



THE DISPATCHER

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THE INSIDE NEWS

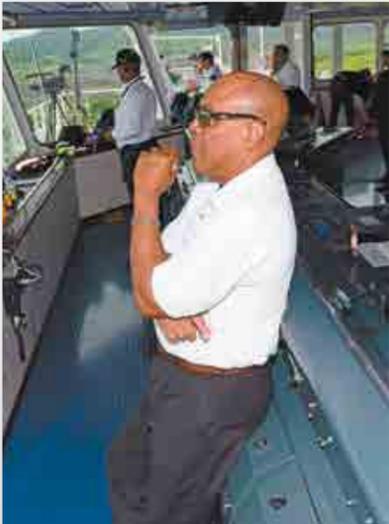
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New Panama Canal opens [page 4](#)



Looking down at the future: An aerial view of Pasha's new facility at Pier 80, which will bring hundreds of jobs back to the San Francisco waterfront.

Maritime jobs return to San Francisco's Pier 80

The Port of San Francisco held a waterfront celebration on August 22, to herald the return of hundreds of jobs and revitalization of commercial maritime activity along the City's largely vacant southern waterfront.

Pasha Group

The spark plug for new economic activity is a 15-year lease that was recently signed between Pasha Automotive Services (PAS) and the Port of San Francisco that could bring up to 96 "ro-ro" vessels a year – each carrying up to 2500 autos that will "roll-on" and "roll-off" the 69-acre Pier 80 site that includes two warehouses and four deep water berths.

Hundreds celebrate

Hundreds of guests – including many ILWU members and leaders – joined with dozens of VIPs and politicians who assembled on Pier 80 where Pasha's Jean Anne had arrived from Hawaii carrying a load of automobiles and exotic racing sailboats. A massive American flag was hung over the side of the 579-foot

long vessel that was guarded by the City's fireboat fleet. The Jean Anne was christened 11 years ago as the nation's first modern ro-ro to be built in a U.S. shipyard, one of many Pasha vessels expected to visit Pier 80 during the next decade.

Drill team honors

Local 10's Drill Team was given the honor of opening the event with a routine featuring their unique moves and chants, all performed within touching distance of San Francisco officials including Mayor Ed Lee who later remarked that he was impressed with the size of the menacing, large chrome-plated cargo hooks carried by Drill Team members.

Port Director praises diversity

The Port's Interim Director, Elaine Forbes, extended a warm welcome to the assembled guests with a personal thanks to ILWU International President Robert McEllrath, the Drill Team and ILWU Locals 6, 10, 34, 75 and 91. Also attending were International Vice President (Mainland) Ray Familathe, Coast Committeemen Frank Ponce De Leon and Cameron Williams.

Forbes added, "This is really a day to celebrate labor. We need to fight for working families, and these kind of jobs will help keep our city diverse." She noted that many different groups had worked for years on the project, including the Port Commission, the Southern Waterfront Advisory Committee and the Maritime Commerce Advisory Committee.

Mayor salutes union jobs

Mayor Ed Lee took the podium and joked that he planned to speak briefly in order to avoid being dragged off stage by Drill Team members wielding those large cargo hooks. He said the City was targeting 50% of new Pier 80 jobs for residents of San Francisco's Bay View and District 8 – one of the City's few remaining lower-income neighborhoods that was home to many African-American immigrants who fled the Jim Crow South in search of good jobs at nearby factories and shipyards during World War II, as part of the "Great Migration." Lee praised the new project for generating "good-paying local union jobs."

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Postmaster: Send address changes to The Dispatcher, 1188 Franklin St., San Francisco, CA 94109-6800.



PRESIDENT'S REPORT

An important announcement from ILWU President Robert McEllrath

Brothers and Sisters:

On behalf of the Titled Officers of the ILWU, I am writing with a sense of urgency to ask for your support by making a donation to the ILWU Political Action Fund (PAF) this election season. We are asking every member to give* at least \$50 to protect our union from the barrage of assaults from federal and state politicians, as well as support the politicians who stand with the ILWU. With your help, the ILWU Political Action Fund will continue to be a success as we support members of Congress who believe in the ILWU.

Unions are under attack across the country and we must elect more pro-labor candidates to Congress to combat the anti-ILWU legislative threats. Last year legislation was

introduced that would radically diminish the collective bargaining strength we take for granted today. A U.S. Senator from Idaho even introduced legislation to decertify the ILWU from representing you! The ILWU represents a diverse group of workers from our brothers and sisters in the tourism industry, to our ferry boat operators, to our warehouse workers, to our longshore workers on the waterfront. We must continue to protect the interests of all our brothers and sisters. To do this, it is essential that we support our friends who fight for the rights of workers, oppose the end of Medicare, and are committed to strengthening Social Security. Without a sustainable and well-funded PAF, we cannot possibly elect and keep members

of Congress in office who are there to protect us and fight for the working class.

As you know, last year the ILWU Coast Longshore Division concluded the most difficult set of contract negotiations ever. Now we need our friends in Congress to support us against those interests that would curb our ability to negotiate effectively. Over the last several years, the ILWU has faced an onslaught of attacks from the employers and member companies of the PMA and grain companies in the northwest to undercut our union. In order for our union to be successful, we need help from not only our union brothers and sisters, but our friends in Congress too. If each member gives \$50, we will have the resources to fight.



ILWU International President
Bob McEllrath.

The best ambassadors for our union are members of the union and retirees. Together we can make a difference. With your support, our great union has the capacity to be a leading voice in the labor movement and beyond. Thank you in advance for your generous contribution.

An injury to one is an injury to all.

*The purpose of the ILWU PAF is to make political expenditures to protect and advance the interests of the ILWU members and the ILWU community. The contribution requested is voluntary and is separate from union dues or fees and is not a condition of membership. You may give more or less than requested and there will be no reprisal if you give less than requested. Your contribution is not tax deductible.

Please make your check payable to "ILWU PAF" and mail it back to the International at 1188 Franklin Street 4th Floor, San Francisco, CA 94109. Each donation equaling \$500.00 makes you a member of the President's Club and entitles you to receive a Political Action Fund reward of a jacket, sweatshirt, or safety vest. We will mail an order form for you to fill out and submit your order once received.

ILWU Local 502 street hockey tournament raises funds for Surry Food Bank



The ILWU Local 502 Youth Movement started as was way to engage our young workers, both member and casuals, as well as increase the union's presence in the community.

On July 8, the ILWU youth held their very first annual "Taking it to the Streets" 4on4 street hockey tournament in support of the Surrey Food Bank which provides assistance to approximately 13,000 people in local communities.

The event was planned jointly by the ILWU 502 Youth Movement, and Fraser Surrey Dock's Food Bank Committee. The young workers sparked interest by sending out invitations, using social media as well as a creative letter writing campaign. Seventeen teams representing other local unions and community groups participated including ILWU local 500, BC Ferry and Marine Workers Union, Retail Wholesale Union, BC Federation of Labour Occupational Health and Safety Center, Fraser Surrey Docks, ILWU Canada, Food Bank Volunteers as well as several teams from ILWU Local 502.

The day included the hockey tournament, live music, a barbeque, face painting, a bouncy castle and other activities that made the day a fun, family friendly event.

After a long heated tournament the final game came down to ILWU Local 500 vs the BCFMWU who narrowly edged the ILWU team and took the trophy home. In the end the real winner was the Surrey Food Bank, who was the recipient of a \$10,502 donation that was raised from the event. The day was viewed as a large success, and the ILWU 502 Youth movement hope to grow this event next year and raise even more money for the Surrey Food Bank. Pictures and highlights from the day can be found at Facebook.com/ILWU502Youth

DISPATCHER

Craig Merrilees
Communications Director and Managing Editor
Roy San Filippo
Editor

ILWU TITLED OFFICERS
Robert McEllrath, President
Ray A. Familathe, Vice President, Mainland
Wesley Furtado, Vice President, Hawaii
William E. Adams, Secretary-Treasurer

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Hawaii Longshore supervisors organize a union

It was a historic gathering on August 14, 2016, when members from four newly-organized units of Hawaii longshore supervisors came together to elect their leadership and plan their future as ILWU Local 100.

Local President Aaron Roman and Local Secretary-Treasurer Drake Rickard were elected to lead Local 100, along with eight Executive Board members who represent each of the new units.

Local 100's membership includes around 80 ship and barge supervisors, wharf supervisors, container freight station supervisors, dispatchers, vessel and yard planners, facilities and maintenance supervisors, and operations support supervisors. These new ILWU members work at Hawaii Stevedores, Inc. (HSI); Matson Terminals, Inc.; McCabe, Hamilton & Renny Co. Ltd.; and Young Brothers, Ltd.

This was the first Hawaii waterfront organizing in decades, and docks

across the islands have been buzzing with excitement and activity this year. "This successful organizing could not have happened without the active support of the members of Local 142's Unit 4201 and the strong backing of the Hawaii Longshore Division," stated Wesley Furtado, ILWU Vice President (Hawaii). "Dustin Dawson (Unit 4201 overall vice chair) led the work on the ground and the International's attorneys won good decisions at the National Labor Relations Board which opened the door for elections at these units."

ILWU organizing won the right for supervisors to vote on union representation – and these workers responded with a strong "Union Yes!" On April 12, HSI workers went first, voting 34 – 4 to join the ILWU. On May 11, Matson workers voted for the union by a margin of 9 – 2. McCabe workers were next, winning their election 15 – 0 on July 11, followed by a 10 – 0 vote by Young Brothers workers on July 14.



Helping the new local: (L-R) Local 100 President Aaron Roman, Secretary-Treasurer Drake Rickard, International Vice President Wesley Furtado, Dustin Dawson, and Local 100 Vice President Tysan Pa'aga.

The Local 100 supervisors continue to be active, turning their energy towards negotiating their first union contracts. Each of the four units will have its own collective bargaining agreement, and supervisors have been volunteering their time – coming in before or after their shifts and on their days off – to prepare for the upcoming negotiations.

"The leadership and hard work from Wesley Furtado and his team made this organizing drive a huge success, said International President Bob McEllrath. "We welcome the brothers and sisters of Local 100 into the ILWU family."



New ILWU Local: On August 14, members of the newly formed Longshore supervisors local elected their leadership. These new ILWU Local 100 members work at Hawaii Stevedores, Inc. (HSI); Matson Terminals, Inc.; McCabe, Hamilton & Renny Co. Ltd.; and Young Brothers, Ltd.

Celebration of solidarity at 37th annual Labor Day March and picnic

The 37th annual Labor Day March in Wilmington drew thousands of participants representing dozens of unions throughout Los Angeles County. Hundreds of community members lined Avalon Blvd to watch the parade of workers who marched behind their union banners and floats, classic cars, low riders, motorcycles and high school marching bands. The event is sponsored by the LA/Long Beach Harbor Coalition.

The Southern California pensioners tossed candy to children along the parade route. This year's theme was "One Goal Many Voices." The parade ended at Banning Park, with a full day of music and food. The day was celebration of labor's accomplishments and to work towards all that remains to be done.

Pre-march breakfast

The Southern California Pensioners club sponsored a morning breakfast hosted at the Longshoremen's Memorial Hall, just a few blocks away from the start of the parade route at Broad and E Street. Approximately 1,800 breakfast burritos were distributed at the breakfast thanks to the volunteer efforts of the pensioners and Federated Auxiliary 8 members.

Campaign season kick-off

Labor Day is often the kick-off for Congressional, state and local elections. Plenty of politicians were on hand mingling with voters and handing out literature, but they were only given limited time on the stage. This was a day for politicians to hear from workers.

Local 13 member David Serrato, who is also a part of LA/Long Beach Harbor Coalition, spoke at the event in place of Local 13 President Bobby Olvera Jr., who was called away from the event to deal with an emergency at the port.



ILWU family: ILWU banners including Local 13, 94, and the Inland Boatmen's Union marched in the parade. Members from Local 26, 63 and 56 also marched. In the bottom right photo are some of the volunteers from the Federated Auxiliary 8 and the Southern California Pensioners who helped feed over 1,000 marchers.

Thousands celebrate opening of expanded Panama Canal



Retired pilot, Captain Jeremías De León on the bridge of the Cosco Shipping Panama.

On June 26th, a 984-foot Chinese container ship bearing 9,472 containers became the first vessel to officially pass the newly expanded Panama Canal. The ship was piloted through the locks by Captain Londor Rankin, General Secretary of the Panama Canal Division of the ILWU. It took the vessel 11 hours to complete a 50 mile trek from the Atlantic to the Pacific Ocean.

Rankin was joined by Chief Pilot Captain Chet Lavalas and Canal Port Captain Federico Cockburn and retired pilot, Captain Jeremías De León, who was the first Panamanian to pilot a ship through the canal. The

United States, which controlled the canal and personnel there until 1999, didn't have any Panamanian-born pilots until October 1973 when captain De León joined the pilot force.

"It was a great honor to be a part of this historic moment. It was a proud day for the people of Panama, a proud day for the Panama Canal Pilots and a proud day for the Panama Canal Division of the ILWU," said General Secretary Rankin. "I was especially honored to have veteran pilot captain Jeremías De León with us during what we could call the second half of that transit, where he shared his views and opinions on how to get the ship through the locks as fast and safely as possible."

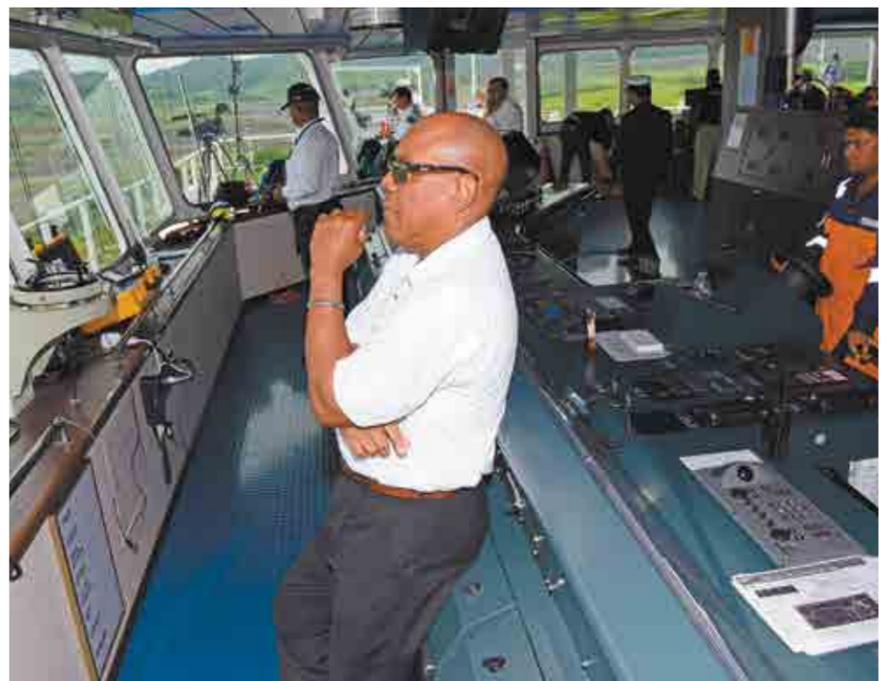
Leaders from over a dozen countries joined Panamanian President Juan Carlos Varela in a celebration

that featured brass bands, fireworks and thousands of onlookers from all over Latin America. ILWU International Vice President Ray Familathe was among the many international guests invited to attend the historic opening. A moment of silence was held during the morning ceremony for the workers who died while building the canal. The new project incurred a total of seven worker fatalities. The original canal, built by the U.S. following a failed French effort, is believed to have taken the lives of 5,609 workers and 25,000 workers died during the failed French effort in the 19th Century. Most of the deaths in the 19th and 20th Centuries were

caused by yellow fever and malaria, not construction accidents.

"I was honored to join our brothers in Panama on this historic occasion," said Familathe. "They played an important role in the opening ceremony and provide crucial services each day to the global shipping community."

The expansion project cost \$5.4 billion, took 10 years and 40,000 workers to complete. The new locks will enable "neo-Panamax" ships to carry up to 14,000 containers through the canal and tanker vessels with up to 600,000 barrels of crude oil. The expanded canal can accommodate approximately 98% of the container ships currently in use.



Captain Londor Rankin, General Secretary of the Panama Canal Division of the ILWU.

PANAMA

August 15, 1914

The Panama Canal was opened with the passage of the SS Ancon, in a full transit from the Atlantic to the Pacific Ocean.

October 12, 1962

Inauguration of the Bridge of the Americas, the first bridge opened to the public over the Panama Canal.

May 12, 1962

The Panama Canal begins operating 24 hours a day, seven days a week.

February 29, 1968

Most transits on a single day the Panama Canal with 65 ships crossing the isthmus.

September 7, 1977

United States and Panama sign the Torrijos-Carter Treaties, which ultimately transferred the Canal to Panama on December 31, 1999.

June 22, 1979

The US Navy hydrofoil Pegasus made the fastest transit through the Panama Canal in two hours and 41 minutes.

February 16, 1994

The Panama Canal is chosen as one of the Seven Wonders of the Modern World by the American Society of Civil Engineers.

December 31, 1999

Panama takes over the administration and operation of the Canal.

September 3, 2007

Panama Canal Expansion construction begins.

September 4, 2010

The bulk carrier, Fortune Plum, becomes the one-millionth vessel to transit through the Panama Canal.

June 26, 2016

The new expansion canal officially opens with the transit of the vessel Cosco Shipping Panama from the Atlantic to the Pacific Ocean.

PANAMA



Miles celebran la apertura de la ampliación del Canal de Panamá

En el 26 de junio, un barco chino de 984 pies de largo transportando 9,472 contenedores se convirtió en el primer buque en pasar oficialmente por la nueva ampliación del Canal de Panamá. El Capitán Londor Rankin, Secretario General de la División de ILWU del Canal de Panamá, piloteó la nave por las esclusas. La nave tardó 11 horas para transitar las 50 millas desde el Océano Atlántico hasta el Pacífico.

A Rankin se sumaron Chet Lavalas, Capitán Principal, Federico Cockburn, Capitán de Puerto y el piloto retirado, Capitán Jeremías De León, que fue el primer panameño en pilotear una nave a través del canal. Los Estados Unidos, que controlaba el canal y el personal allí hasta 1999, no tenía ningún piloto nacido en Panamá hasta octubre de 1973 cuando el capitán De León se integró a las filas de los prácticos.

“Fue un gran honor ser parte de este momento histórico. Fue un día de orgullo para la gente de Panamá, un día de orgullo para los Pilotos del Canal de Panamá y para la División del Canal de Panamá de ILWU,” dijo el Secretario General Rankin. “Me sentí espe-

cialmente honrado de contar con la presencia del piloto veterano Capitán Jeremías De León en lo que podríamos llamar la segunda mitad de ese tránsito, durante la cual nos compartió sus opiniones y observaciones sobre cómo guiar la nave a través de las esclusas de la manera más rápida y segura posible.”

Los dirigentes de más de una docena de países se unieron al Presidente de Panamá Juan Carlos Varela en la celebración, la cual incluyó bandas de música, fuegos artificiales y miles de espectadores de todas partes de América Latina. Vicepresidente Internacional de ILWU, Ray Familathe estuvo entre los muchos invitados internacionales que asistieron a la histórica apertura. Se guardó un momento de silencio durante la ceremonia matutina para los trabajadores que murieron en la construcción del canal. El nuevo proyecto cobró las vidas de un total de siete trabajadores. Se cree que el canal original, construido por los Estados Unidos, cobró la vida de 5,609 trabajadores y 25,000 trabajadores murieron durante el intento fallido de los franceses en el siglo XIX. La mayoría de las muertes en los Siglos XIX y XX fueron causados por la fiebre amarilla y la malaria, no los accidentes en la construcción.

“Me sentí honrado de poder unirme a nuestros hermanos en Panamá en esta ocasión histórica”, dijo Familathe. “Ellos jugaron un importante papel en la ceremonia de apertura y brindan servicios esenciales todos los días a la comunidad naviera mundial.”

El proyecto de ampliación costó \$5.4 mil millones, requirió 10 años y

40,000 trabajadores para realizarse. Las nuevas esclusas permitirán que las naves Neopanamax lleven hasta 14,000 contenedores a través del canal y que los buques cisterna transporten hasta 600,000 barriles de petróleo crudo. El canal ampliado dará cabida a aproximadamente 98% de los buques portacontenedores en uso actualmente.



Viaje histórico: Secretario General Capitán Londor (a la derecha) y el capitán jubilado Jeremías De León listos para pilotear la primera nave que atravesó oficialmente el Canal de Panamá recién ampliado.

CANAL TIMELINE

15 de agosto de 1914

Se inauguró el Canal de Panamá con el tránsito ininterrumpido del SS Ancon del Océano Atlántico hasta el Pacífico.

12 de octubre de 1962

Se inauguró el Puente de las Américas, el primer en abrirse al público sobre el Canal de Panamá.

12 de mayo de 1962

El Canal de Panamá empezó a funcionar las 24 horas del día, los siete días de la semana.

29 de febrero de 1968

El mayor número de tránsitos en un sólo día por el Canal de Panamá, con el cruce de 65 naves por el istmo.

7 de septiembre de 1977

Estados Unidos y Panamá firmaron los Tratados Torrijos-Carter, que finalmente transfirieron el Canal a Panamá el 31 de diciembre de 1999.

22 de junio de 1979

El hidrodeslizador Pegasus de la Marina de EE.UU. hizo el tránsito más rápido por el Canal de Panamá en dos horas y 41 minutos.

16 de febrero de 1994

El Canal de Panamá fue calificado como una de las Siete Maravillas del Mundo Moderno por la Sociedad Americana de Ingenieros Civiles.

31 de diciembre de 1999

Panamá se encargó de la administración y operación del Canal.

3 de septiembre de 2007

Se empezó la construcción de la ampliación del Canal de Panamá.

4 de septiembre de 2010

El granelero Fortune Plum se convirtió en la millonésima nave en transitar por el Canal de Panamá.

26 de junio de 2016

Se abrió oficialmente la nueva ampliación del canal con el tránsito del buque de Cosco Shipping de Panamá desde el Atlántico hasta el Pacífico.

Longshore Caucus considers concept of contract extension

ILWU Longshore delegates gathered for a special Caucus meeting in San Francisco on August 10-12. The meeting was called at the request of International President Bob McEllrath after he received a letter from the Pacific Maritime Association employer group that requested the ILWU to consider the possibility of early negotiations that could lead to an extension of the current Longshore agreement beyond July 1 of 2019.

"A proposal like this has to be very carefully considered by the rank-and-file before any decision can be made either way," said McEllrath last April when he recommended that delegates at the previous Caucus meeting in Panama hold local meetings to discuss the pros and cons of early contract talks.

Nearly 100 Caucus delegates representing 29 West Coast ports attended the San Francisco meeting to discuss the extension idea and other business that came before the union's Longshore Division. They were joined by 13 Fraternal delegates; eight from Hawaii led by Local 142 Longshore Division Director William Haole IV, four from Canada led by ILWU Canada President Rob Ashton plus Alaska Longshore Division delegate Chuck Wendt. Observers included nine Local 10 members plus others from Clerks Local 34 in San Francisco and Local 23 in Tacoma. A half-dozen Pensioners from the San Francisco Bay Area attended, in addition to representatives from Southern California led by Pacific Coast Pensioner President Greg Mitre. Delegates gave special recognition to Bay Area Pensioner President George Cobbs, who had hoped to celebrate his 80th birthday with Caucus



Discussion and debate: Left to right: Caucus chair Conrad Spell, ILWU International President Robert McEllrath, ILWU International Vice President Ray Familathe.

delegates, but had to decline because of a medical condition.

Discussion and debate about how to respond to the employers' request for early negotiations generated a wide range of comments and opinions, but a resolution eventually passed overwhelmingly to support entering into discussions with representatives of the PMA regarding the concept of a contract extension and reporting back to members.

"The caucus made a tough decision under current circumstances amid a wide range of concerns and opposing views on how to respond to PMA's request," said ILWU International President Robert McEllrath. "This is a directive to go and have discussions with the PMA and report back to the membership, and we'll do just that, with the well-being of the rank and file, our communities, and the nation in mind."

September 2016

NOTICE TO ALL ILWU-REPRESENTED EMPLOYEES, ILWU MEMBERS, FINANCIAL CORE NON-MEMBERS AND NEW HIRES

This notice applies to all ILWU-represented employees, ILWU members, nonmembers and new hires working in an ILWU bargaining unit, including members and individuals who happen at any time to become financial core members by any means, including by choice, suspension or expulsion from union membership in any local or division affiliated with the ILWU, for the one year period following the date of this notice or until such time covered by a later notice of similar kind.

The information contained herein applies to ILWU International per capita and, for those working in the Longshore Division, the ILWU Coast Longshore Division Pro Rata fees or payments of any kind under a union security clause. This notice also applies to local dues and fees paid to any affiliated ILWU locals or divisions, except those affiliates who have chosen not to be covered by this notice and have issued their own separate notice under their own separate policies and procedures. (Accordingly, this notice shall be superseded by any other notice issued by any affiliated ILWU local or division with respect to its dues and fees.)

Please be advised that individuals working under a union security clause contained in a collective bargaining agreement, notwithstanding the specific provisions of such clause, are only required as a condition of employment under such clause to pay uniform dues and any required initiation fees and may, by writing to the ILWU Secretary-Treasurer, or to their local ILWU secretary-treasurer, resign or decline union membership and choose to become a "financial core member" at any time. Such "financial core members" are deemed to be in compliance with any union security clause, regardless of any specific wording to the contrary, so long as they timely pay all regular and periodic financial core dues or fees properly charged by their bargaining representative as explained herein.

Please be advised, however, that financial core members deprive themselves of the valuable rights of union membership in the ILWU and their ILWU local or division. A financial core member does not have the right to vote, nominate for office, hold office, or be a candidate for office in the ILWU; nor may he/she participate in or even attend ILWU meetings or any functions of the union that are limited to union members. In addition, a financial core member has no right to vote on dues increases or on contracts submitted to the membership for ratification. These rights and privileges of union membership are accorded only to union members in good standing.

Nevertheless, financial core members are still legally required under a valid union security clause to pay to their union for the costs related to collective bargaining, contract administration, grievance adjustment, and union organizing of establishments within competitive markets of ILWU-unionized employers, and other activities reasonably related to the effectuation of the union's representational duties (hereinafter called "chargeable activities"). However, union expenditures for non-representational activities such as political activities, lobbying (hereinafter called "nonchargeable activities") - activities which most workers know help build a better climate for us all in bargaining with employers and in securing fundamental worker rights - may not be charged to financial core members who file timely objections.

For calendar year 2015(which is the most recent audited year), the financial review has confirmed that no more than 7% of all ILWU International's expenditures were for nonchargeable activities. While each ILWU local and division may have different percentages of nonchargeable expenditures, financial reviews and practical experience confirm that the nonchargeable percentage for ILWU locals and the ILWU Longshore Division is significantly lower than that for the ILWU International. Nevertheless, those ILWU locals and divisions covered by this notice will not collect or seek to collect financial core fees greater than that based on the nonchargeable percentage of 7% stated above for the ILWU International for the applicable collection period herein or until such time as such local issues a separate notice.

The ILWU International Executive Board and the ILWU Coast Longshore Division have adopted the following Procedures on Financial Core Members Objecting to Nonchargeable Expenditures (hereinafter called the "Procedures"). Under the Procedures, a financial core member of any affiliated ILWU local and division has the right within an applicable 30 day period of time to object to expenditure for nonchargeable activities of his or her local dues paid to the ILWU local and the per capita paid to the ILWU International, as well as any division pro rata fees paid to the ILWU Coast Longshore Division. In the event a financial core member perfects such objection, he or she shall receive either the appropriate monthly reduction or an advance rebate of a portion of local dues, division pro rata fees and per capita reflecting the ILWU International's nonchargeable percentage of 7% stated above.

Under the Procedures, an objection by a financial core member must be made in writing and post-marked within 30 days from the date of this notice or the date of becoming a new hire or a financial core member under an ILWU union security clause and receipt of this notice, whichever is later, and addressed to the ILWU International Secretary-Treasurer, 1188 Franklin Street, 4th Floor, San Francisco, CA 94109. To be valid, the written objection must specify the objector's name, address, social security number, current wage rate, the name of his or her employer and the name of the local union or division which represents the objector. A written objection must be timely in order to be valid. Without waiving the 30-day filing period with respect to other notices of this type, please be advised that under this notice only, objections filed by current financial core members will be deemed timely if postmarked on or before November 1, 2016. Individuals who after the date of this notice become new hires or financial core members may file an objection within 30 days of the date they become a new hire or financial core member or receive this notice, whichever is later.

Unless changed by a later notice, those financial core members and new hires who file timely objections will not be charged from the date they file a timely objection through November 1, 2017 for expenditures related to nonchargeable activities based on the applicable percentages noted above and also will be provided detailed, independently verified financial information concerning the breakdown between chargeable and nonchargeable expenditures of the ILWU International, the ILWU Coast Longshore Division (if the objector works in the Longshore Division) and of their ILWU local (if covered by this notice as explained herein). Objectors will also be given an opportunity to file, within 30 days of receipt of such financial information, a challenge to the amount and calculation of any such nonchargeable expenditures and percentages, as well as an opportunity to have such a challenge resolved, if not voluntarily settled, through expeditious arbitration before a neutral arbitrator selected by the American Arbitration Association (AAA) in proceedings conducted under AAA Rules applicable to objections to agency fees. Please also note that the amount or portion of financial core fees pending the period for filing any objection and challenge as well as the amount reasonably in dispute pursuant to any challenges will be kept in an interest bearing escrow account pending resolution of such challenges. Objectors who file challenges will receive any amount that may be determined to be owed them, plus accrued interest, pursuant to these Procedures.

It is important to know that the vast majority of ILWU represented workers believe that the little extra in dues for maintaining union membership and enjoying all the valuable benefits of full participation in the governing of the ILWU, and the negotiation of working conditions is quite a bargain. For a few cents more each week, union members enjoy all the benefits of membership in the ILWU. We sincerely believe that after careful consideration, new hires and financial core members too will agree that becoming and remaining a union member makes the most sense. If you are not a union member already but are eligible for membership under your Local's constitution and rules, please contact your ILWU local to join the ILWU.

This notice may be superseded or amended by later notices as issued by the ILWU, the Coast Pro Rata Committee or affiliated locals and divisions of the ILWU.

(rev. Sep 2016)

Maritime jobs return to San Francisco's Pier 80

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Willie Brown takes credit

Former Mayor and Assembly Speaker Willie Brown brought his brash sense of humor to the stage, joking that he was there to represent a long list of former Mayors who also deserved credit for helping to revitalize the Southern Waterfront before Ed Lee arrived to steal the show. He also praised the ILWU, citing his status as an honorary member and recalled a long list of departed ILWU leaders who helped launch his political career in the mid-1960's, including Harry Bridges, Bill Chester, Lou Goldblatt, Revels Cayton, and Curtis McClain.

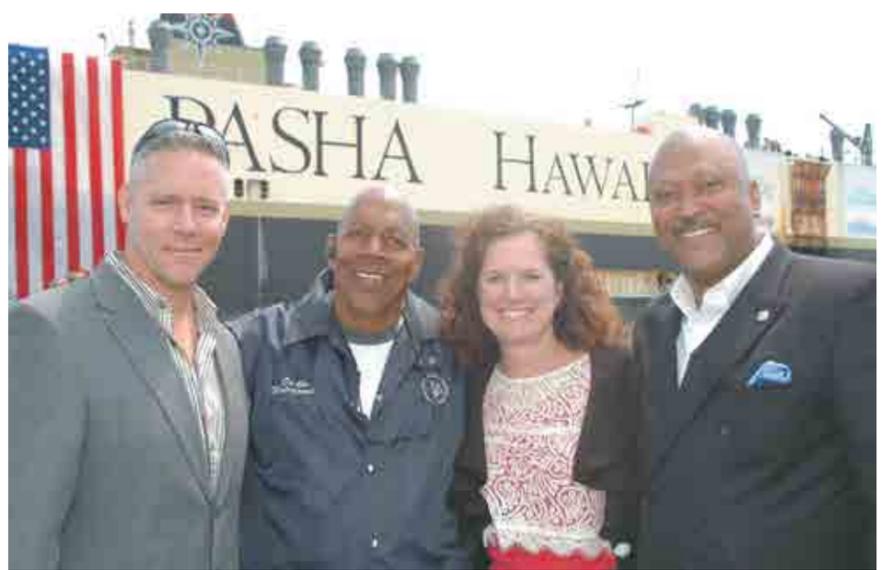
Pasha family business

John Pasha, Senior Vice President of Pasha's Automotive Services, provided details about their family business model that includes long relations with the ILWU and other unions. He said their company started with a San Francisco gas station in 1941, then quickly expanded during World War II by storing cars for

soldiers who were stationed overseas. Today they've grown into a global logistics and transportation company with Pasha's Automotive Services providing transport and dealer prep services at facilities in San Diego, Grays Harbor, Washington, Maryland and Florida. Pasha said their new San Francisco facility will meet the growing number of autos being assembled in Mexico for the U.S. market, amounting to one in four by the year 2020. Pasha is also hoping to secure business from Tesla Motors, the Bay Area electric car company with a hot line of expensive exotics and sedans.

Adams outlines the vision

Port Commission President Willie Adams, who also serves as ILWU Secretary-Treasurer, said the new facility would "bring a breath of fresh air" into the Port's plan to build an "ecomaritime complex" in the vast Southern Waterfront that once moved cargo from around the world and employed thousands of workers. Today, most of those facilities are idle, but Adams said the new agreement with Pasha "signi-



Teamwork: From left to right: ILWU Local 10 President Ed Ferris, former Local 10 President Melvin Mackay, former Executive Director of the Port of San Francisco Monique Moyer and Local 10 Secretary-Treasurer Derrick Muhammad

fies a new beginning for cargo operations at the Port of San Francisco. We want the world's shipping community to know that the Port of San Francisco is open for business." He concluded by thanking Mayor Lee for his leadership and for "helping us to support working families in this community."

Unanswered questions

Reaching the deal with Pasha required lengthy negotiations between the Port and the company. As of the celebration date of August 22, some important details were still unresolved, including how many of the 150 auto prep and detailing jobs would be union, and whether those workers were likely to become members of the ILWU or another union. As *The Dispatcher* was going to press, ILWU Local 6 Secretary-Treasurer Fred Pecker and International Organizer Agustin Ramirez were still talking with Pasha officials.



ILWU International Secretary-Treasurer and San Francisco Port Commission President Willie Adams was one of several speakers at the event.



In step: The Local 10 drill team kicked off the celebration at Pier 80 with their signature moves.

ILWU's Bernie delegates attend Demo Convention

Among the 4,763 delegates who attended the Democratic Party convention in Philadelphia in July, four carried ILWU credentials: Jeff Engels, Dean McGrath, Zach Pattin and Camron Tate. The ILWU team arrived in Philadelphia strongly committed to the issues raised by presidential candidate Bernie Sanders. Each tried, in different ways, to push Party regulars beyond token lip-service for working families.

"Bernie's commitment to the working class was completely in tune with ILWU principles," said Local 23 President Dean McGrath who worked closely at the Convention with Jeff Engels of the Inlandboatmen's Union who serves as West Coast Coordinator for the International Transport Workers Federation (ITF) in Seattle. The third man in their Northwest ILWU delegation was Local 23 Casual activist Zach Pattin.

The Northwest activists made contact with other Bernie backers before arriving in Philly by participating in a nationwide network of union support-

ers called "Labor for Bernie." Those connections helped Engels organize a critical meeting on his first night of the convention, where Dean McGrath, Zach Pattin and a host of Bernie delegates debated strategies and made plans to agitate against the Trans Pacific Partnership (TPP) – the "free trade" agreement backed by big business and their political cronies.

McGrath and others were shocked to see how corporate donors had deeply embedded themselves into the convention. "My breakfast was sponsored by Amazon, followed by speaking sessions that were sponsored by Alaska Airlines, and a big event in the evening that was held at the Wells Fargo Center." The experience convinced McGrath that big money has to be removed from politics. Protests against corporate influence took place inside and outside the convention, according to Bernie delegate Camron Tate of Local 29 in San Diego and Zach Pattin, who attended several of those events.

The ILWU and other first-time delegates were surprised to learn that "the whole convention is more of a spectacle than a democratic, participatory pro-

cess," according to McGrath, who said, "there's no way to debate anything or change what's already been planned at these conventions." This reality sparked many protests on the convention floor, most of which were never seen by television viewers – with one notable exception: a protest against the TPP led by the ILWU Northwest delegation. It happened when Congressman and Platform Chair Elijah Cummings mentioned the party platform – a word that ignited hundreds of activists to begin chanting "no T-P-P!" Their effort continued for ten long minutes and generated some criticism, but ILWU delegates and hundreds of supporters said that the protest was important, even if it made some people uncomfortable. Dean McGrath worked with Senator Maria Cantwell to arrange a quick meeting the following day with Elijah Cummings, where ILWU delegates explained that the protest wasn't personal. Cummings graciously accepted the explanation and noted that he was also opposed to the TPP, even if he didn't support their protest.

By the end of the week, ILWU delegates were beginning to look forward to November and beyond. "This is the beginning of a political revolution, not the end of a campaign," said McGrath.

His feelings were echoed by Bernie Sanders who delivered a similar message at the Convention and again



No to TPP: The Washington, Oregon and California delegations expressed their opposition to the Trans Pacific Partnership agreement.

in August during a live online speech where he urged activists to continue fighting for the 99% and stand up for America's working class. Sanders asked millions who supported his campaign to keep organizing and running progressive candidates for local, state and federal offices.

"Bernie shook up America's political establishment and showed us what is possible," said McGrath, "but the future is up to us. If we want more power and influence, then we must dedicate, educate and take action on the issues."

Memorial for General Josh Williams:

On July 23, Local 10 hosted a memorial service of General Josh Williams, founder of the ILWU's Drill Team. The service was held at the Local 10 hall. Scores of speakers whose lives were touched by Josh over his career shared their memories and the impact he had on their lives.

ILWU International Vice President Ray Familathe spoke at the event on behalf of the ILWU's Titled Officers. "He was a man of few words. He didn't have to say a lot because he spoke with his actions," Familathe said. Familathe spoke about the cultural importance of the Local 10 Drill Team for the ILWU. "Whenever the Drill Team shows up at an event, everyone beams with pride. There's something about that step, the sound of that tap that makes you stand tall and take notice—the white hats, the longshore hooks—it's a visual representation of militant unionism and the strength of the ILWU."

ILWU International Secretary Treasurer Willie Adams, Local 10 President Ed Ferris, Local 6 Secretary Treasurer Fred Pecker and Bay Area Pensioners President George Cobbs were also among the speakers at the service.



ILWU Walk the Coast Committee's 5th Annual Fundraising Drive for Alex's Lemonade Stand Foundation



LOS ANGELES EVENT

Texas Hold 'Em Poker Tournament details: Saturday, October 22, 2016

Gardens Casino, 11871 Carson Street, Hawaiian Gardens, CA 90716

Registration: 6:00 p.m. to 7:00 p.m.

Tournament: 7:00 p.m. to 11:00 p.m.

Pre-register by calling Brother Gabe Padron (ILWU Local 13) at (310) 508-6224. First 100 players to register receive a free tournament t-shirt, after that, first come, first served (while supplies last). Players may register on the day of the event at 6:00 p.m.

We have set up a web page for LA fundraising at <https://www.alexlemonade.org/mypage/1255028>.

PORT HUENEME EVENT

Walk the Coast details: Saturday, October 1, 2016

10:00 a.m. Starting at Dorrill B. Wright Cultural Center, Oceanview Pavilion, 575 Surfside Drive, Port Hueneme and ends at the historical lighthouse on the Promenade.

There will be a BBQ and live entertainment at the end of the walk. A hand-constructed wooden lemonade stand will provide lemonade at the beginning and end of the walk.

Registration for the walk is a \$30 donation to Alex's Lemonade Stand Foundation. Registration covers the walk, the BBQ, the entertainment, and event t-shirt.

Pre-registration is preferred but supporters may also register onsite prior to 10 a.m. on the day of the event.

We have set up a web page for Port Hueneme fundraising and event pre-registration at <https://www.alexlemonade.org/mypage/1255029>.

For more details, contact Jesse Ramirez at (805) 490-1678.

Please visit our Facebook page, <https://www.facebook.com/IlwuWalkTheCoast/> for updated event information.

TRANSITIONS

NEW PENSIONERS:

Local 7: Edward Abad; **Local 8:** Clarence M. Pruitt; Cynthia S. Rupp; **Local 13:** Herbert C. Winston; Wayne A. Biller; Larry J. Degelman; George S. Geyer; Michael R. McNeil; David B. Tammen; Hoady L. Holst; Samuel Roselli; John A. Reposky; Felipe Q. Gomez; Albert A. Cvitanovich; Donald A. Kusar; Carole L. Bouchard; Donald J. Ronnau; **Local 19:** Russell V. Chapman; Russell G. Bray; Samuel N. White; **Local 21:** Gary L. Beam; Lyle D. Mackey; **Local 23:** Bruce P. Slingland; **Local 26:** Wanda J. Keyhea; **Local 47:** Richard D. Radcliff; **Local 63:** Patrick J. Duffy; John E. Lessley; Lisa A. Marquez; Lizbina Nelson; **Local 75:** William E. Taylor; **Local 94:** William E. Sandoval; Michael G. Munoz; Gary M. Nishida;

DECEASED PENSIONERS:

Local 8: David K. Heatlie; Lawrence F. Vanderwerf; Scott H. Dunlap; **Local 10:** Francis O. Donnell; **Local 13:** Dave N. Agaloff; Tom Vlahov (Vera); Floyd G. Ackley; **Local 19:** Earl W. Sample; William Arthur (Sharon); **Local 21:** Ray V. Johnson (Gloria); **Local 24:** Robert M. Trader; **Local 32:** Edward E. Phelps; **Local 34:** Ray W. Ballestrasse; **Local 40:** Ronald L. Williams; **Local 52:** James L. Hurd; **Local 63:** Michael L. Brandt (Irene); **Local 98:** Manuel I. Ventoza (Laverne); Dale M. Rees (Marla);

DECEASED SURVIVORS:

Local 8: Dorothy Burns; **Local 10:** Geneva Dunne; **Local 13:** Stella L. Trachsel; Susan Contreras; Emma Medina; Loretta Grieco; Mary Ann Geich; **Local 26:** Helen Cappellia; **Local 34:** Louisa Varela; **Local 54:** Helen Costa; **Local 92:** Margaret A. Rigsby; **Local 94:** Dariel Johnson

ILWU BOOKS & VIDEOS

Books and videos about the ILWU are available from the union's library at discounted prices!

BOOKS

Solidarity Stories: An Oral History of the ILWU. By Harvey Schwartz. An inspiring collection of first-hand accounts from ILWU union leaders and rank-and-file workers. \$17.00.

A Spark Is Struck: Jack Hall & the ILWU in Hawaii. By Sanford Zalburg: A high quality re-issue of the informative epic account of Jack Hall and the birth and growth of the ILWU in Hawaii \$13.50 (paperback).

The Legacy of 1934: An historical exhibit by the ILWU. Produced as a catalogue to accompany the new traveling historical art exhibit about the origins of the ILWU in the 1934 maritime strike, this brief but vivid publication stands on its own as a pictorial history of the coastwise strike and an account of the extraordinary sacrifices and democratic principles of the founding members of the union. **Two (2) for \$5.00**

Harry Bridges: The Rise and Fall of Radical Labor in the United States. By Charles Larrowe. A limited number of copies of this out-of-print and useful biography are now available through the book sale by special arrangement with Bolerium Books in San Francisco, which specializes in rare publications and documents about radical and labor history. **\$10.00**

The ILWU Story. This book unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **\$5.00**

The Big Strike. By Mike Quin. The classic partisan account of the 1934 strike. **\$9.00**

The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront. By David Wellman. The important new study of longshoring in the ILWU. **\$20.00** (paperback)

The March Inland: Origins of the ILWU Warehouse Division 1934-1938. By Harvey Schwartz. A new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **\$9.00**

VIDEOS

"Eye of the Storm: Our Fight for Justice and a Better Contract." A 58-minute DVD feature documentary film produced and directed by Amie Williams. Eye of the Storm tells the story of the 2002 longshore lockout on the West Coast. DVD Version **\$5.00**

"We Are the ILWU." A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD or VHS version **\$5.00**

"Life on the Beam: A Memorial to Harry Bridges." A 17-minute DVD of the original video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. DVD **\$5.00**

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