



THE DISPATCHER

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Photo by Benson MacForrest, Local 23

Special delivery: It normally takes about two weeks for a container ship to cross the Pacific to dock in the Pacific Northwest. The *Zen Hua 28* carried four cranes and took six weeks, traveling along the equator to avoid storms that could threaten the ship. It then moved up along the American West Coast, staying close to protected harbors in case of high winds and rough seas.

Four new cranes arrive at the Port of Tacoma

The *Zhen Hua 28* left Shanghai in January with four new cranes welded to its frame. On Friday, February 23, it finally reached Commencement Bay as the Port of Tacoma got closer to finishing the \$141 million pier remodel that will enable the terminal to berth two 18,000 TEU vessels simultaneously.

The new ZPMC cranes can reach across 24 containers and lift 165 feet above the ground. With the booms up, they stand 434 feet high. The Northwest Seaport Alliance (NWSA), a partnership between the ports of Tacoma and Seattle, voted to approve the \$50 million cost for the cranes in 2016. They are the first of eight new cranes for Pier 4. The other four will arrive in early 2019. The Port started planning to acquire the cranes a decade ago.

Renovation of the pier began in 2016 to create one contiguous berth that will accommodate the largest container ships in the world. These massive ships, known as “super post-Panamax vessels,” are longer than the Empire State Building is tall, and wider than the length of a football field. When complete, the pier will be 2,960 feet long. This is the first major project authorized by the NWSA, which signed a 20-year lease extension with Husky Stevedoring that will operate the terminal through 2046.

Prior to the construction, the Port of Tacoma had estimated there were 1,519 jobs connected to Pier 4 in the State of Washington. The construction project itself was a boon to local companies, with lead company Manson Construction employing 50 to 60 people every day on the project. Concrete Tech hired an additional 30 people for the custom made piles to support the dock.

“It’s hard to predict with the alliances how much more cargo we will see come to Pier 4, but it looks like this has the opportunity to be one busy dock,” said Local 23 president Dean McGrath.

With much anticipation and media attention, the *Zheng Hua 28* came around Browns Point in a rare February snowstorm carrying the four largest cranes to appear on the West Coast.

The ship anchored in Commencement Bay for the weekend allowing boaters and even a paddle boarder to get an up-close look at the new cranes, but not until they tied up to the Pier 4 dock at noon on Monday, February 26, was their increased size so noticeable.

The cranes were welded to the ship and much of the gear needed to unload them was taken off with a temporary boom crane that was brought in for the work. The cranes themselves were sitting on temporary

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LETTERS TO THE DISPATCHER

Dear Editor,

I am an African-American woman who spent 24 years (1983-2007) on the waterfront and want to share some of my experiences with readers of *The Dispatcher*.

First, let me tell you that without God and help from the old-timers, I wouldn't have made it. The work was hard and dangerous. When I first started in my 20's, I had no idea what longshoring was all about. I quickly discovered that the union membership was almost entirely male with family connections that went back generations. Because I didn't arrive with those kind of family connections and friends in the industry, it seemed like a stroke of good luck when I met Local 13 member Mark Williams in 1983, and his father, Walter E. Williams. I learned that Walter had been part of the "500" African American men who eventually became registered longshoremen after working on the docks during WWII. They had some hard times before becoming union members, but Walter always believed that the ILWU would become stronger if we could unite workers of all races – an idea shared by Harry Bridges, the ILWU's first President. Women faced similar challenges, something I experienced myself as one of the early African American women to become registered. I became more involved and served as a union steward, where I learned from the old-timers how to understand and enforce the contract – and prevent injustices. I remember the early days when I worked on the banana dock where we unloaded 40 and 50-pound boxes with our hands and two cranes. I miss seeing Mr. Cooper sell his sweet potatoes at the hall, along with the "burrito lady. I appreciate the help we received from Mr. McCoy, Spiderman and Jelly who helped protect our jobs. And I miss seeing all the men who gathered in front of Ganon's Store on Fridays to cash their checks and buy a pair of gloves for work. I'm no longer working on the waterfront, but still carry the most important lesson I learned there: "An injury to one is an injury to all."

Tami Lyn
Bellflower, CA

Dear Editor,

I would like to share some recollections with Dispatcher readers of a February 15 commemoration at San Francisco's Maritime Research Center, which honored the *Waterfront Writers and Artists*, a group of ILWU poets, short-story authors, photographers, and film-makers who were active in the Bay Area from the late 1960s through the mid-1990's. Taking a cue from beat poet and ship clerk Lew Welch, ILWU member Bob Carson inspired the group's formation. Participants presented their work at numerous local gatherings. They enjoyed much popularity during the late 1970s through the 1980's, when they were still young men grappling with the transition from break bulk cargo handling to containerization. Carson, who edited *The Waterfront Writers: The Literature*

of Work (Harper and Row, 1979), read some of his poems on February 15. Photographers Brian Nelson, Michael Vawter, and Frank Silva discussed the images they captured on the docks. These three produced *Longshoremen at Work*, a 1979 film that was shown at the event. ILWU members Herb Mills and Gene Vrana were also part of the *Waterfront Writers and Artists*, but were unable to attend. The Bay Area effort inspired other workers to try their hands at writing and photography, including Canadian Mark Warrior, a commercial fisherman who was part of the *Vancouver Industrial Writers Union*. The event was hosted by Gina Bardi, reference librarian for San Francisco's Maritime National Historical Park. A park ranger and museum curator Stephen Canright sang sea shanties to open and close the commemoration, and contemporary writer Alex Madrigal provided insightful observations, but the main focus was on the *ILWU Waterfront Writers and Artists*, who left their mark and were honored by the National Park Service for their contributions.

Harvey Schwartz
El Cerrito, CA



ILWU artists reunion: ILWU pensioners were among those on a panel at San Francisco's Maritime Research Center in February to talk about art and life on the waterfront. (L-R) Writer and Containers podcast producer Alexis Madrigal; ILWU Local 34 pensioner Bob Carson, who edited rank-and-file literary chapbooks in the 1970's; Canadian labor activist, poet and commercial fisherman Mark Warrior; Local 34 pensioner and photographer/filmmaker Brian Nelson; Local 10 pensioner and photographer Mike Vawter; Local 34 pensioner and photographer Frank Silva.

Send your letters to the editor to: *The Dispatcher*, 1188 Franklin St., San Francisco, CA 94109-6800 or email to editor@ilwu.org



IBU solidarity in Alaska: When nurses in Ketchikan couldn't get management to approve their new contract by the end of January, IBU members joined a community rally at a busy intersection on February 17. The action attracted over 50 participants including teachers and community leaders. The youngest participant came with IBU member Joel Aby and his partner Megan – it was their infant daughter's first labor rally. "We have to support each other," said Trina Arnold, IBU's Acting Volunteer Patrolman in Ketchikan who helped spread the word and encourage members to participate. Some IBU members supported the effort by driving their cars and honking horns to show support. "Our community depends on nurses to advocate for patients and stand up for quality health care," said Arnold. "All of us have a stake in good jobs here, and showing our solidarity is a good way to get them and keep them." Alaska Nurses Association member Jen Bagley helped coordinate the event. Her husband Shane is an IBU member who works on the Alaska Ferries. She says nurses are concerned about retaining quality staff, and the lower wages being paid in Ketchikan are causing newly trained staff to leave for communities with higher pay and less rain – as much as 13 feet in some years. "We have a water tank that holds 10,000 gallons and fill it every year with rainwater," says Trina Arnold.

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Supreme Court hears key anti-union case

A showdown took place at the U.S. Supreme Court on February 26 where union advocates squared-off against anti-union lawyers funded by big business.

Anti-union argument

The fight involved a controversial case called “Janus versus AFSCME,” so named because it was filed by Mark Janus, a public employee who sued his AFSCME labor union that represents him and roughly 100,000 active and retired members in Illinois. Janus admits he and other public workers were “underpaid” and received better pay and benefits because of their union – but he also thinks he is entitled to get the union’s services and representation for free, instead of paying his fair share of union costs, which amount to about \$45 a month.

Funded by big business

Anti-union groups have spent more than a half century and millions of dollars searching for workers like Janus who hate unions and will lend their names to anti-union efforts. Janus’ claims were rejected by lower federal courts because of a landmark precedent-setting, unanimous Supreme Court decision in 1977. That decision, known as the “Abood” case, was unusual because all Supreme Court justices – both liberal and conservative – agreed that public sector union workers were obligated to pay their “fair share” of union representation costs in more than 20 states where that responsibility is recognized by law, including California, Oregon, Washington and Hawaii.

Business targets state laws

Because the Supreme Court respected the “Abood” precedent for the past 40 years, business groups focused their anti-union campaigns at

the state level, passing what they cleverly called “right-to-work” laws. Union members jokingly refer to them as “right to work for less” laws because studies show union members consistently earn higher wages and have better benefits. But aggressive and expensive campaigns by big business against unions managed to pass laws in 27 states that now have some sort of “right to work for less laws” on the books.

Shifting to the Supreme Court

In recent years, big business revived their Supreme Court strategy against union. First they blocked President Obama from filling a vacancy on the Supreme Court by enlisting Senators to block his moderate nominee. After Donald Trump was elected, business interests rallied to appoint a new Supreme Court justice who would cater to Wall Street and not workers. They suggested a man named Neil Gorsuch; Donald Trump made the appointment and the Senate quickly confirmed him.

Split among justices

At the February 26 hearing, both sides presented their arguments to the nine justices, most of whom peppered attorneys with questions and comments. During that process, four justices made it clear they supported the union side – while four others made it obvious that they would side against workers in favor of big business. The newest justice, Neil Gorsuch, will break the tie and cast the critical deciding vote in the Janus case.

Trump’s judge will decide

Gorsuch has a long history of siding with big business over workers and consumers, so there’s little doubt where he will come down on the Janus case. Unlike the other justices, Gorsuch was silent during the oral arguments last month. The only other justice who said nothing was Clarence Thomas, who has become famous



Anti-union: A majority of the Supreme Court justices now support big business and investors over workers, unions and consumers. Republican politicians refused to let President Obama to fill a court vacancy, then quickly approved Supreme Court Justice Neil Gorsuch’s nomination by President Trump. Gorsuch has a record of opposing workers and unions.

for never asking any questions. But Thomas previously made his views clear by voting against union members in a nearly identical case that tied in a 4 to 4 decision after Justice Antonin Scalia died suddenly in 2016.

When will they announce?

Justices typically take a secret vote soon after hearing oral arguments, then decide who will write the opinions for the majority and minority. The Court could announce their decision in a few weeks from now or they could delay a few months, but it is certain to come before their summer recess.

Impact on all union members

Assuming the court rules against workers and unions as expected, business interests hope to quickly exploit opportunities created by the ruling. Anti-union campaign committees have already experimented with obtaining names and addresses of public employees, then barraging them with mailings, text and phone calls that urge everyone to quit paying union dues. Some

of those experimental campaigns could soon become standard operating procedure.

While the case before the court applies only to public-sector workers, the impact is likely to be broader.

“If part of America’s union movement gets weaker, the entire working class suffers,” said ILWU International President Robert McEllrath. He noted that the ILWU already represents thousands of public employees who may feel pressured to abandon the union and stop paying dues after the Supreme Court announcement.

McEllrath has directed staff and leaders to develop education and outreach efforts to alert workers about the need to stay united and continue supporting the union.

“Nobody who works for a living has ever gotten ahead by going it alone against powerful employers,” said McEllrath.

Global union campaign wins agreement to help seafarers and dockworkers

The ILWU joined a successful effort by the International Transport Workers Federation (ITF) to win better working conditions for seafarers in an industry that traditionally shunned unions and abused maritime workers. The agreement also protects dockworkers by recognizing their right to perform lashing and other cargo-handling duties at ports around the world.

The ITF’s global consortium of unions, including the ILWU, were able to square-off with employers represented by the International Bargaining Forum (IBF) – the shipping industry’s largest employer group. The result is a four-year agreement covering seafarers that provides a 2.5% salary increases

beginning January 2019, with a review of wages after two years and the opportunity to negotiate further increases. Other improvements include better retirement and health provisions. The agreement covers an immense global workforce of 200,000 seafarers employed on more than 8,000 vessels flying “flags of convenience” that traditionally face little oversight. The ITF began negotiating contracts with the IBF multi-employer group beginning in 2003.

To help protect seafarers and win jurisdictional protection for dockworkers, the ITF launched a global campaign in May of 2015, called “Reclaim Lashing.” The effort exposed dangerous work practices that threatened the health and safety of seafarers who were ordered to perform lashing and other duties that were outside of their training, skills, and scope of work. A series

of actions in European and Canadian ports helped focus pressure on the industry to adopt reforms.

ITF President Paddy Crumlin said, “Seafarers face serious economic and safety challenges on a daily bases, so negotiating this new agreement was absolutely essential.”

ILWU International Vice President Ray Familathe participated in the effort through his capacity as First Vice Chair of the ITF’s Dockers Section.

Familathe praised efforts by European and Canadian leaders who helped secure the agreement, including ITF Dockers Section Second Vice-Chair Torben Seebold, for coordinating the campaign in European ports.

ILWU Canada President Rob Ashton, who also serves as Executive Vice President of the Canadian Maritime Workers Council, said: “Our Council

members all worked hard and were able to restore lashing jobs for dockers in Montreal.”

The agreement to have lashing work performed exclusively by dockers is expected to have the greatest impact at ports located on the Baltic Sea, Northern and Western Europe, and Canada’s St. Lawrence Seaway. Implementation of the agreement is required by January of 2020.

“Everyone deserves credit for working together on this campaign to secure longshore jurisdiction and prevent further exploitation of seafarers,” said Familathe.

ILWU & affiliates support fight by Panama Canal tug captains for jobs, safety & security



Outsourcing is not the answer: The Panama Canal Authority wants to outsource tugboat jobs, one of many flawed ideas proposed in recent years.

Union officials in Panama and the United States joined together in early March to criticize plans by the Panama Canal Authority (ACP) that call for outsourcing tugboat operations.

The ILWU International Union and its affiliate, the Panama Canal Pilots Union, joined with the Masters,

Mates and Pilots union (MM&P) and their affiliate UCOC, and the Marine Engineers' Beneficial Association (MEBA) with their Panamanian affiliate UIM – in a show of solidarity for the Panamanian union of tugboat captains (UCOC).

The Tugboat Captains have been waging a battle for at least three years against the Panama Canal Authority (ACP) which is pushing plans to out-

source tugboat jobs to an Venezuelan outfit, the Meyers Group.

ILWU International Vice President (Mainland) Ray Familathe attended the meeting along with Alvaro Moreno, General Secretary of the Panama Canal Pilots Union. After union leaders finished their discussions, they issued a joint statement condemning the Canal's outsourcing plan, noting that it jeopardizes good local jobs, worker safety and security for one of the world's most strategic waterways.

Canal management has been under pressure to increase the number of large "neo-Panamax" vessels transiting the newly expanded canal from the current 7 per day to 8, because they charge roughly \$800,000 for each vessel that transits the canal.

Problems with the newly expanded canal have plagued the project from beginning and continue to the present. The winning bid came from a consortium led by a nearly bankrupt Spanish firm that collaborated with a Panamanian company having close ties to former Canal officials. After winning the construction contract with a low bid of \$3.1 billion that was one billion under

the competition, the project generated more than \$3 billion in disputed charges. The design itself was flawed due to insufficient room for tugs to operate in the narrow locks, a situation that demands the highest-skilled, professional operators.

"The Canal Authority excluded unions from participating in the planning and design process, which led to many bad decisions that continue to this day," said the pilots' General Secretary Alvaro Moreno. "The proposal to outsource the tug operation is an example of that approach which will cause even more problems," he said.

International Vice President (Mainland) Ray Familathe said, "Our International Union stands in solidarity with all these unions that have come together in Panama. Outsourcing has failed in so many places around the world – and usually ends up enriching company officials and private investors at the expense of the public. We'll continue to watch this issue and offer our solidarity."

ILWU y gremios afiliados apoyan a los capitanes de remolcadores del Canal de Panamá que luchan por proteger sus empleos y seguridad

Líderes sindicales de Panamá y los Estados Unidos se unieron a comienzos de marzo para criticar los planes de la Autoridad del Canal de Panamá (ACP) que incluyen la subcontratación de las operaciones de remolque.

El Sindicato Internacional de ILWU y su afiliado, la Unión de Prácticos del Canal de Panamá, se unieron al sindicato de Capitanes, Oficiales y Pilotos (MM&P) y su afiliado UCOC, y la Asociación Benéfica de Ingenieros Marítimos (MEBA) con su afiliado panameño UIM – como muestra de solidaridad con el sindicato de capitanes de remolcadores de Panamá (UCOC).

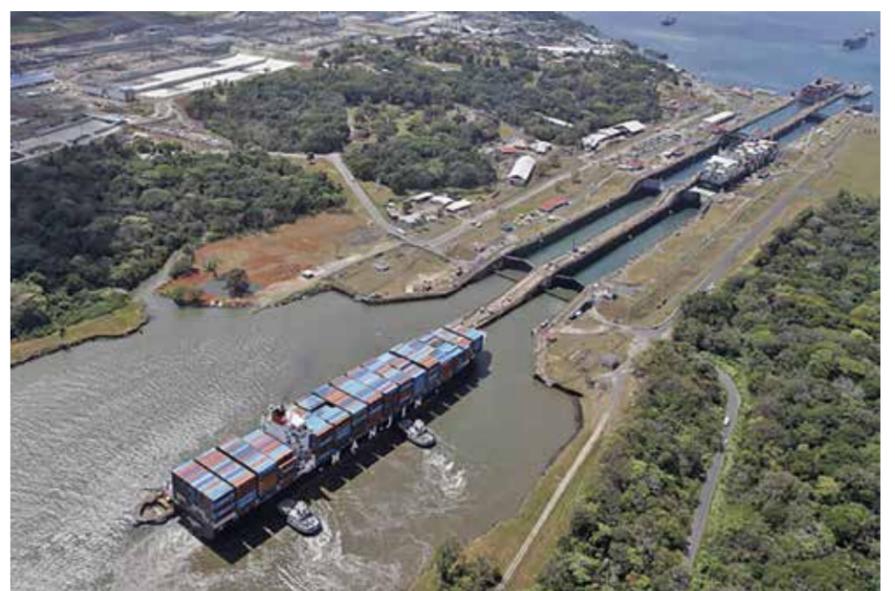
Los capitanes de remolcadores han estado librando una batalla durante cuando menos tres años en contra de la Autoridad del Canal de Panamá (ACP), que está proponiendo la subcontratación del servicio de remolque a una empresa venezolana, Meyers Grupo.

El Vice Presidente Internacional de ILWU (Continental) Ray Familathe asistió a la reunión junto con Alvaro Moreno, Secretario General de la Unión de Prácticos del Canal de Panamá. Después de que los dirigentes sindicales terminaron sus deliberaciones, emitieron una declaración

conjunta condenando el plan de subcontratación propuesto por el Canal, señalando que arriesga buenos puestos de trabajo locales, la seguridad de los trabajadores y la seguridad de uno de las vías navegables más estratégicas del mundo.

La administración del Canal ha estado sometida a presiones para aumentar el número de grandes buques "neo-Panamax" que transitan por el canal recién ampliado de 7 a 8 por día, ya que cobra aproximadamente \$800,000 por cada buque que atraviesa el canal.

El recién ampliado canal ha estado plagado de problemas desde el principio y sigue teniéndolos hasta la actualidad. La oferta ganadora fue de un consorcio liderado por una empresa española casi en quiebra en colaboración con una compañía panameña que tiene estrechos vínculos con ex funcionarios del Canal. Después de ganar el contrato de construcción con una baja oferta de \$ 3.1 mil millones que fue mil millones menos que la competencia, el proyecto generó más de \$3 mil millones en demandas. El diseño en sí era defectuoso debido a la falta de espacio para que los remolcadores operaran en las estrechas esclusas – una situación que exige el empleo de los operadores profesionales más calificados.



La subcontratación no es la solución: La Autoridad del Canal de Panamá quiere subcontratar los empleos de los que trabajan en los remolcadores, uno más de los disparates que ha propuesto en los últimos años.

"La Autoridad del Canal excluyó a los sindicatos de participar en la planificación y proceso de diseño, lo cual dio lugar a muchas malas decisiones que continúan hasta el día de hoy", dijo el Secretario General de los prácticos, Alvaro Moreno. "La propuesta de subcontratar la función de los remolcadores es un ejemplo de ese enfoque que causará aún más problemas," dijo él.

El Vice Presidente Internacional (Continental) Ray Familathe dijo,

"Nuestro Sindicato Internacional se solidariza con todos estos sindicatos que se han unido en Panamá. La subcontratación ha fracasado en tantos lugares por todo el mundo – y generalmente termina por enriquecer a los funcionarios de la compañía y los inversionistas privados a costa del público. Nos mantendremos bien informados sobre esta cuestión y continuaremos ofreciendo nuestra solidaridad."

Four new cranes arrive at the Port of Tacoma

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sideways wheel sets, called “trucks”, that are sitting on movable tracks athwartship.

More temporary tracks were set on the dock, and when ready, with the ships deck level with the dock, the cranes rolled off the ship on those rails to where the existing crane tracks have been laid into the dock. Once there, the trucks are removed and the cranes

rolled down tracked ramps onto the dock tracks.

The first crane rolled off the ship with the appropriate tide four days after the ship hit the dock and the second came off two days later. A winch system was used to roll the new cranes off the ship. The cranes could become operational by mid-June

– Benson MacForrest, Local 23



Photo by Benson MacForrest, Local 23

Signals: Local 23 member Jeff Clowers gives a hand signal to the boom operator to “take it up a little.”



Photo by Benson MacForrest, Local 23

Clearing the deck: Several boxes were lifted to the dock, including water tanks used as counter weights to pull against. It all had to come off the deck to prepare for the discharge of the cranes themselves.



Photo by Benson MacForrest, Local 23

Preparing to offload: Local member John Swearingen was working as a cutter. The cranes and other equipment were all welded to the ship for the voyage.



Photo by Benson MacForrest, Local 23

Finishing the journey: Tugs push *Zen Hua 28* against the dock about 12:30 in the afternoon on Monday, February 26th, 2018.

ATTENTION: LOCAL 10 MEMBERS

Trustees of the Smolin-Melin Scholarship Fund are prepared to accept applications for scholarships for the academic year 2018-2019. Now is the time to indicate your interest. **June 1, 2018 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. She will then send you the application form with the necessary explanatory materials.

Alaska IBU members are moving forward



Serious issues: Members of IBU's Alaska Region attended a meeting in Juneau where important issues were discussed, including efforts to stop the state's ferries from being privatized.

Newly-elected Inlandboatmen's Union (IBU) President, Marina Secchitano, says she made it an early priority to visit members in Alaska and has already taken several trips there during the past few months. Her goals include listening to member concerns, rebuilding union structures and reestablishing trust with Alaska Region leaders.

Filling positions & restoring service

"The Alaska's Region Executive Committee is working hard to get things back on track," said Secchitano. She pointed to the Executive Committee's effort to fill critical staff vacancies. One vacancy was created in early January when IBU Regional Director, Joshua Stephenson tendered his resignation to President Secchitano. The Executive Committee acted quickly to appoint an Interim Regional Director, Darryl Tseu, who previously served IBU Alaska Region members as Regional Director for 12 years. Through Brother Tseu's continued leadership role as the Alaska Longshore Division's Secretary-Treasurer, the IBU Alaska Region is looking forward to utilizing Tseu's strong ties with the Alaska State Legislature, his relationships with other labor unions and connections to various regional organizations, to help the IBU move forward.

New Patrolmen appointed

The Committee also acted to fill IBU Patrolman vacancies in Juneau and Ketchikan, appointing Earling Walli and Trina Arnold, respectively to those locations. In a decision encouraged by many IBU members who petitioned the Committee for quick action, the Committee funded the Patrolman position in Ketchikan by reallocating the Region's budget line item that was previously dedicated for a Secretary position.

Upcoming election

During the last IBU leadership election cycle in 2017, several Alaska State Ferry Departments representative positions were left vacant. The interim Executive Committee agreed that in order to move forward, these positions would need to be filled. So a call went out encouraging members to step up, and these positions are now filled. On May 8, 2018, union election ballots will be counted and a new Regional Director, Ketchikan Patrolman and volunteer Juneau Patrolman will be chosen by a membership vote.

Protecting public ferries

With Interim Regional Director, Darryl Tseu at the helm, the new Executive Committee met in mid-January for their inaugural Executive Committee Meeting. The Committee developed a strategy to seek continued sufficient funding for Alaska's public ferry system from the Legislature.

Right to work

On Tuesday, March 6, IBU President Marina Secchitano, Secretary Treasurer Terri Mast and Regional Director Darryl Tseu attended a membership meeting in Juneau. The focus was a training for Juneau IBU members on the anticipated Supreme Court ruling that will weaken unions by eliminating everyone's responsibility to pay their "fair share" of the union's cost to represent members and secure good contracts. On Wednesday, March 7, the same training was held for IBU members in Ketchikan.

Both training sessions encouraged member feedback and the response was consistent: a weaker and more divided union will make it harder for us to win good contracts and protect our jobs. The solution is to have everyone to remain in the union and continue paying our fair share. As Terri

Mast said at the training, "We're all in this together." At the conclusion of the training, members were asked to suggest a slogan for a campaign to build unity, and they suggested: "The Union needs us and we need our Union."

Restructuring the Grievance Process

Members of the IBU Alaska Region Executive Committee recently concluded that past procedures for monitoring and resolving grievances need improvement, especially those involving terminations. Another complaint among members has been the lack of communication. New procedures should see that timelines are observed, investigations are completed, and communication improved.

Meeting with State officials

With the Alaska Region's Executive Committee ready for action, Secchitano and Tseu turned their efforts to developing and renewing the union's relationships with Alaska Marine Highway management and State officials. Union officers sat down with state officials to review current and past grievances, while also discussing complaints from members about some of management's ineffective policies and procedures. The goal is to work toward getting back on track and negotiate a tentative agreement. The previous contract expired nine months ago and has been subject to a year of bargaining talks. IBU officials conveyed the Committee's intention to work collaboratively on outstanding issues, and in return, the IBU received a positive response back from State officials. Bargaining sessions will resume in March.

Southeast Conference

President-Elect Marina Secchitano, Interim Regional Director Darryl Tseu and Alaska Region Executive Committee Vice Chair Robb Arnold attended the Mid-Session meeting of the Southeast Conference this year. This is the organization that helped establish the Alaska Marine Highway System. It represents a diverse group of Southeast Alaska residents and businesses who understand the importance of a healthy marine transportation system for supporting the economy of SE Alaska. With twice as much coastline as the lower 48 states, a public ferry system in Alaska is a necessity.

The Southeast Conference has been working on different options to continue funding Alaska's ferries. The dis-

covery of oil in the 1960's provided a boom for the state, but it also attracted many residents from traditional oil states like Oklahoma and Texas who brought along their non-union, conservative and anti-government views. Population shifted to Anchorage and Fairbanks which became the largest cities by the late 1970's. All these factors pose a challenge to the Alaska State Ferry System which isn't as valued by land-locked residents, many of whom are skeptical of government services. Cutting ferry funding seemed like an easy way to balance the state budget. In this context, the Southeast Conference launched a misguided effort that called for privatizing the public ferry system as a way to lower the need for state funding. The idea has gotten interest among some in the State Legislature with several House Bills introduced. Privatizing the ferries would be a disaster for communities and workers. Ferry workers would almost surely lose the decent pay and benefits they've had since 1963, with communities likely to lose service and pay higher prices.

President Secchitano, along with brothers Arnold and Tseu worked hard at the Southeast Conference meeting this year, networking and lobbying to keep the privatization legislation from moving out of committee in this year's Legislature. To keep privatization from gaining strength in the future, the IBU will need to develop a campaign that involves members – and links union concerns to those in the communities that will also be hurt.

Edison Chouest in Valdez

For over 20 years, Crowley Maritime had the contract to provide oil spill response and tanker assist in Alaska's Prince William Sound. That ended last year when big oil companies gave the contract to a non-union company, Edison Chouest. The new company is planning to hire their own workers, at lower wages and benefits, potentially causing a loss of 130 jobs on June 30, 2018.

The IBU believes that all Crowley workers should be offered jobs with the new contractor, including Native Alaskan employees at Crowley, who are entitled to 20% of jobs, according to Title 29 of the state law, which was intended to provide careers and stable employment for Native Alaskans.

IBU officers will continue pushing

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Good discussion: IBU members in Ketchikan participated and asked questions at the meeting.



Tough times in Valdez: Big oil companies replaced their longtime union contractor Crowley Maritime with a new non-union outfit, Edison Chouest. The IBU is trying to help workers who are interested, get jobs with the new company.

Remembering a Marine Tragedy – The MV Greenhill Park Explosion



Safe BC, wanted to again have this tragedy remembered in a public place near where it happened.

The new plaque, again in its rightful place, overlooking the west side of Canada Place, which was previously the CPR dock and site of the explosion, was dedicated to the memory of those who died and were injured that fateful day.

The promenade along the sea wall at the Convention Centre West has more than 30 plaques that bring public awareness to B.C. Labour history and is part of an ongoing project by the B.C. Labour Heritage Centre.

– ILWU Canada Pensioners Organization

On March 6, 2018, members and pensioners of ILWU Canada, the BC Labour Heritage Centre, and representatives from the labour and marine community came together to remember a tragedy that happened on the Vancouver waterfront.

The gathering, at 10:00 AM, was on the seawall at the Vancouver Convention Centre West, where nearby on March 6, 1945, explosions and fire ravaged the MV Greenhill Park, killing six longshoremen of ILWU Local 501 and two seamen of the Canadian Seamen's Union. Twenty-six others, including seven firemen, were injured.

A plaque, recognizing this tragic event, had been placed in this area some years ago, but as a result of new construction, was relocated to an area park and subsequently disappeared.

The ILWU Canada Pensioners Organization, with the support of the BC Labour Heritage Centre, the Vancouver Convention Centre, and Work-

Local 19 hosts discussion on the ILWU's Civil Rights History

On February 22, Local 19's Education Committee hosted a talk on by ILWU International Secretary Treasurer Willie Adams who discussed the ILWU's Civil Rights history. Approximately 55 people attended the talk at the Local 19 hall.

Adams highlighted the history of the ILWU's support for Civil Rights in the US and around the world. He also discussed the commitment made to integrate the union by ILWU co-founder Harry Bridges in 1934 to illustrate the historical roots of the ILWU's commitment to racial equality. He spoke about the ILWU's support for the anti-apartheid struggle in South Africa and the refusal by ILWU members to handle South African cargo. He also highlighted the important role of African-Americans within the ILWU, including Local 19's Frank Jenkins, Local 23's Ernie Tanner and Local 10's Cleophas Williams. These men held leadership positions in their locals at a time when many other unions excluded Black workers from union membership.

Adams also spoke about the ILWU's relationship with honorary ILWU member, Dr. Martin Luther King. King who spoke at Local 10 just a few months prior to his assassination in 1968. After his murder, Local 10 members shut down the port to honor his life and protest his death.

Adams said he was excited to present on this topic and that organizing Black History events was one of the first union activities he became involved in when he started working on the waterfront in Tacoma.



Sharing history: ILWU International Secretary-Treasurer Willie Adams spoke at Local 19's Education Committee in February.

"The ILWU continues to support important struggles for racial and social justice," Adams said, noting the union's recent support for the indigenous struggle at Standing Rock. He also recognized the leadership of emerging young workers in the ILWU.

"This generation continues to be the driving force for change," he said. Adams will be joining in the March 24th "March for Our Lives" event in Washington, DC organized by high school students in the aftermath of the shooting at Marjory Stoneman Douglas High School in Parkland, Florida.

The talk was part of Local 19's education program. Other recent events have included a presentation by IBU Secretary Treasurer Terri Mast who spoke on the threat posed by anti-union polices, including so called Right-to-Work rules on all of organized labor and steps that could be taken to address that threat.

"These workshops are important because this gives us an opportunity to pass down our rich history and traditions, and make our union stronger by educating the membership,"

said Local 19's Education Committee Chair, Jodi Itman. She said that the events wouldn't happen without the generous support from the Local 19 membership and the many volunteers on the Education Committee. Future workshops being planned include an introduction to Robert's Rules of Order, Women on the Waterfront, and a discussion on the beginnings and evolution of the ILWU.

TRANSITIONS

NEW PENSIONERS:

Local 4: Steven L. Hutton;
Local 13: Henry Garcia; Edmund L. Moreno; Eric D. Gardley; Brad L. Olsen; Eural L. Jones; Constantino M. Magana; Michael W. Andrews;
 Nicholas G. Menke; **Local 19:** Ricki L. Rector; Lawrence R. Porter;
Local 24: Gary A. Tollesfen;
Local 34: Michelle E. Kugler;
Local 54: Michael L. Holman;
Local 63: William E. Bancroft;
 Richard Leung; **Local 75:** John D. Paradela; Chao P. Ahsar; Douglas R. Haile; **Local 94:** Steven C. Pophoff; Matthew P. Yelovich

DECEASED PENSIONERS:

Local 4: Richard H. Boyer Jr;
Local 8: William M. Mc Cauley; Noel L. Guedon; **Local 10:** Charles Winston (Doris); Edward E. Espinoza;
Local 13: Jimmie L. Watt;

William R. Molpus; Anthony N. Oreb (Grace); Jose M. Madrid; Ronald L. Reynolds; Ronnie L. Barber (Victoria J. Auch); Rudolph N. Azueta;
Local 19: Adelbert M. Mills;
Local 23: Paul M. Luppy;
 Allison D. Walker; Ronald G. Keller;
Local 24: Robin H. Erickson; Steve Proctor; **Local 40:** Wesley G. Hanson (Diana); **Local 52:** Wayne E. Day; John A. Schneider; **Local 63:** Catherine Godfrey; **Local 94:** William A. Police; John M. Yelovich; **Local 98:** Thomas Marshall;

DECEASED SURVIVORS:

Local 10: Yvette P. Cooper;
 Nicacia H. Lerma; Patricia Colondres;
 Billie Rooker; **Local 13:** Angelina McDonald; Catherine Godfrey;
 Elaine T. Miles; Manuel Vanda;
Local 34: Dorothy Rodriguez;
Local 92: Joan E. Sonneland;

Alaska IBU members are moving forward

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the company and state officials to do the right thing by offering Edison Chouest jobs first to Crowley employees – who have all the critical skills and experience needed in Prince Williams Sound waters. IBU's Alaska Region is also working with the IBU's Puget Sound Region to help members in Valdez maintain employment in Valdez. Crowley Chief Engineer Carl Jones has spent numerous hours of his own time lobbying and helping affected members. "We all owe him a special thanks for his work to help others during this difficult time," said President Secchitano.

Edison Chouest's decision to bypass local businesses and use their

own service providers instead of local airlines, hotels, grocery stores, electrical and repair contractors in Valdez will be devastating to the community. Crowley always supported local businesses the community, so Edison's different way of doing business will cost more job losses and pain in the community. The company's lower pay and benefits will also have a negative impact on local businesses that once depended on Crowley employees who brought home decent paychecks.

"IBU members in Valdez are going through an incredibly difficult time and we're committed to doing everything we possibly can to help them," said Secchitano.

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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