



# THE DISPATCHER

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We are the ILWU Local 54, Stockton  
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Workers pulling together: ILWU members stepped up to assist those who have been impacted by the devastating wildfires across Southern California with financial support and donating crucial supplies.

## The power of solidarity: ILWU's response to Southern California wildfires

In the wake of the devastating wildfires that swept through Southern California, the ILWU response exemplified the profound impact of our solidarity and compassion. The principle that "An Injury to One is an Injury to All" has never resonated more deeply than during this time of crisis, as members of UFCW Local 770 face job losses and displacement, due to the catastrophic consequences of the fires.

In response, ILWU Locals 13, 56, 63, 94 and the Southern California District Council (SCDC) mobilized to establish the Los Angeles Wildfire Relief Fund through the ILWU Credit

Union (Ralph Ruiz, Rob York), a testament to the power of unity in the face of adversity. The Los Angeles Wildfire Relief Fund aims to provide essential support by addressing the immediate needs of those affected by this tragedy. As funds continue to be collected, we are witness to the incredible generosity of the ILWU family. Donations have poured in not only from our local members but also from dockworkers on the East Coast, with a notable contribution of \$10,000 from the International Longshoremen's Association (ILA). Additionally, local terminal operators within Southern California, such as Pacific Crane Maintenance Company (PCMC), have stepped up with equal generosity, matching this amount. These contributions highlight a united front for humanity,

reflecting the labor movement's spirit of cooperation during today's difficulties.

The relief efforts conducted by the ILWU were comprehensive. Financial assistance was organized to provide necessities such as food and shelter for those affected. Additionally, the ILWU spearheaded initiatives for the collection and distribution of essential goods. Under the capable leadership of Local 56 President Albert Ramirez, Local 63 member Larry Manzo, Local 94 member and SCDC President Mickey Chavez, Local 63 and ILWU Brotherhood member Steve Linares, Local 63 OCU member and SCDC Vice President Lulu Bocox, as well as Local 13 members Mike Barnhill, Jeff Mitre and officers Gary Herrera, Mario

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# CLD Safety Committee Chair testifies before OSHA rulemaking hearing

**Wetzel calls for comprehensive emergency response planning, better response times, and warns of dangers of lithium-ion batteries**

Coast Longshore Division Safety Committee Chair Adam Wetzel testified at the Occupational Safety and Health Administration's (OSHA) informal rulemaking hearing on November 14. The purpose of the hearing was to update the agency's emergency response and preparedness standards.

During his testimony, Wetzel advocated for improved safety measures and comprehensive emergency response planning at U.S. ports. He also highlighted the fire dangers posed by lithium-ion batteries.

Wetzel noted the first 5 minutes of response time is critical, and every minute of delay can have an effect on mortality. He said that, with the exception of the ports of Long Beach and Los Angeles, average response times at the ports are greater than 5 minutes:

- The Port of Oakland has response times of nearly 20-30 minutes, and sometimes, there is no response at all.
- The Port of Tacoma has an average response time of 7-13 minutes.
- The Port of Seattle has an average response time of 10 minutes.



Safety Committee Chair Adam Wetzel (bottom image) testified before OSHA via Zoom.

***“Emergencies at the ports are unique and varied and the shift to green technologies and renewable energy sources necessitates a change in how we do business at the ports. We cannot introduce new technologies without considering the long-term safety implications. We cannot stand by and wait for the next catastrophic event to happen at the ports.”***

**– Adam Wetzel, testifying before OSHA**

“The ILWU has a long history of advocating for safety on the docks and understands that our members work in dangerous environments. Due to the dynamic nature of our work, ILWU members are constantly adapting to work with new technologies, different cargo, and updated equipment,” Wetzel said.

“The ILWU recognizes that we need better safety measures at the ports. Emergency preparedness and response times are paramount. Emergency preparedness can prevent and reduce the number of casualties by ensuring first responders have the proper equipment and training and an understanding of the various hazards and conditions at the ports. Emergency response times are incredibly important – in many cases, this is the difference between life or death for ILWU members.”

- The Port of Portland has an average response time of 5 minutes and 30 seconds.
- At the ports of Long Beach/Los Angeles, California, response time is less than 5 minutes.

Wetzel also drew attention to the increased risk of fire posed by lithium-ion batteries and on-dock battery charging stations.

“The volatility and instability of lithium-ion batteries is a huge concern for the ILWU. On average, there is one container ship fire a week around the world caused by lithium-ion batteries. At the ports, we are seeing a large number of batteries shipped with no identification,” Wetzel said.

He cited a May 12, 2024 incident in the port of Oakland where a container with lithium-ion battery

products caught fire causing a massive toxic plume of smoke throughout the Bay Area. Although the fire was extinguished quickly, it reignited. He also cited the September 26, 2024, incident in Long Beach, when a truck carrying a container of lithium-ion batteries overturned on the freeway connecting San Pedro and Long Beach, resulting in an explosion.

“The container continued burning on the freeway and the toxic smoke closed the ports of Los Angeles and Long Beach for two longshore shifts until the fire burned out and the container was safe to move. This caused massive disruptions for the port and local traffic. In addition to mitigating the toxic smoke, the fire department determined that putting water on the fire would have created

massive amounts of toxic hazardous water that would drain into the harbor and kill fish and other sea life,” Wetzel said. “This fire posed a significant risk to our members, emergency responders, and the greater community of Long Beach due to the toxic smoke and the inability to move the burning container safely and efficiently.”

He concluded: “Emergencies at the ports are unique and varied and the shift to green technologies and renewable energy sources necessitates a change in how we do business at the ports. We cannot introduce new technologies without considering the long-term safety implications. We cannot stand by and wait for the next catastrophic event to happen at the ports.

“We must address these concerns by arming our first responders with the necessary resources – training, knowledge, and on-the-ground experience – and establish clear, effective protocols to mitigate hazards and protect both workers and the surrounding communities. With a designated emergency response team and better visibility and protections, we can work together and find a solution to provide a safer environment for all. We must prioritize safety for our members and the greater community.”

## DISPATCHER

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# Local 502 members at SGS Canada reach settlement after strike action for hiring hall, fair wages

Eleven workers who handle jet fuel used at the Vancouver International Airport represented by ILWU Canada's Local 502 were on strike for over a month. The workers voted to certify and join the ILWU in January of 2024 and have been negotiating their first agreement since June of 2024.

The workers are responsible for unloading jet fuel from deep-sea vessels and transporting it to Vancouver International Airport. They also inspect the pipeline to ensure its safety for the public and the environment.

The main issues for workers were for fair wages, the ability to retire with security and dignity, and a union hiring hall.

"To live comfortably in Vancouver, you need to earn a living wage of \$27 an hour, but that just gets you to the bare minimum," said ILWU Canada President Rob Ashton.

Talks broke down on November 21. After going back and forth with a federal mediator, the employer refused to address the workers' concerns and on December 12, the workers exercised their right to strike.

During the strike Ashton said that workers believed the employer was dragging its heels in the hopes that the government steps in.

"We've seen this play out over the last year... where the government has shown and proven to federally regulated employers in this country, that they don't need to bargain with the unions," Ashton said. "That if the employer just



sits back, the government will do the employers' dirty work for them."

As the *Dispatcher* was going to press, Local 502 announced the agreement was reached with SGS with the help of federal mediators and outstanding issues remaining would be put before

a third party. Local 502 members returned to work on January 21.

Local 502 thanked ILWU Canada, ILWU locals, the International Transport Workers Federation (ITF), and the B.C. Federation of Labour.

# ILWU Local 23 school gift card program and holiday toy drive



Every year during the holidays Local 23 donates a \$200.00 Fred Meyer gift card to two students from each elementary school in Pierce County, totaling \$60,000 in gift cards. The students are chosen by their school counselors/principals based on their continuous good efforts and

positive attitudes throughout the year, despite their struggles outside of the classroom.

Under the direction of the ILWU Local 23 Trustees, Mandy Peterson, Amy James, Kimberly Boespflug, Melissa Burks and Holly Hulscher comprise the Local 23 Toy Drive Committee. The Committee does most of

the shopping for the toys at the local Fred Meyer, because it is a union store, and because they offer discounts (even on sale prices) due to the large volume of toys the committee purchases. This makes the donations go even further. "I feel so proud to be a member of Local 23," explains longtime committee member Mandy Peterson, "the generosity of our union makes such an impact on our community."

This year, longshore members and pensioners combined to bring in more than \$65,754 worth of toys and bikes, which were distributed to more than 1,030 children represented by 17 local organizations. "It's been rewarding to be a part of our toy drive the last two years," said Local 23 Trustee Jerrol Sigsworth. "Both of my children were able to obtain National Honors Society hours volunteering alongside me to help organize and distribute the toys. They saw firsthand all the benevolent work the ILWU local 23 does in the community which is priceless."

The longshore mechanics put together the bikes so they were sturdy and safe for the kids. "Once again this is a fabulous time of year for those of us who are so blessed to have such a great job," exclaimed Longshore Mechanic Arch Chaney, "It is the season of giving and once again Local 23 showed up to help those in need. I am very proud to be part of such an outstanding union."

In addition to the chance to help the community, there are bragging rights on the line. The Toy Drive Committee puts on a friendly competition between Longshore who typically work at different terminals and different Longshore groups. This year, Longshore who work at Evergreen Gate and Longshore Mechanics came in first place by donating over \$16,500. Pensioners, who set the table for us, weren't too far behind by donating \$15,930. There was a big need out there in the local community, and we helped many children have a brighter holiday.

— Holly Hulscher

# Local 26 wins strong contract with Totten Tubes

## Committee strength, membership unity forged in past lockout

The 30-person Local 26 bargaining team at Totten Tubes, won a strong contract with significant wage gains in their latest contract. Local 26 has represented warehouse workers at the Azuza, CA location of Totten Tubes since the late 1960s. Local 26 Secretary-Treasurer Hector Aguilar explained that Local 26 workers receive the steel tube at the location, offload and warehouse the material, cut the tubes to length, load company trucks, and drive the product to customers or warehouse locations.

Aguilar described the bargaining relationship with the company over the years as typical with some negotiations going smoothly while others being

hard-fought, until recently. "Recent bargaining history includes a two-week lockout six years ago over pension and medical benefits," he explained.

According to Aguilar, that lockout was a pivotal experience for the rank-and-file bargaining team that built strong bonds of unity and camaraderie that ultimately strengthened the negotiating committee and produced a positive outcome at the bargaining table this time around.

"There were some growing pains that came from the experience of the lockout," Aguilar said. "Every negotiation since then, the workers have been more courageous, and they have taken more ownership of their negotiations."

He said that in the latest round of bargaining, members came in prepared with a clear idea of what they wanted to achieve at the table. "In the past,

the approach was to maintain where they were at. This time around workers were intent on making gains," he said. "Wages were key. A three percent raise was not going to cut it. They ultimately came away with an 8 percent increase in the first year and three percent each subsequent year."

The five-person negotiating committee was comprised of Scott Stewart, Mark Frizzell, Robbie White, Mark Doermann, and Aguilar.

"The ILWU is a rank-and-file union and the Local 26 has always worked to build worker power in our shops. The members working at Totten really embraced that during bargaining," said Aguilar.

Aguilar described how the committee was effective in membership communications, clearly explaining

bargaining goals to the rest of the unit during membership meetings which helped create unity.

The owners knew workers were ready to fight and that helped at the bargaining table. We had strike plans ready and the committee was preparing themselves," Aguilar said.

"I think a lot of that came from the experience, of being locked out. Workers were being driven by what they wanted to fight for and weren't focused on what the employer was going to offer. They approached negotiations from a proactive position and that is a much stronger place than a defensive one. The way they approach negotiations has come a long way and I think that mentality will continue to benefit them in future contracts."



# We are the ILWU



## Local 54 Stockton, CA

**L**ocal 54 in the Port of Stockton was chartered on October 8, 1937, and currently has 163 A and B registrants. Stockton is an inland breakbulk port on the San Joaquin River Delta, about 60 miles east of San Francisco. ILWU members working in the port handle a variety of dry and liquid bulk commodities, explained Local 54 Dispatcher Eric Linker. “We do beans. We do sand. We do sugar. We do cotton seeds. We do steel coils, liquid fertilizer, and lots of different commodities. The steel comes and goes. It’s starting to come back again; the sand also comes and goes. And they’re always trying to get new commodities.”

“Most people don’t know what breakbulk entails,” added Local 54’s Stef Flores. “It’s the work of the dinosaurs. How often do you see people do stuff by hand? It’s almost like we’re a dying breed. I don’t know what comes next but I’m here for it.”



### Eric Reyes Vice President

**I started in 2004 when we still had extras off the street.** I have served the local on the Labor Relations Committee and Safety Committee and as dispatcher, and president. I have also applied to become a clerk. Now, I’m just trying to help the next generation of Local 54 and pass the baton to them so that they can continue to move this local forward.

I wanted to be involved in the union from the beginning. When I started Mark Curtis was the president and I told him I wanted to be president of the local one day. I am the first generation here. My son and daughter are both casuals. This union gave back to my family.

I’ve been in the Laborers Union, the Ironworkers Union, and the Cannery Union, but the ILWU is the strongest union I have ever been in. It has been so positive for my family that I just love to give something back to the union and the membership. I have a great life because of the ILWU, and I am here because I have a great union. Being a member of the ILWU is the greatest thing you can be.

### Eric Linker Chief Dispatcher

**I started in February 1983.** I am a third-generation longshoreman. I have liked the job since I was 18—the loading and unloading of the ships and the people I work with. You get out what you put into it. It’s about unity.

We help each other out. You take care of each other. It’s your family while you’re working, then you go home. You’ve got your family at home, but you also have your family here on the docks too.

I have a lot of pride being in the ILWU. It’s a part of my family history. When you talk about your job, it should bring a smile to you. When you get up in the morning, you should look forward to going to work. There are times when I’m working and I’m thinking, “My grandpa was here, my dad was over here.” Now my son is here and so he is the next generation. It’s a wonderful thing that’s been so good to me throughout the years.

I was elected dispatcher after Steve Griffin transferred to the clerks. He hit me up and said, “I’m gonna leave. I think you can do this. Why don’t you come in and work with me?” So I worked with him and ran for the position. We have elections every year. All you can do as a dispatcher or chief dispatcher is do your best for the members. If you make mistakes, you own it and try not to make the same mistakes. Treat people how you want to be treated. I’ve been blessed that the members voted me in. I’m blessed every year. They voted you here. And they can easily vote you out if you disrespect them.



### Stef Flores Labor Relations Committee

**I started in 2012 as an ID casual and was elevated to a limited registrant in 2015.**

My interest in the union side of things was sparked by a health and safety issue with a crane on a ship I was working on. I texted my brother, who was on the Labor Relations Committee, “I think the crane is broken. I don’t think you should go to work.” I didn’t know anything at the time, but I knew something wasn’t right. So he responded, “Don’t worry. I got this,” and he shut the job down until the safety issue was resolved. It got me thinking: If he wasn’t there how many others would know how to do what he did to keep himself and other workers safe? That’s when I realized the important role the union plays and the importance of knowing our rights on the job in protecting our safety—mine, and the people I work with.

That sparked my interest in learning and getting involved. Shortly after that, the Coast Longshore Division held its Grievance and Arbitration Procedures (GAP) Conference, and I asked my president if I could attend. I went there on my own dime. I just showed up and asked if I could sit in and learn.

After GAP, Patricia Aguirre from Local 63 encouraged me to apply for 2017 LEAD. So I went back home to my local and asked for permission to apply. Back then, sending a B-man to a conference as a representative of Local 54 was a big thing. A lot of the older members stood up for me. They said, “Let her go.” They took a chance on me; they rallied for me. So I have a big sense of loyalty and gratitude towards them.

I decided to run for office the first year I was able after I became elevated in 2020. I ran for the vice president, Labor Relations Committee, and caucus delegate. I didn’t get the delegate position. I was in a runoff for the vice president, and I was able to get onto the LRC. For Local 54 the Labor Relations Committee is one of the more demanding positions. It’s very educational because you’re learning on the job as you go. I wanted to be able to keep the people who always watched out for me safe. I got the caucus delegate this past year, which is wild because I don’t think there’s ever been a female caucus delegate. I know there was never a female vice president of Local 54 before me.

I grew up out here. My dad was out here, and my brother was out here. I graduated college and I started working as an ID in this whole new world of profanities and, manual labor when I was used to sitting in classrooms and taking notes on my computer. These guys took me under their wing, and they taught me. My goal is just to do right by the members.

It was scary throwing my name in the hat. I don’t think I would have ever stuck my neck out if not for GAP. It opened the door to LEAD, and then LEAD led to my participation in the Young Workers Conference and all of that led me to run for office. I am a huge proponent of the educational programs that this union has. That’s one of my favorite things about our union. It’s important to meet other people in the union who are activists. Building those relationships across locals and regions is accessible



through educational opportunities. When those doors open, you've got to be bold enough to stick your neck out and do it. If it wasn't for those opportunities, I don't think I ever would have run for any office.

One thing I have learned is bot a lot of unions invest in education like the ILWU. The ILWU invests in their young workers and they see the importance of it. It's important to show our younger members that you don't have to be a certain age to have your voice heard.

Josh Renwick

**I started working as an ID in 2012.** At the time, I was a history teacher and had been working as a casual on the side for a few years. What I like about being a member of Local 54 is that I get to have fun at work. It's never the same thing, and there is variety in the work. I also like the camaraderie, getting to work with my friends, and enjoying what I do while getting paid.

It is a great honor to be a member of the ILWU and to be a part of this union. I am very fortunate to be in this position. It is one of the best jobs in the world. It's a lot more fun and flexible than being a teacher. Like any job there are good days and bad days but—with all respect to teachers which is a very tough job—I would much rather be a longshoreman.

Longshore work is different because it is a dangerous job. You form close bonds and trust with the people you work with. I wish people outside our industry knew more about organized labor, the labor movement, and the importance of unions for workers.



Efrain Perez

**I got started when I was 18 right out of high school in 1988.** I spent 9 years as a casual and was registered in 1997. I like the versatility of being able to do all of the different jobs out here if you step up and learn them. You have a lot of opportunities to move up and progress here. I like the strength of the union, how everyone has our back, and the solidarity that exists. I feel very grateful to be in this union. Even though this is a small port, I want everyone to know that Local 54 is here working in the Port of Stockton and representing the ILWU.



ILWU Legislative Committee meets in San Francisco

The ILWU's Legislative Committee met in San Francisco on January 7-8. The Legislative Committee is a subcommittee of the ILWU International Executive Board. It was created to ensure every ILWU member, local, and division has a voice in Washington, D.C.

The committee members met with representatives of NVG, a government relations firm that will be assisting the legislative committee in implementing the union's legislative priorities and maximizing the ILWU's voice in Washington.

"The world is changing; we need to change how we operate," said ILWU International President Bobby Olvera, Jr. "The ILWU has always punched above our weight. Right now I've got a toothpick and I need to make it into a sword."

The ILWU's Federal priorities include:

- Protecting the ILWU's traditional, historical, and geographic jurisdiction
- Protecting industrial lands
- Ensuring that automation is not replacing workers
- Monitoring legislation that might impact any ILWU members

International Executive Board Member and Local 19 member Dan McKisson said being active in Washington, D.C., has always been part of the ILWU's strategy to protect the interests of the membership. "We are not supporting candidates or parties. We are supporting policies," he said.

The committee also discussed ongoing state issues impacting the ILWU.



From left to right: Senior Policy Adviser Alexa Jurczak, International Vice President (Hawaii) Brandon Wolff, International President Bobby Olvera, Jr, and International Vice President (Mainland) Ryan Whitman

LOGISTICS WORKERS STRIKE HARD IN PORT OF TACOMA



Having earlier won a sweeping election, ILWU Local 23 auto processing workers fighting for a first contract at Wallenius Wilhelmsen Logistics launched a four-day strike in December in response to WWL's illegal firing of an elected bargaining committee member, shutting down auto-loading operations in the Port of Tacoma.

Members have come together to overcome union-busting attempts, layoffs in response to industry downturn, and unlawful discipline by the company—resolving to fight until workers secure victory.



## IN MEMORIAM

# Don Liddle, former IBU President and ITF Inspector passes away

**D**on Liddle, former President of the Inlandboatmen's Union of the Pacific (IBU) the marine division of the ILWU, passed away on July 3.

Liddle was born in Davenport, Washington on January 21, 1938. His step-father was a diehard union man who got him a job in a feed mill in Tacoma. After getting laid off, he relocated to Portland, OR where he worked in a rubber mill for 10 years and was a member of United Rubber Workers Local 504. He held various union positions over the years in the local including president, secretary-treasurer and shop steward.

In 1969 he went to work at Western Transportation (now Georgia Pacific), an IBU bargaining unit, as a warehouse worker where he loaded and unloaded barges of paper products. In 1975 Liddle was elected vice president for the IBU's Columbia River region.

In the 1970's the IBU was affiliated with the Seafarers International Union (SIU). The IBU's national president at the time, Merle Adlumm, was a proponent of the IBU relinquishing its auton-

omy and merging with the SIU's Atlantic and Gulf (AG) District, a move that Liddle opposed because he did not want the IBU to lose control over its affairs.

In 1978, after IBU members at Crowley in Southern California went on strike, IBU President Merle Adlum and the other officers of the IBU allowed the SIU and Crowley to replace 200 IBU members with SIU members, spurring Liddle to successfully challenge Adlum for IBU president. The struggle with SIU over those jobs continued and in 1979 the IBU's executive council voted to disaffiliate from the SIU; the decision was ratified at the IBU convention that December.

"We wanted to continue to have a democratic union, where we elected our people. The AG District did not have a union democracy like we had. They didn't elect their business agents and patrolmen like we did. They were all appointed," Liddle said in an oral history conducted with ILWU historian Harvey Schwartz.

In 1980, a strike by 700 Washington State ferry workers resulted in Don Liddle and IBU Secretary-Treasurer Larry Miner being jailed after a Supe-

rior Court judge ruled the strike illegal. Liddle was ordered to end the strike, to which he responded that he had no authority as IBU president to force anyone to go to work.

The state court jailed Liddle and Miner for contempt of court where they stayed for nearly two days before their attorney got the charges thrown out. ILWU President Jimmy Herman reached out to Liddle stating the ILWU members wanted to help. Shortly after discussing the WSF workers' demands—a hiring hall, fair wages among other demands—the ILWU shut down the Puget Sound ports for 24 hours. The stoppage reignited talks that eventually led to a settlement and end to the ferry workers' 12-day strike. It was a pivotal moment that eventually led to the IBU's affiliation with the ILWU.

Liddle helped to strengthen the health and welfare benefits by creating the national IBU Health Plan and a national pension plan. He also created the San Francisco Income protection plan to provide assistance for members who were laid off due to the introduction of fast ferries.



In 1987, following a 9-month Coastwise strike against Crowley Maritime, Liddle took a leave to run Unimar (formerly WFI Industries)—then one of the largest shipbuilder and tugboat companies on the West Coast. The company was emerging from bankruptcy and as part the reorganization process 73 percent of the company's ownership was transferred to its 400 workers through an employee stock ownership plan.

Following his return from leave, Liddle ran for his former position of Regional Director for the Columbia River Region, where he continued to represent members with distinction until he accepted the position of ITF Inspector in the Columbia River.

## IN MEMORIAM

# Local 10 pensioner and labor activist Howard Keylor passes

**H**oward Keylor, a longtime Local 10 member and longshore activist died on October 5, 2024 shortly before his 99th birthday. In 1953, he started as a casual in the port of Stockton. He became a registered longshoreman in 1959 and transferred to Local 10 in 1970.

He strongly upheld ILWU's Ten Guiding Principles that state: "Labor solidarity means just that. Unions have to accept the fact that the solidarity of labor stands above all else, including even the so-called sanctity of the contract. We cannot adopt for ourselves the policies of union leaders who insist that because they have a contract, their members are compelled to perform work even behind a picket line. Every picket line must be respected as though it were our own."

Howard was one of the last living ILWU members who fought in WW II. He was in the army in Okinawa when the U.S. dropped atomic bombs in Hiroshima and Nagasaki which killed a quarter of a million people, mainly civilians. It was those nuclear weapons of mass destruction that turned him against war and led him to become dedicated to fighting for the rights of oppressed people around the world.

Born in rural Ohio, Howard attended a one-room country schoolhouse yet amazingly became a member of the scholarly National Honor Society. Living in Appalachia not far from the mines, Howard developed a strong sense of the need for solidarity and building working class power. In Stockton, with the support of his wife Evangelina, he committed himself to working with the legendary Filipino farm worker leader, Larry Itliong in the 1948 asparagus strike.

In ILWU Local 10 Howard was a member of the Militant Caucus, a class struggle group in longshore and warehouse, which organized solidarity actions protesting the shipment of military cargo to the junta in Chile in 1974 and in 1980 against the Salvadoran military dictatorship. The Militant Caucus organized a strike of undocumented ILWU Local 6 warehouse workers in Union City that had to defend against police attacks. They also participated in protests against the Nazi rally at San Francisco City Hall in 1980 and supported the demonstration in 1984 to tear down the Confederate flag hanging in Civic Center Plaza, reported by the *San Francisco Bay View National Black Newspaper*.

Howard was also a member of the Labor Action Committee to Free

Mumia Abu-Jamal and the Transport Workers Solidarity Committee whose members organized solidarity actions for Liverpool dockers in 1997 and the Charleston, South Carolina longshore workers in 2000.

Brother Keylor was also active in the defense of Mumia Abu-Jamal. He suggested that Abu-Jamal's attorney use the famous labor case of Sacco and Vanzetti to defend Mumia. They were working class activists who were convicted of murder in 1921 and eventually executed despite a massive campaign by labor activists across the country who proclaimed their innocence and noted their lack of fair trial.

In 1999, Howard participated in the Local 10 contingent leading a march of 25,000 protesters through the streets of San Francisco chanting "An Injury to One is an Injury to All, Free Mumia Abu-Jamal" while all ILWU ports were shut down in support of Mumia.

The most significant action by Howard was the 1984 action against the Nedlloyd Kimberly, a ship from South Africa. While the apartheid regime was shooting down

striking miners and arresting their leaders Howard raised a motion at the Local 10 membership meeting to hit the next ship that docked in San Francisco



from South Africa. Leo Robinson, leader of the "Southern African Liberation

Support Committee" amended it to strike the South African cargo only. It passed unanimously. The rest was history.

Nelson Mandela on his world tour in 1990 at the Oakland Coliseum commended Local 10 for being on the front lines in the Bay Area of the international struggle against apartheid. Last year the dockworkers union in Durban, South Africa represented by the Revolutionary Trade Union of South Africa (RETUSA) invited Local 10 to send a delegation to celebrate the 50th anniversary of their strike that led to a General Strike against apartheid. The National Union of Metalworkers of South Africa and the Liverpool dockers have sent condolences to Howard's family, to Local 10 and to his comrades.

A memorial service for Brother Keylor was held on January 25, 2025 at Local 10.

— Jack Heyman, #8780  
Local 10 Pensioner



# The power of solidarity: ILWU’s response to Southern California wildfires

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Medina, Sal DiCostanzo, an impressive response emerged.

Their collaboration not only collected generous donations, but also ensured their efficient transport to UFCW Local 770, showcasing the strength derived from cooperative labor and community efforts. This partnership also included organizations such as Pasha Stevedoring, along with dedicated individuals like Teamster’s driver Eddie Rodriguez, exemplifies how labor unions and terminal operators can come together, reinforcing our commitment to prioritize the welfare of our communities.

The actions taken by the Southern California Locals of the ILWU serve as a resounding reminder that in unity, we find strength. As we confront these challenges, let us celebrate the solidarity evident within our ranks. The bonds of brotherhood and sisterhood among labor members shine brightly, reminding us all of our collective responsibility to uplift one another amid adversity.

– Gary Herrera, President Local 13



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Wildfire Relief Fund**

## North to meet south at the border for ‘ILWU Walk the Coast’ event

**‘Bicycle ride for Alex’ through every port from Canada to Los Angeles to raise awareness, funds for child cancer research**

North is meeting South at an event only the ILWU can design. At the January Southern California Pensioners, Local 63 and 13 meetings, the union’s fundraiser, ILWU Walk the Coast, revealed a bicycle ride. This is not a short outing on a lazy day or a sightseeing excursion. When the ILWU does something it is often big and unusual. In the name of the International Longshore and Warehouse Union, member Paul Zuanich has volunteered to take a challenging 1750-mile, 38-day electric bicycle journey to save children.

To kickstart his ride, Paul will meet some of our Canadian and Yankee brothers and sisters. Local 500 President Rino Voci and Secretary John Urrico have accepted Walk the Coast’s invitation to travel from their Vancouver, British Columbia headquarters on June 5 to gather with Paul and Local 7 President Bryson Tripp and some of his Bellingham members. Peace Park at the USA-Canada border will be the backdrop for this gathering and photo shoot. After North meets South to start the union ride of a lifetime, Paul will spin his pedals from Canada through Washington, Oregon and California. This challenge will take our rider and our ILWU message to Bellingham, Anacortes, Everett, Port Angeles, Port

Gamble, Seattle, Tacoma, Olympia, Aberdeen, Astoria, Longview, Vancouver, Portland, Newport, North Bend, Eureka, Sacramento, Stockton, San Francisco, Port Hueneme and finally to the July 5th Southern California Bloody Thursday Memorial Picnic in San Pedro, California. Time and distance will cause Paul to miss only one beautiful port, Local 29’s San Diego.

The purpose of this great adventure is to do something good for others in need, unite every Division of the ILWU, and bring awareness to the good work our ILWU industry fundraiser is doing to support Alex’s Lemonade Stand Foundation. ALSF was founded by a beautiful four-year-old child, Alexandra Scott. Near her first birthday she was diagnosed with neuroblastoma, at that time an always fatal childhood disease. When Alex was in the hospital at age four, she announced to her mother that, after she left the hospital, she would hold a lemonade stand to raise money for other children. With her brother’s help, Alex raised \$2000. Before her 2004 passing at age 8, Alex had raised over \$1,000,000. Her mother, Liz, and dad, Jay, thought the effort ended. Alex was such an inspiration that people wouldn’t quit. The Foundation bearing her name has evolved into a fundraising movement. Today, ALSF is one of the leading funders of pediatric cancer research in the U.S. and Canada. They have raised more than \$450 million, funding nearly 1,000 research proj-

ects at 150 institutions, and providing travel and support programs to families affected by childhood cancer.

No other union attempts anything like this fundraiser or this ride. As usual, the ILWU is unusual. Locals are free to meet Paul and give support in any way they choose. With the ILWU Credit Union’s help, invitation letters and information on how our members can assist Paul’s ride will be mailed to as many locals and groups as possible. ILWU Walk the Coast encourages longshore locals to connect with clerks, pensioners, auxiliaries, family, friend, and, in ports where they operate, the Inlandboatmen’s Union. One thing every port can do to boost Paul’s ride is to take photos of each other with Paul. Email your photos to Local 63 Contract Administrator Robert Maynez, [rmaynez@ilwu63.net](mailto:rmaynez@ilwu63.net). Photos will be posted on the ILWU Walk the Coast Facebook page and in The Dispatcher.

Companies have been very supportive, but a business is simply not built to do what our union can do. We have longtime friendships made and cultivated during committee meetings, caucuses and conventions. ILWU Walk the Coast is uniquely positioned to organize a fundraiser that joins ILWU Locals and Divisions from Canada, Alaska, Hawaii, Washington, Oregon and California, with pension groups, auxiliaries, industry companies, family and friends. This ride is a mission where everyone in our industry can meet and enjoy working together to do



*In the front from left to right: ILWU Walk the Coast Chairman Dan Imbagliazzo and Paul Zuanich (ILWU 13-retired) and on stage from left to right are Local 63 member Maureen Gutierrez, Local 63 President Dan Vilicich, and Local 63 Secretary Patricia Aguirre.*

something good. The ILWU is proud to boast that our fundraiser is responsible for more than \$1.3 million in total donations to Alex’s Lemonade Stand Foundation and the fight against childhood cancer. If you have any questions, please contact Robert Maynez or ILWU Credit Union VP Rob York, [ryork@ilwucu.org](mailto:ryork@ilwucu.org). Every local that donates any amount will have their logo printed in The Dispatcher’s annual Thank You ad. If you don’t have a logo, Rob York will create one for you. A donation of any amount is appreciated and acknowledged. The amount of your donation is not the goal. Uniting for children is paramount. For more information, to donate or to see your local’s donation on the Donor Honor Roll, go to [www.ilwuwalkthecoast.org](http://www.ilwuwalkthecoast.org). Paul’s ride schedule can be found online and will be printed in a future copy of The Dispatcher.

– Dan Imbagliazzo  
Local 13 President



ILWU members supporting our communities



On November 20 the Portland Jobs with Justice Faith Labor Committee hosted 40 volunteers to put together 200 care packages for seafarers on international seafarers. Travis McKinney II, Patrolman for the Columbia River Region of the IBU and his daughter Amanda were among the volunteers who showed up in solidarity with international seafarers



The Bay Area Longshoremen’s Memorial Association (BALMA) hosted their annual Children’s Christmas Party on December 14th in the Local 10 dispatch hall, bringing joy and holiday cheer to ILWU families and their children. The event was filled with festive activities, laughter, and the magic of the season, creating unforgettable memories for everyone who attended. The entertainment, Buki and Friends, was generously sponsored by the ILWU Credit Union. Nob Hill Pizza catered the event and ILWU Local 10 member, Tomika Tullis provided the desserts. Members Gina Villeggiante, Gabrielle Gambrell, Millard Chambers and Kaleb Berry from the ILWU Local 10 Young Workers committee volunteered to setup and cleanup after the event. Children enjoyed face painting, candy canes, coloring books, a magic show, as well as taking pictures with Santa Clause. A fun time was had by all! BALMA also organized this toy drive led by BALMA Treasurer Mike Villeggiante. Local 10 donated over 20 barrels of toys this year. Longshore mechanics from berth 30,37, and 55 collected four barrels of toys.

TRANSITIONS

NEW PENSIONERS:

**Local 4:** Thomas W. Bruley;  
**Local 8:** Michael A. Cloke;  
Donald W. Maxey; Ronald J. Stykel;  
**Local 10:** Larson Cross; Timothy Hughes;  
**Local 13:** Humberto Alas; Mark J. Avila;  
Elias Bantiles, Jr.; Angel Blanco; Zoila V. Camas; Tomas D. Deleon; Elvira F. Escobar;  
Baldemar P. Flores; William T. Godfrey;  
Reggie L. Goodloe; Rita M. Hallas; Julio C. Ingles; Fairy T. Jenkins; John C. Lawrence;  
Ruben Loreda; Andrew Montoya; Donald I. Montoya; George Robinson; Francisco Ruiz;  
Boe Sanson; Frank Temblador; Joseph A. Tomasello; Roger D. Ward;  
**Local 19:** Johnny E. Cannady; Deborah L. Elias; Gary W. Keizer; Michael R. Mallos;  
**Local 23:** William E. Adams; John I. Alfiche; D.J. Barkley; John J. Fortner;  
David M. Hauge; Daniel S. Kitts; Paul H. Steelquist; Stanley A. Wolfe;  
**Local 27:** Gareth D. Osterberg;  
**Local 29:** Raymond Leyba;  
**Local 34:** Otto Griffin; Franklin K. Riley;  
**Local 46:** Christine A. Littauer; Maria E. Rochin Quintero; Arthur C. Trujillo;  
**Local 52:** Timothy S. Geri; Larry J. Moen; Stephen J. Plante; **Local 54:** Mark E. Linker; **Local 63:** Rosalinda R. Baltazar;  
Royce T. Randle; Hugh Robateau;  
**Local 94:** Jesse C. Espinoza; Ronald A. Henkhaus; **Local 98:** Dragan P. Butorac;  
Edward J. Flores;

DECEASED ACTIVE MEMBERS:

**Local 13:** Ruben A. Cabrera; William Gillest; **Local 19:** Alexandra T. Laguire;  
**Local 23:** Christopher Kalning;  
**Local 63:** Michael Ortega;  
**Local 94:** Charles C. Ursini Jr.;  
**DECEASED PENSIONERS:**  
**Local 8:** Dennis J. O’Hearn; Lloyd E. Wescott; **Local 10:** Herbert L. Burnley;  
Robert L. Carter; Frank J. Micheaux, Jr.;  
**Local 13:** Robert H. Lemmons, Jr.; Ralph A. Souza; **Local 23:** Luke R. Anthony;  
Fred E. Miller; Richard J. Westling;  
**Local 24:** Richard L. Veloni;  
**Local 51:** Archie J. Smith; **Local 63:** Karl Montoya; Sharon K. Morgan; James D. Mull; Anthony R. Podue; Victor Ramirez;  
**DECEASED SURVIVORS:**  
**Local 8:** Leola A. Bailey; Eileen Brackenbrough; Marian L. Monroe;  
Mary C Welch; **Local 10:** Esperanza Salas; **Local 12:** Barbara J. Sandgren;  
**Local 13:** Virginia Gutierrez; Ana Negrete; Ellnor M. Nelson; Betty Lou Slater; **Local 18:** Glenna K. Gabourie;  
**Local 19:** Mary Critney; Shirley M. Leonard; **Local 21:** Erma J. Rea;  
**Local 29:** Sally Leyba-Gonzalez; Marge Sotelo; **Local 34:** Beverly A. Reilly;  
**Local 40:** Betty S. Davison;  
**Local 52:** Margaret Julian;  
**Local 92:** Jean A. Thomson;



In December, the 2024 Southern California ILWU Children’s Christmas Party helped approximately 3,000 kids have a happy holiday season. Over 100 volunteers helped to make this year’s event possible. The committee reached out to local non-profits to identify families in the area who may be in need of some assistance. Volunteers began preparations in the early morning setting out rows of toys and sports equipment. By 9am the hall was filled with Christmas music and children and their families began filing into the ILWU Memorial Hall. Children were allowed to pick a toy of their choice and were treated to cookies, punch, face painting and a visit from Santa. Locals 13, 26, 63, 94, the Federated Auxiliary 8, Southern California Pensioners, Longshoremen Memorial Association and the Local 63 Memorial Association all made this year’s holiday party possible. The Holiday Events Committee works year round to plan and organize annual community events.

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