community organizations and church groups on Saturday, February 25th at a union hall in Hayward, CA, where a training was held to prepare for immigration raids supported by President Trump. Those attending from Local 6 included Alejandra León, Mirella Jauregui, Pedro Sánchez, Delfina Casillas and Secretary-Treasurer Chris Castaing.

### Previous success

ILWU members and other union activists described how they have successfully fought raids and firings that targeted immigrants in the past. Workers used these experiences to enact dramatic “role plays” that illustrated how workers can defend themselves – in conjunction with legal advice and community support.

Following the dramatic “teatro” performance that featured four Local 6 recycling workers, everyone joined small groups that brainstormed various strategies for coordinating efforts

between unions, churches and community groups.

### Mass deportations?

Workplace raids and deportations are expected to increase under President Trump, who made immigrants a target of his presidential campaign and described them as “rapists and criminals who bring drugs and crime into America.” Scientific studies prove immigrants are less likely to be involved in those activities.

“It’s important to remember the important role that immigrants have played by building unions in our country,” said Secretary-Treasurer Chris Castaing, who attended the training.

### The immigrant Harry Bridges

Agustin Ramirez, Lead Organizer for Northern California, noted that ILWU co-founder Harry Bridges was accused of being an ‘illegal immigrant’ because he organized waterfront workers in the 1930’s – and was harassed for decades afterward due to his immigration status and advocacy for unions and working-class causes.

“Bridges successfully fought back with help from his co-workers and community groups, and we have to

do the same today to protect our brothers and sisters on the shop floor and in their homes,” said Ramirez.

Recycling worker Mirella Jauregui said the time she spent at the workshop was worthwhile. “We got information that will be useful to help friends and families in our community,” she said.

### Day without immigrants

Ten days before the training, on February 16, thousands of immigrants stayed home from work and many joined actions across the U.S. Participants in the “Day Without Immigrants” included poultry workers in Arkansas, warehouse workers in Brooklyn, roofers in Minneapolis and students in dozens of cities including many on the West Coast.

### Word spread quickly

The actions were organized quickly through social media, radio and television reports, the week after President Trump announced a new wave of immigration raids.

In Portland, Oregon, local Latino radio stations announced the strike and encouraged listeners to participate. Several rallies resulted and

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## Speaking up for Northwest Ports

Longshore members from Oregon and Washington State joined forces with regional port officials and employer representatives at the 2017 “Mission to Washington, DC” on March 12-16.

The annual event is organized by the Pacific Northwest Waterways Association, which advocates for improvements to the region’s maritime infrastructure. This week in Washington included a full day of meetings with House staff and members, plus another day of conversations with U.S. Senators and their staff.

Local 40 member Dawn DesBrisay helped organize an important meeting with the office of Representative Dan Newhouse, who represents central Washington State’s agricultural region, including Yakima and the Tri-Cities. DesBrisay and the

ILWU team met with Newhouses’s Chief of Staff about proposed legislation and efforts to improve port operations and service for agricultural exporters.

“When Congressman Newhouse’s staff member mentioned re-introducing the Economics Act, I knew we had to go and explain our position,” said DesBrisay.

The ILWU team had dozens of similarly useful conversations in the capitol, and considered the visit a success.



**ILWU Northwest delegation:** Pictured are (L-R) legislative advocate Scott Brenner, Local 8’s Jeff Smith, Local 52’s Max Vekich, ILWU Legislative Assistant Bianca Bloomquist, Local 19’s Dan McKisson, legislative advocate Kyle Mulhall, ILWU Legislative Director Lindsay McLaughlin and Local 40’s Dawn DesBrisay.

**At the capitol:** (L-R) Local 8 member Jeff Smith, Local 40 member Dawn DesBrisay and Local 8 President Matt Findley.

## Spanish dockers win latest round in fight for good jobs



**Mobilizing:** Spanish dockers, including these at the nation’s largest Port of Algeciras in the Bay of Gibraltar, are mobilizing support throughout Spain and across the world to protect good jobs from being privatized and stripped of unions.



Dockworkers in Spain won an important round this March when their country’s Congress rejected government plans to weaken unions at Spanish ports.

“There will probably be more struggles ahead, but winning this round was a solid victory for the Spanish dockers and other port workers around the world who face similar attacks,” said ILWU International Vice President (Mainland), Ray Fami-

lathe who joined other union leaders at the Port of Algeciras, Spain, for a solidarity meeting in late February.

The problem started in 2013 when business interests lobbied the European Commission and Courts to challenge Spain’s policy guarantying good union jobs for dockworkers. Business interests described the good jobs as “bloated” and the union workforce as “monopolistic.” Businesses insisted that they had a right to hire non-union stevedores at the docks, and persuaded the European Court to impose severe sanctions if the government failed to let non-union labor contractors operate at Spanish ports.

The Spanish government took no action for years, but eventually faced tough court sanctions. This year

the government tried to pass a new law that would please the court and business interests – at the expense of union dockworkers who faced massive layoffs.

Spain’s Congress rejected the proposed legislation this March after Spanish dockworkers threatened strikes. Unions around the world, including the ILWU, expressed solidarity.

Both of the world’s leading docker organizations, the International Dockworkers Council and International Transport Workers Federation Docker’s Section, have been actively coordinating support for the Spanish struggle. The ILWU participates in both organizations.

### MAY IS MEDICAL, DENTAL PLAN CHOICE MONTH

Active and retired longshore families in the ports where members have a choice can change medical and/or dental plans during the Open Enrollment period May 1 to May 31, 2017. Any changes made will be effective July 1, 2017. In addition to the May Open Enrollment period members may change their medical plan and/or dental plan once at any time during the Plan Year (July 1-June 30).

The July 1, 2008 Memorandum of Understanding between the ILWU and PMA provides that new registrants in the ports where members have a choice of medical plans shall be assigned Kaiser HMO Plan or Group Health Cooperative HMO Plan for the first 24 months of registration. After 24 months, those registrants who have qualified for continued eligibility under the Mid-Year/Annual Review hour’s requirement will have a choice of medical plans. New registrants in San Francisco, Sacramento, Stockton, Los Angeles, Portland/Vancouver and Washington will have a choice of dental plans on the first of the month following registration, and may change dental plans during the Open Enrollment period and one additional time during the Plan Year.

**MEDICAL CHOICE:** The medical plan choices are Kaiser Foundation Health Plan of the ILWU-PMA Coastwise Indemnity Plan for Southern California Local 13, 26, 29, 46, 63 and 94. Northern California Locals 10, 18, 34(San Francisco), 34 (Stockton), 54, 75 and 91; and Oregon-Columbia River Locals 4, 8, 40, and 92. In the Washington State area, the medical plan choices for Local 19, 23, 32, 47, 52 and 98 are Group Health Cooperative or the ILWU-PMA Coastwise Indemnity Plan.

**DENTAL CHOICE:** For Los Angeles Locals 13, 26, 63 and 94 the dental plan choices are Delta Dental of California, Harbor Dental Associates or Dental Health Services. For Southern California Locals 29 and 46 the dental plan choices are Delta Dental of California or Dental Health Services. For San Francisco Locals 10, 34, 75 and 91 the dental plan choices are Delta dental of California, Dental Health Services, or Gentle Dental San Francisco. For Sacramento and Stockton Locals 18, 34 and 54 the dental plan choices are Delta Dental of California or Dental Health Services. For Portland/Vancouver Locals 4, 8, 40 and 92 the dental plan choices are LifeMap Willamette Dental, Oregon Kaiser Dental Plan or Oregon Dental Service/Delta Dental of Washington. For Washington Locals 7, 19, 21, 23, 24, 25, 27, 32, 47, 51, 52 and 98 the dental plan choices are Delta Dental of Washington or Dental Health Services.

Information on the medical and dental plans, and forms to change plans, can be obtained at the Locals and the ILWU-PMA Benefit Plans Office.

**All Medical and Dental Program Choice Forms and enrollment forms, as applicable, must be completed and received by the Benefit Plans office by May 31 for the enrollment change to be effective July 1.**

## DISPATCHER

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# Health care “reform” that really hurts

The ILWU was no fan of President Obama’s “Affordable Care Act” because it guaranteed insurance companies billions in public subsidies – while allowing them to continue profiting from health care that should be a right, like the Medicare system that provides non-profit coverage for Americans over the age of 65.

## New plan, more problems

But the plan introduced in March by President Trump would have made the troubled health care system even worse – by giving insurance and drug companies more power and profit – while stripping 24 million Americans of their healthcare coverage. The remaining insurance plans would be less regulated, more costly and cover fewer services with higher premiums and co-pays, according to the non-partisan Congressional Budget Office.

## More medical bankruptcies

Besides more pain and suffering for individuals, the Trump Plan would increase the number of working families facing bankruptcy. Medical bills are already the #1 reason that families go broke in America.

## Working poor hit hard

Lower-income Americans would have fared even worse, because the Trump plan eliminated most funding for expanded Medicaid that has been helping working families who earn low wages, along with support for disabled workers, seniors in nursing homes and poor children. Trump’s plan called for cuts to deepen each year, eventually strangling the Medicaid program.

## Older premiums skyrocket

These and other facts come from the Congressional Budget Office (CBO) – a non-partisan, politically independent agency run by a Republican appointee – estimated that Trump’s plan would have raised premiums for most Americans by 15 to 20 percent in 2018 and 2019. The only decline they saw coming would result from older Americans being priced out of the market by Trump’s plan. Under the current system, a 64 year-old making less than \$27,000 a year pays \$1,700 a year for coverage – but Trump’s plan would have boosted those premiums to over \$14,000 a year.

## Skimpy coverage

The Trump plan also allowed companies to sell health insurance that only covers a small percentage of the actual bill – leaving consumers to pay the rest. These plans are limited under the current system because they are so deceptive and misleading, but would have become legal again under Trump’s proposal.

## Damage to Medicare

The legislator behind the Trump plan was Wisconsin Congressman Paul Ryan, who holds extreme views, including elimination of the Medicare and Medicaid insurance systems and replacing them with private, profit-making ones. He has supported similar plans to destroy Social Security by replacing guaranteed monthly benefits with individual savings accounts that benefit Wall Street. The health care plan he and Trump proposed would have stripped \$170 billion from the Medicare trust fund – and shortened the plan’s lifespan by three years.



**Major failure:** Anti-union House speaker Paul Ryan and President Trump failed to find enough votes for their health care plan that promised to take away coverage for 24 million Americans.

## Tax cuts for richest

The Plan’s final insult involved tax giveaways amounting to \$144 billion that were targeted for insurance companies; \$25 billion for drug companies; special tax breaks for insurance executives who typically make over \$10 million; and a tax cut of \$50,000 for all other millionaires.

## Pre-existing problems

Those with pre-existing conditions would have lost protections that are now in place, because the Trump plan would only protect people who maintain continuous coverage. Any lapse in coverage would have let insurance companies to pocket an extra 30 percent “sick tax” on top of other costly premiums. And people with pre-existing conditions are exactly the ones most likely to skip payments or go without coverage because they’re sick and unable to get steady work.

## Little help for Longshore

The Trump bill also left the so-called “Cadillac tax” on high quality health plans like the ILWU/PMA plan, in full effect with an implementation date of 2025, which is five years later than the current effective date of 2020.

## Medicare for All

The Trump plan was so weak that it couldn’t get enough votes to pass in the Republican-controlled House of Representatives. Within days, Senator Bernie Sanders and other pro-union representatives announced they will soon introduce a “Medicare For All” bill in Congress to provide health coverage based on the successful Medicare model that uses non-profit coverage to protect older Americans at lower cost than private insurance. Experts say savings of up to \$500 billion per year could be realized if private insurers were eliminated from the system. Those savings could be used to provide every American with high-quality, lower-cost care under the Sanders approach that is supported by the ILWU, the Working Families Party, National Nurses United and many other groups. It would also save enough to cover many of the 26 million Americans who still have no health care insurance.

“Big insurance and drug companies don’t want a ‘Medicare for All’ system that cuts them out of the action and provides higher-quality care at lower cost,” said ILWU International President Robert McEllrath. “But until we get that kind of choice, we’ll have to keep fighting these insurance company plans from both political parties.”

# Trump’s Supreme Court pick: bad for workers

President Trump’s choice to fill a Supreme Court vacancy – Neil Gorsuch – has a long history of favoring employers over workers. If confirmed by the U.S. Senate, it will hurt union and non-union workers who can expect to lose rights, pay and benefits under a new Supreme Court majority that sides with employers.

Research by the Associated Press reveals that Gorsuch consistently ruled against workers during the 10 years that he spent as a judge on the 10th Circuit Court of Appeals.

One case involved an employee in Kansas who got cancer and asked her employer to extend the company’s sick leave in order to accommodate her cancer disability, but the employer refused, the woman lost her job, and Judge Gorsuch ruled against her case, arguing that the accommodation for cancer would turn “employers into safety net providers for those who cannot work.”

Another involved a trucker whose trailer brakes froze during severe weather, leaving the worker inside his freezing cab for three hours as he waited for help. When his torso went numb and he feared for his life, the trucker disobeyed a company order to stay with the trailer and drove off for help. He was fired despite a federal law protecting workers who refuse to operate unsafe trucks. Gorsuch ignored that law and ruled that the company was allowed to fire the driver.

Pensioners are also unpopular with Gorsuch, who ruled against them in 21 of 23 cases. One involved a retiree who had his benefits slashed despite a federal law requiring notice to be made before such drastic changes. But Gorsuch said that the worker’s case could only prevail if the company’s actions were “egregious” – so the judge sided with the company and agreed it was merely an “oversight.”

Another case that Gorsuch heard in 2006 raises questions about the judge’s views on discrimination and racism. Supermarket worker Everett Young,



**No love for unions:** President Trump has nominated Neil Gorsuch to the Supreme Court, where he is likely to continue favoring big business over workers.

who is black, alleged his Civil Rights were violated by an employer when he was fired after his boss called him “a monkey.” Gorsuch said Mr. Young could only win the case by proving that racism led “directly” to the firing, and said the store could fire him anyway for misrepresenting hours worked on the job.

Victims of gender discrimination aren’t likely to find much sympathy from Judge Gorsuch, based on the case filed by a United Parcel Service worker who sued her boss for gender discrimination. Gorsuch let the company off the hook, justifying his actions by saying that the accused supervisor “harassed male employees in very much the same manner.”

# Private tugs threaten Panama Canal



Both tugboats assisting this vessel approaching Gatun Locks were commercial private tugs

In 2011, the Panama Canal Pilots' Union (PCPU) and other labor organizations participated in a study with the Panama Canal Authority (PCA) administration to determine what kind of additional staffing and equipment would be needed to handle new vessel traffic using the Canal's new expanded locks. Together, our study group concluded that a fleet of approximately 100 tugboats would be required to assist the 12 Neo-Panamax vessels per day that were expected.

Following this study and a subsequent report, the Panama Canal Pilots' Union consistently warned the PCA about their failure to secure a sufficient number of new tugboats to handle the expected traffic. In response to our persistence, the PCA issued a public statement in March of 2016, noting that they had a fleet of only 44 to 46 tugs; but claimed this number would be sufficient to handle the expanded canal traffic. The PCA press release failed to mention that they had

known these numbers were inadequate for more than 5 years – and that more than twice as many tugs were actually needed to handle the new traffic.

Our union believes that the PCA deliberately avoided preparing an adequate number of tugs, captains, engineers and crew – in order to use this self-created “shortage” as a rationale to justify contracts with private tug operators.

Our suspicions were realized in June of 2016 when the PCA signed a contract with a private tugboat company, in violation of the Canal's own Navigational Regulations.

On February 21, 2017, the PCA notified our union that they intended to modify the Navigation Regulations so that private tugboats would be allowed to navigate freely in all Canal waters without a pilot. Using some twisted logic, the PCA's press release admitted that the Authority decided to modify their regulations in order to comply with a new practice of using private tugs, which were already operating despite regulations prohibiting their use.

The proposed modifications go beyond allowing private tugboats to navigate in Canal waters without a pilot. If adopted by the Panama Canal Board of Directors, the proposed changes could allow all commercial vessels deemed appropriate by the Authority, to navigate through the Canal without a pilot, except for the Gaillard Cut and inside the locks.

The immediate effect of these proposed changes would result in the privatization of at least 15% of the Canal's tugboat fleet.

An equally important issue resulting from changes proposed by the PCA administration is the lowering of quality standards that the trained Panama Canal pilots, tugboat captains, marine engineers and tugboat crews offer to vessels that now transit the canal. These employees go through years of intensive training just to be able to obtain their licenses and provide the level of distinguished service that the Panama Canal and the country are so proud of, upholding the safety standards that the Canal offers all their clients with the lowest number of incidents in the history of the Panama Canal.

Important questions remain, including why is the PCA proposing a new policy that will increase the risks to transiting vessels, crews, Canal property and the environment? Why did they ignore all the warnings from the Panama Canal Pilots' Union and other Canal labor organizations? Are they willing to risk short-term savings for higher costs and expensive damage in the long-run?

We intend to closely follow these disturbing developments that threaten the Canal's safe and efficient operation. Allowing private contractors to profit from the proposed new regulations could weaken this vital link in the international transport chain that also serves as a valuable public asset, key revenue source and point of national pride for the people of Panama.

Captain Rainiero Salas is a Trustee serving on the Executive Board of the Panama Canal Pilots Association and a member of the ILWU's International Executive Board.



Commercial private tugboat making fast to a vessel approaching the locks in the Panama Canal.



**Tacoma longshore solidarity:** Northwest labor historian Ron Magden provided this historic photograph and information about members of Tacoma Longshore Local 38-3 and five Hawaiians. Most of the men in this photo were accurately identified in 1981 by Tacoma pensioners John Now and Tom Green (now both deceased). Their union was first established by Stevedoring companies forced the workers to strike on October 17, 1917. African American members who were already members of the Tacoma Longshore Union provided their strike list: Arthur Hale, C. W. Hall, James Hall, Earl Greenway, Roy B. Jones, John P. Lee, James Madden, Wilson Morland, Robert Ogwin, Earl Olds, H. L. Parrish, C. Raymond, Phil Rucker, W. F. Stan-

# Remolcadores privados amenazan el canal de Panamá

En el año 2011 la Unión de Prácticos del Canal de Panamá (UPCP) y otras organizaciones sindicales participaron en un estudio junto con la administración de la Autoridad del Canal de Panamá (ACP) en el cual se concluyó que una flota de aproximadamente 100 remolcadores sería requerida para asistir el estimado de 12 Buques Neo Panamax por día que estarían transitando las nuevas esclusas del Canal de Panamá.

Desde que se concluyó el mencionado estudio y su reporte subsecuente, la Unión de Prácticos del Canal de Panamá ha advertido a la ACP constantemente de la carencia de los remolcadores necesarios para manejar la demanda de buques que se esperaban que transitarían las nuevas esclusas. En respuesta a nuestra insistencia, en marzo de 2016 la ACP declaró públicamente que tenía entre 44 y 46 remolcadores y enfatizó que estos serían suficientes para la operación del canal ampliado. Lo que el comunicado de prensa de la ACP no mencionaba era que ellos han tenido conocimiento desde más de 5 años que el número real de remolcadores necesarios para atender la proyección de tráfico de buques Neo Panamax y Panamax Extra es casi el doble de lo flota actual de 46 remolcadores, como ya habíamos mencionado antes.

Es la opinión de la Unión de Prácticos del Canal de Panamá que la administración decidió no prepararse adecuadamente para enfrentar las necesidades del canal ampliado en relación a la cantidad de remolcadores y sus respectivos capitanes, ingenieros y tripulaciones, creando artificialmente una necesidad, con el propósito de optar por contratar remolcadores comerciales privados para suplir la carencia causada por ellos mismos.

Todas las advertencias y sugerencias hechas por la Unión de Prácticos del Canal de Panamá fueron ignoradas por la administración de la ACP y



Los dos remolcadores de casco naranja asistiendo a este buque Neo Panamax LNG que está arribando a las esclusas nuevas de Cocoli en la entrada del Pacífico del Canal de Panamá son remolcadores comerciales privados. Buques LNG tienen las restricciones más elevadas en el Canal de Panamá debido a su carga. La UPCP se pregunta si el dueño de este buque y su tripulación están anuentes que las tripulaciones de estos remolcadores no han sido entrenadas en el Canal de Panamá..

nuestras sospechas se hicieron realidad en junio de 2016 cuando la empresa tuvo que entrar en un contrato comercial con una empresa de remolcadores privada para proveer el número de remolcadores requeridos, en plena violación de las Reglas de Navegación del Canal de Panamá.

El 21 de febrero de 2017 la ACP le notificó a la UPCP su decisión de modificar los Reglamentos de Navegación del Canal de Panamá para permitir que remolcadores privados naveguen libremente en las aguas del Canal sin práctico a bordo. En un comunicado de prensa la ACP cínicamente admite que las modificaciones propuestas al Reglamento de Navegación buscan ajustar el reglamento a la práctica que está siendo llevada a cabo sobre la contratación de remolcadores comerciales privados.

Pero las modificaciones propuestas por la ACP no solo abarcan permitir que remolcadores privados naveguen las aguas del Canal sin prácticos. Las modificaciones propuestas, de ser adoptadas por la Junta Directiva del Canal de Panamá, permitirían que

todos los buques comerciales que la Autoridad del Canal de Panamá unilateralmente considere apropiado navegar el Canal de Panamá sin práctico, excepto a través del Corte Culebra y dentro de las esclusas.

El efecto inmediato de los cambios propuestos a los Reglamentos de Navegación del Canal de Panamá sería la privatización de no menos del 15% de la flota de remolcadores. Estos cambios le permitirán a remolcadores comerciales ofrecer sus servicios en todas las aguas del Canal, excepto dentro de las esclusas y a través del Corte Culebra.

Un tema igual de importante que resultaría de los cambios propuestos por la administración de la ACP es la reducción de los estándares de calidad que los altamente entrenados prácticos del Canal de Panamá, capitanes de remolcadores, ingenieros y tripulaciones de remolcadores le ofrecen a los buques que transitan el Canal de Panamá en el presente. Estos empleados pasan a través de años de entrenamiento intensivo solo para poder obtener sus licencias y proveer el nivel

de servicio distinguido que el Canal de Panamá y el país se ha sentido tan orgulloso de brindar, manteniendo los estándares de seguridad que el Canal le ofrece a todos sus clientes con el más bajo número de incidentes en la historia del Canal.

La pregunta permanece, ¿por qué la Autoridad del Canal de Panamá impondría tal incremento en riesgo innecesario a los buques que transitan y a sus tripulaciones, así como a la propiedad del Canal y al medio ambiente, ignorando las advertencias dadas por la Unión de Prácticos del Canal de Panamá junto con otras organizaciones laborales del Canal? ¿Será que se busca efectividad de costos a cualquier costo?

Le hemos recordado a la administración de la ACP que para que el Canal sea rentable, primero debe permanecer abierto a la navegación.

Capitán Rainiero Salas es Director en la Junta Directiva de la Unión de Prácticos del Canal de Panamá y un miembro del Comité Ejecutivo Internacional de la ILWU.



who posed in 1919 on Labor Day before they marched down Pacific Avenue. The 783 members included 94 African Americans, 32 Latinos, 17 Puyallup Native Americans, 8 Nisqually Natives. The union was established in 1886 as the Tacoma Stevedores, Riggers and Longshoremen's Union. Some African American members were involved from the beginning, including George Wilson who helped organize the union. Some stevedores wanted to join the union in order to win equal pay for their hard work of carrying ten-gallon cans filled with oil from ships to nearby rail cars. Opposition to the union drove some striking brothers with pledge cards, yielding 81 new union members. Among the new initiates were Thomas H. Ambler, Tolton Bradshaw, John Claxton, Robert G. Gray, Robert R. Green, Ernest Tanner, James H. Taylor and James Walker.

# LOCAL 63's Netra Brown: woman of distinction



**"Woman of Distinction" honors for Local 63's Neta Brown:** Participating in the event on March 23 were Local 63 President Paul Trani, Silver Vaifanua (son), Local 63 member and honoree Netra Brown, Brooklyn Vaifanua (daughter), and State Assembly member Patrick O'Donnell. Surviving spouse Regina "Gina" Vaifanua, wife of deceased Local 63 member Sil Vaifanua, attended the event but was standing behind her daughter and is not visible in this photo. The group honored Netra Brown who was among those who tried to save Sil Vaifanua's life on February 18.

March is Women's History Month, when women everywhere are recognized in a variety of ways for the many contributions they make to society. In the California State Legislature, women across the state are honored by members of the state Senate and Assembly.

More than 100 women who live, work, or volunteer in California Assembly District 70 (which covers Long Beach, San Pedro, and Catalina Island) were nominated in March by their peers to receive special recognition from Assembly member Patrick O'Donnell.

One of those 100 exemplary women is honored as the district's "Woman of the Year" and rewarded with a special trip to the State Capitol where she is introduced on the floor of the house in early March. Later in the month, a smaller, more personal reception is hosted to celebrate the 20 finalists in AD 70. Those women are recipients of the Harbor Area's prestigious

"Woman of Distinction" award.

That event was held on Thursday, March 23, and included one of our own ILWU sisters among the chosen. High atop downtown Long Beach in a penthouse professional suite that overlooks the twin ports complex that is the mecca of West Coast goods movement, ILWU Local 63 Sister Netra Brown stood shyly as Assemblyman O'Donnell shared with an audience of almost 150 guests why she was chosen as a finalist.

"Strong, selfless and heroic women like Netra have made deeply meaningful contributions to our community that deserve our recognition and thanks," said Assemblyman O'Donnell. Among the many reasons why Netra was nominated for this honor was her recent heroic attempt to save the life of a fellow union member.

On the night of Friday, February 18, ILWU Local 63 Brother Sil Vaifanua had just ended his shift as a floor runner at LB 245 and was turning in his paperwork for the night when he suffered a heart attack on the second floor of the marine tower. Netra,

her work partner Sidra Mendoza, and another Local 13 member, Kenneth Jackson, rushed to Sil's aid. Netra was the first to administer CPR and attempt resuscitative efforts until the paramedics arrived. Unfortunately, brother Sil did not make it, passing later that night at a nearby hospital.

Sil's wife, Local 13 member Regina Vaifanua, was aware of the efforts by Netra and others to save her husband. During Sil's funeral service, "Gina" as she is known on the waterfront, publicly acknowledged them with a heartfelt thank you.

However, the two union sisters did not actually meet in person until the Women of Distinction (WOD) Reception.

"The room just filled with emotion as these two union sisters met for the first time in a tearful embrace. It was a very genuine moment of gratitude that drove home the message of the evening," said Assembly member O'Donnell.

Sil was a longtime member of Local 13 before he transferred to Local 63 in 2006. Gina is a current member of Local 13. They were both casuals together in the mid-1990s. The couple was married for 26 years and together had 6 children and 7 grandchildren. Gina attended the WOD event with two of her children

who presented Netra with a bright bouquet of spring flowers.

"I am so happy that Sister Netra is being recognized," said Gina. "She has a great reputation on the waterfront for being a good person and a good worker. What she and her coworkers did that night to try to save my husband's life was so selfless."

Sister Netra held several steady posts at Local 13 before transferring to Local 63 some 15 years ago. She has been a steady Super Cargo for SSA Marine vessel operations in Long Beach for the past 7 years. Netra has a degree in Finance Management from Cal State Long Beach and credits that business school training for helping her to be awesome at her job. She is a busy family woman with three adult children who enjoys traveling, reading, playing tennis, who also finds time to give back to her community.

"Receiving the award was very surprising," said Netra. "Having Sil's family there was completely shocking but very special. Meeting his beautiful wife and sweet children was very emotional for me. Gina held me so tight and his children cried in my arms."

Netra added that she only did what she hopes other union members would do in the same situation.

—Vivian J. Malauulu



**Embracing solidarity and loss:** Local 13 member Gina Vaifanua (L) and Local 63's Netra Brown share an emotional moment together at a ceremony held in Long Beach on March 23.



**Women leaders honored:** Local 63 member Cathy Familathe (right) was honored with the "Dolores Huerta Award for Labor Organizing" at the first "Making HERStory" luncheon by the Women's Journey Foundation on Sunday, March 26. The event was held to honor the contributions of women in history and women of today. Eight women of various backgrounds received different awards, each bearing the names of female trailblazers in fields including journalism, law, nursing, and politics. Familathe is pictured with author and business woman Xiomara Escobar who portrayed farmworker organizer Dolores Huerta at the celebration of women's history. ILWU Local 26 President Luisa Gratz nominated Familathe because of her longstanding dedication to the ILWU.

Photo by Hugh Foster

# ILWU members train to resist immigration raids

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some businesses closed, according to Romeo Sosa of the VOZ Workers Education Project, a Portland day laborer organization.

## Retaliation & rehiring

Among the many thousands who stayed home, at least 100 workers were fired for participating in the strike, including 30 bricklayers in Colorado, 21 workers at a boat building company in Lexington, South Carolina, and 12 line cooks at a restaurant in Catoosa, Oklahoma. In some cases, worker centers and immigrant rights organizations were able to pressure employers into re-hiring workers who faced retaliation.

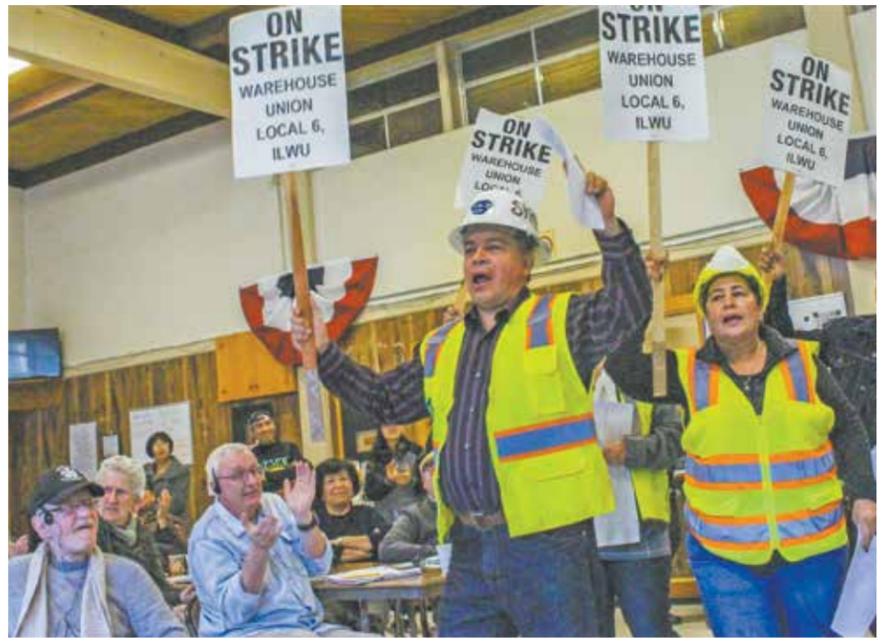
## Actions everywhere

With immigrants now working throughout the country, actions in some regions seemed to take resi-

dents by surprise. That may have been the case in Grand Rapids, Michigan, where so many students joined the strike that school district officials had to officially cancel the school day – in a city long considered a home of the Republican Party and conservatism. It is also the hometown of Amway heiress Betsy DeVos who now serves as Trump's Secretary of Education.

## A big step forward

Housekeeper Isabel Castillo who lives in the Grand Rapids area and belongs to the Worker Justice Center there, kept her son home from school on February 16. When she brought him back the next day, she said “people were very emotional. We felt like human beings. We lost a day of work, but we took a big step forward.”



**Showing how they won:** At the February training, Local 6 workers re-created scenes from their successful struggle to improve wages and working conditions for East Bay recycling workers.

## Los miembros de ILWU se capacitan para resistir redadas

Los miembros de ILWU se unieron a otros trabajadores, organizaciones comunitarias y grupos religiosos el sábado, 25 de febrero en el salón de un sindicato en Hayward, CA, donde se realizó un curso de capacitación sobre las redadas de inmigración desatadas por el Presidente Trump. Del Local 6 asistieron entre otros Alejandra León, Mirella Jáuregui, Pedro Sánchez, Delfina Casillas y el Secretario Tesorero Chris Castaing.

## Los éxitos obtenidos

Los miembros de ILWU y otros activistas sindicales describieron cómo lograron oponer resistencia a las redadas y despidos contra los inmigrantes en el pasado. Los trabajadores se basaron en estas experiencias para hacer dramatizaciones que mostraban cómo los trabajadores pueden defenderse – junto con el asesoramiento legal y apoyo de la comunidad.

Tras la espectacular escena de teatro que incluyó a cuatro trabajadores

del reciclaje del Local 6, todos se reunieron en pequeños grupos y generaron espontáneamente varias estrategias para coordinar esfuerzos entre los sindicatos, iglesias y los grupos comunitarios.

## ¿Deportaciones en masa?

Es probable que aumenten las redadas en los centros de trabajo y las deportaciones con el Presidente Trump, ya que atacó a los inmigrantes en su campaña presidencial, calificándolos de violadores y delincuentes que traen las drogas a Estados Unidos y cometen delitos. Los estudios científicos demuestran que es menos probable que los inmigrantes participen en esas actividades.

“Es importante recordar el importante papel que los inmigrantes han jugado en el fortalecimiento de los sindicatos de nuestro país”, dijo el Secretario Tesorero Chris Castaing, que asistió a la capacitación.

## El inmigrante Harry Bridges

Agustín Ramírez, Organizador Principal del Norte de California, señaló que el cofundador de ILWU,

Harry Bridges, fue acusado de ser un inmigrante ilegal porque él organizó a los estibadores en los mil novecientos treinta – y fue acosado durante décadas debido a su estado migratorio y su defensa de los sindicatos y la clase trabajadora.

“Bridges se defendió con éxito con la ayuda de sus compañeros de trabajo y grupos comunitarios, y tenemos que hacer lo mismo hoy para proteger a nuestros compañeros en nuestros centros de trabajo y en sus hogares,” dijo Ramírez.

Mirella Jáuregui, trabajadora de una empresa de reciclaje, dijo que el tiempo que pasó en el taller valió la pena. “Recibimos información que servirá para ayudar a las amistades y familias en nuestra comunidad,” dijo ella.

## Un día sin inmigrantes

Diez días antes de la capacitación, el 16 de febrero, miles de inmigrantes faltaron al trabajo y se quedaron en su casa y muchos participaron en actos por todo el país. Los que participaron en “El Día Sin Inmigrantes” incluyeron los trabajadores de rastros avícolas en Arkansas, bodegueros de Brooklyn, techadores de Minneapolis y estudiantes en decenas de ciudades, muchas en la costa del Pacífico.

## La noticia se extendió rápidamente

Las acciones se organizaron rápidamente a través de redes sociales y reportajes de radio y televisión, en la semana después de que el Presidente Trump anunció una nueva ola de redadas contra inmigrantes.

En Portland, Oregon, emisoras locales de radio latinas anunciaron la huelga y animaron a los oyentes a participar. Se organizaron manifestaciones y algunas empresas cerraron, según Romeo Sosa del Proyecto de Educación de Trabajadores VOZ, una organización de jornaleros de Portland.

## Represalias y recontratación

Entre los muchos miles que se quedaron en casa, al menos 100 trabajadores fueron despedidos por participar en la huelga, incluyendo 30 albañiles en Colorado, 21 trabajadores de un astillero en Lexington, Carolina del Sur y 12 cocineros de un restaurante en Catoosa, Oklahoma. En algunos casos, los centros de trabajadores y organizaciones de derechos de inmigrantes lograron presionar a los empleadores para que volvieran a contratar a trabajadores que sufrieron represalias.

## Acciones en todas partes

Ahora que inmigrantes trabajan en todo el país, las acciones en algunas regiones parecen haber tomado por sorpresa a los residentes. Ese puede haber sido el caso en Grand Rapids, Michigan, donde tantos estudiantes se unieron a la huelga que funcionarios del distrito escolar tuvieron que cancelar oficialmente la jornada escolar – en una ciudad considerada como el hogar del Partido Republicano y los conservadores, además de ser el pueblo natal de la heredera de Amway, Betsy DeVos, quien ahora sirve como Secretaria de Educación de Trump.

## Un gran paso adelante

El ama de llaves Isabel Castillo que vive en el área de Grand Rapids y pertenece al Centro de Justicia para Trabajadores, no dejó que su hijo asistiera a la escuela el 16 de febrero. Cuando lo llevó de nuevo al día siguiente ella dijo que “la gente se mostró muy compasiva. Nos sentimos como seres humanos. Perdimos un día de trabajo, pero tomamos un gran paso adelante”.



**Preparandonos:** Miembros del Local 6 y otras organizaciones demuestran como ejercer sus derechos en el lugar de trabajo, utilizando una demostración de teatro.

## ATTENTION: LOCAL 10 MEMBERS: Smolin-Melin Scholarship Announcement

Trustees of the Smolin-Melin Scholarship Fund are prepared to accept applications for scholarships for the academic year 2017-2018. Now is the time to indicate your interest. **June 1, 2017 is the application deadline.**

Victor Smolin and Carlton Melin were long time members of Local 10. They left a sum of money to establish the scholarship fund. They specified that scholarships were to be available to children of Class A Local 10 members to further their "collegiate" education. Trustees of the Fund interpret "members" to mean **active members in good standing at the time of disbursement of scholarship funds**, deceased members and retired members. The Trustees interpret "collegiate" to apply only to **full-time study** (at least 12 units per semester or quarter) at either a four-year college or an academic junior college.

The Trustees have agreed that (1) no applicant will be awarded more than four scholarships, (2) a fifth scholarship would be considered after careful review of the applicant's record and if circumstances warrant and (3) in no event would an applicant be considered for a sixth scholarship.

Based always on available assets, the Fund historically has awarded scholarships in a range from \$1,000 to \$2,500 for full-time students at four-year colleges or universities, and from \$750 to \$1,750 for full-time students at two-year colleges.

Trustees are Beth Ross, counsel for ILWU Local 10, David Erkkila, a retired member of Local 10 and a friend of Victor Smolin, and Eugene Vrana, retired Director of Educational Services and Librarian for ILWU.

If you have a son or daughter who is applying to enter college next fall, or is already a college student who is planning to continue, and the above requirements are met, you might want to apply for one of these scholarships.

*To request an application, simply call Nicole Bridges at (415) 771-6400 or email her at [nbridges@leonardcarder.com](mailto:nbridges@leonardcarder.com). She will then send you the application form with the necessary explanatory materials.*

## A Helping Hand...

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

### ILWU LONGSHORE DIVISION

**ADRP—Southern California**  
Tamiko Love  
870 West Ninth St. #201  
San Pedro, CA 90731  
(310) 547-9966

**ADRP—Oregon**  
Brian Harvey  
5201 SW Westgate Dr. #207  
Portland, OR 97221  
(503) 231-4882

**ADRP—Northern California**  
Hunny Powell  
[HPowell@benefitplans.org](mailto:HPowell@benefitplans.org)  
400 North Point  
San Francisco, CA 94133  
(415) 776-8363

**ADRP—Washington**  
Donnie Schwendeman  
3600 Port of Tacoma Rd. #503  
Tacoma, WA 98424  
(253) 922-8913

### ILWU WAREHOUSE DIVISION

**DARE—Northern California**  
Teamsters Assistance Program  
300 Pendleton Way  
Oakland, CA 94621  
(510) 562-3600

### ILWU CANADA

**EAP—British Columbia**  
John Felicella  
3665 Kingsway, Ste 300  
Vancouver, BC V5R 5WR  
(604) 254-7911

## New Ferry service with union workers

Members of the Inland-Baotmen's Union (IBU) helped ensure a smooth transition on March 6 when commuter ferry service from Tiburon to San Francisco was transferred from the Blue & Gold Fleet to Golden Gate Transit District.

The seamless transfer provided peace of mind for over 200,000 commuters who depend on the Tiburon ferry to get them to work in the city each year – while reducing car traffic on congested highways.

The privately-owned Blue & Gold Fleet had provided commuter ferry service for the past 50 years, but lacked enough fast, modern and expensive vessels, like the ones operated by GG Transit that can now make the trip in just 20 minutes.

"Having Golden Gate take over this service was a win for commuters, the environment and workers," said IBU San Francisco Regional Director Marina Secchitano.

A non-union ferry operator threatened to block the transfer in January, but that effort failed when Golden Gate's Board of Directors unanimously approved the new service in late February.

IBU members will continue working on Blue & Gold vessels that provide tourists with ferry service during non-commute hours at Tiburon, while providing commuters with ferry service from Vallejo, Harbor Bay, South San Francisco, Oakland and Alameda. Commuter service from Richmond is set to begin next year.



**Union service to San Francisco:** Pictured (L-R) are IBU members Oliver Albert, Imani Treas, IBU Director Marina Secchitano, Steve Ongerth, and a commuter who arrived at the gate just in time to deposit his ticket for a prompt 7:55am departure.

## TRANSITIONS

### NEW PENSIONERS:

**Local 8:** John D. Mulcahy; **Local 10:** Aldred L. Sanders; **Local 13:** Louis F. Gonzales; John A. Lacio; Angela C. Mcfarland; **Local 19:** James L. Barnett; **Local 21:** Garth D. Wheeler; **Local 34:** Sheryl D. Noble-Lilly; **Local 40:** David R. Miller; **Local 63:** Michael E. Schiazzano; Michael E. Miller; Joe A. Accetta; **Local 94:** Art Montoya; Edward C. Alexander; **Local 98:** Heike J. Meyer;

### DECEASED PENSIONERS:

**Local 8:** Cliff F. Brown (Roberta); Wayne W. McClain (Lila); Harold G. Recknagle; **Local 10:** Charles M. Toyooka; Richard Woods; Richard M. Pastrana; Kostantin Kanchar; **Local 12:** Edwin C. Koch; **Local 13:** Donald Giacomi; Edmund S. Moreno; Timothy P. Hart; Thadus L. Johnson; Eloy Maciel; Michael E. Miller; **Local 18:** Manuel Garcia; **Local 19:** John B. Holmer; Marvin E. Alexander;

Roger F. Betts; **Local 25:** James J. Watson; **Local 40:** Grover G. Harader; William N. Ward; Buddy L. Sherman, Sr; **Local 47:** David N. Shattuck; **Local 53:** James H. Rice; **Local 54:** Epigenio C. Rivera; **Local 63:** Joseph Cohen; Robert S. Legaspi; Dennis M. Harrigan (Nancy); **Local 92:** Frank L. Hedlund

### DECEASED SURVIVORS:

**Local 10:** Adell Mattox; Enola L. Mc Coy; Dale Kelly; **Local 12:** Grace L. Grant; **Local 13:** Hattie L. Denler; Bertha T. Amavisca; Shirley A. Ireland; **Local 19:** Olean Morrison; Elizabeth Barnett; **Local 21:** Iris E. Hautala; **Local 23:** Dorothy M. Burrows; **Local 34:** Esperanza La Riviere; **Local 40:** Eunice Nestlen; **Local 53:** Ruth F. Lashbaugh; **Local 63:** Catherine Ardaiz; Dolores Ellis; **Local 94:** Barbara L. Crane;