



THE DISPATCHER

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THE INSIDE NEWS

ILWU, ITF team up on supply chain organizing	2
ITF Inspectors assist in vaccinating seafarers	2
First Blood memorial event honors fallen ILWU members	3
Remembering Joe Lucas, former Local 10 President	7
TRANSITIONS	8
BOOKS & VIDEO	8



Local 6 workers locked out in Fresno
page 6



Holding the line: The Inlandboatmen's Union is holding the line to maintain their historic jurisdiction and area standard wages for mariners in LA/Long Beach.

IBU fights to protect jurisdiction, area wage standards on tugs and barges in LA/Long Beach

On May 6th, members of the ILWU's marine division—the Inlandboatmen's Union (IBU), and ILWU Locals 13, 63, 94, 63 OCU, the Pacific Coast Pensioners Association, Federated Auxiliary 8, and the International Organization of Masters, Mates and Pilots (MM&P) rallied outside Westoil Marine Service on Terminal Island in San Pedro to protect IBU's historic jurisdiction and the area wage standards they have created through their contracts.

Corporate shell games

A complicated shell game consisting of asset exchanges by two large national marine transportation corporations—Saltchuk Marine and Centerline Logistic—has upended the livelihood of scores of maritime

workers represented by the IBU, MM&P, and the Sailors Union of the Pacific (SUP) and weakens the Southwest Marine Pension Trust. Saltchuk and Centerline have used the asset exchange as an opportunity to replace longstanding contracts with the IBU and the MM&P with a substandard agreement with company-friendly, Seafarers International Union (SIU) that undermines the standards for fair wages and benefits previously set by the IBU and MM&P collective bargaining agreements.

In December of last year, Saltchuk Marine announced that it acquired eight ship assist tugs owned by Centerline Logistics and operated in the Pacific Northwest and California. Centerline Logistics, in turn, purchased six bunker barges operated in California from Foss Maritime, a subsidiary of Saltchuk. A bunker barge is like a floating petrol station. The bunker barge pumps fuel oil, into the ship's storage (bunker) tanks.

Workers impacted in LA & SF

The effect of this deal had an immediate impact on mariners from LA/Long Beach to San Francisco. In LA/Long Beach Foss Maritime terminated twenty-one employees who worked on its bunker barges. The collective bargaining agreement with MM&P who represented the mariners was voided as were contributions to the Southwest Marine Pension Trust. In San Francisco, roughly the same number of employees represented by the Sailors Union of the Pacific also lost their jobs when Foss Maritime stopped its operations.

"The day after Christmas I received a call from Foss Maritime stating that they had sold their bunker barge business and that the contract which had two-and-a-half years left on it and employed 21 of our members was gone," said Sly Hunter, Regional Representative for MM&P. "They said the company was sold to

continued on page 6

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ILWU, ITF team up on supply chain organizing

The ILWU and the International Transport Workers Federation (ITF) have teamed up to strengthen unionization efforts to improve conditions for supply chain workers along the US West Coast.

The ILWU and the ITF have committed to working with each other for at least the next two years. It will see them focus on improving the lives of workers across the maritime supply chain in the region.

“Employers organize themselves across the supply chain to increase their market power and profits. Labor must do the same to even playing field for workers,” said ILWU Inter-

national Vice President Bobby Olvera. “Just as the ‘March Inland’ to organize the warehouses was the logical next step for the ILWU to organize in the 1930s, supply chain organizing is the next logical step for us in the 21st Century. The ILWU and the ITF are committed to uplifting and securing better wages and conditions for all of these workers.”

“This partnership comes at a critical moment in the global struggle against the rise of sweatshop logistics,” said Stephen Cotton, General Secretary of the ITF. “By uniting workers across supply chains, we can take collective action and support each other, rather than allowing global employers to pit worker against worker.”

The global union and its affiliate union will share resources and information, gather data and track employment standards. They will work together to build industry profiles, train members, and develop strategies to tackle employer abuses throughout maritime cargo chains along the West Coast of the USA.

“There are still too many areas where women or ethnic minorities are exploited to keep labor costs down,” said Willie Adams International President of the ILWU. “

By putting pressure on one area of the supply chain, employers have too often manipulated people working in other areas. Partnerships like this give us a chance to make it a fair

fight.” — Willie Adams International President of the ILWU.

ITF’s supply chain strategy involves a huge effort in campaigning and lobbying to increase our influence with global logistics companies, their clients, investors, and regulators. Workers on the ground and local unions have a vital role to play. The partnership will draw on resources from ITF’s maritime, research, and campaign teams. The overall program will be led by the ILWU’s Organizing Department and ITF Maritime Coordinator, Jacqueline Smith.

The Dispatcher will report on these ongoing campaigns as they develop.

West Coast ITF Inspectors assist in vaccinating seafarers

The dedicated team of ITF Inspectors has been working steadily throughout May, organizing and assisting grassroots efforts to get free or low-cost surplus Johnson & Johnson COVID vaccinations to international seafarers calling on the West Coast. This is part of a partnership between the ITF and Seafarers’ Centers around the US to get excess shots into the arms of grateful seafarers from around the world.

This effort comes on the heels of a 1 ½ year-long COVID-19 “Crew

Change Crisis” that has resulted in seafarers being stuck on ships for months beyond the length of their contracts because of a lack of flights, US Customs and Border Patrol restraints, ongoing outbreaks of the virus, and well-meaning but problematic quarantines imposed by governments around the world.

This solidarity work is utilizing all the networks, contacts, and experience of the team of West Coast ITF Inspectors—Stefan Mueller in LA/Long Beach, Sam Levens in SF-Oakland, Martin Larson-Columbia River, and Jeff Engels the West Coast Coordinator based in the Puget Sound—as they carry out this direct action.



Protecting seafarers: In Long Beach and Los Angeles harbors the Long Beach Health Department set up a mobile team for ship visits to vaccinate seafarers. ITF Inspector Stefan Mueller (center in orange) was onboard to lend a hand. Here in the first seafarers from the tanker *Cabo De Hornos* after being vaccinated with the single-dose Johnson & Johnson vaccine. Also in the photo are three workers from the Long Beach Health Department who administered the vaccinations.



Shot of solidarity: ITF Inspector Sam Levens (left) coordinated vaccination efforts for mariners continued on page 8 onboard ships at the Port of Oakland and at the International Maritime Center.

Port of Oakland

The Port of Oakland seafarer vaccination program is a collaborative effort between the International Maritime Center, the ITF, the Alameda Department of Public Health, and volunteers from the Inlandboatmen’s Union of the Pacific.

“Our goal is to vaccinate as many international seafarers coming into the Port of Oakland and nearby ports as possible,” said ITF Inspector Sam

Levens. “We are starting with a once-a-week drop-in clinic, as well as shipboard vaccinations. On opening day, we were able to administer 58 shots on three ships and 71 shots on six ships at our second clinic. Most shots were administered onboard. We expect these numbers to climb as more seafarers find out about our program. We successfully worked with the US Coast Guard who publi-

continued on page 8

DISPATCHER

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Communications Director

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Bobby Olvera, Jr., Vice President, Mainland
Edwin Ferris, Secretary-Treasurer

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Nineteenth annual First Blood memorial event honors fallen ILWU workers in San Pedro

Approximately 200 ILWU members, pensioners, Federated Auxiliary members, and their families gathered at the Harry Bridges bust in John Gibson Park on Harbor Boulevard in San Pedro for the 19th annual “First Blood” memorial ceremony on May 15th. The event pays homage to ILWU members who were killed on the waterfront in Southern California. The event is sponsored by the Southern California Pensioners Group on behalf of ILWU Locals 13, 63, and 94.

Behind Bridges’ bust sits a granite wall etched with the names of 69 longshore workers who have died working on the docks over the years. No new names had to be added this year.

“The bad news is 18 members of the ILWU died because of the COVID-19 virus,” said Pacific Coast Pensioner President Greg Mitre. “We are going to honor them today.”

The event also honored the memory of Local 13 pensioner and ILWU icon Tony Salcido and Lidia Lopez, President of ILWU Federated Auxiliary 8. Lopez was among those taken from us by the COVID-19 virus.

“We have 69 names on this plaque,” Mitre said. “That’s 69 people who have died because of an injury suffered on the job. Not somebody who died of natural causes. They all went to work, thinking they were going to go home that night and they didn’t. And that is tragic. What is also tragic is that we lost 18 people because of COVID. They went to work and they were just pumping cargo. We keep this country moving. And did we pay the price for it? Yes, we did in a big way.”

Coast Committeeman Frank Ponce De Leon shared words of remembrance for his uncle Tony Salcido who passed away earlier this year. Salcido generously shared his knowledge and experience and was a mentor to generations of longshore workers.

“I thank God I had the opportunity to talk with him before he died and



Remembering an icon: Coast Committeeman Frank Ponce De Leon honored his uncle and ILWU icon, Tony Salcido, who passed away earlier this year.



Day of remembrance: PCPA President Greg Mitre paid tribute to ILWU members killed on the waterfront and those who we lost from the COVID-19 pandemic.



Tolling the bell: ILWU pensioner Jerry Garretson (right) read the names of fallen ILWU members while members of the Salcido family “toll the bell” after each name.

thank him for the many things he gave me, not just as a longshoreman, but as a human being,” Ponce De Leon said.

Salcido was also honored with a poem written by PCPA Port Laurette Jerry Brady that was read by Greg Mitre.

After Ponce De Leon spoke, the names of the 69 fallen longshore workers, nine ILWU Local 26 members, and four IBU members were read aloud. Pensioners Jerry Garretson and Herman Moreno took turns reading the

names. After each name was read, a bell was rung by a member of the Salcido family. “Tolling the bell” for a member who has passed is a tradition in Local 13.

During the ceremony, Mitre recognized the family of Jose Santoya, the most recent name to be added to the memorial. The 58-year-old longshore worker and father was killed on May 15th just hours before the 2019 memorial service, when a tire exploded as he was working at the Fenix Marine Services Terminal in the Port of Los Angeles.

This year marks the 87th year since the 1934 West Coast longshore and seamen’s strike. The First Blood event commemorates the anniversary of the violent clash between dockworkers and company-paid strikebreakers that occurred on May 15, 1934. Dickie Parker, a 20-year-old San Pedro High School graduate was killed during the melee, and John Knudsen died on June 5, 1934, because of injuries he sustained on May 15. It is known as “First Blood” because they were the first two of seven workers killed during the 1934 coastwise strike that gave birth to the ILWU.



ILWU-PCPA 2021 Convention CANCELLED

Out of an abundance of caution, the ILWU Pensioners in Seattle, Washington and the ILWU-Pacific Coast Pensioners Executive Board have announced the cancellation of this year’s annual PCPA Convention usually held in September. This had to be done at the time to make sure no monetary penalties were assessed and to ensure the safety of our Pensioners and their families.

The next ILWU-PCPA Convention will be held on
September 19th-21st, 2022

in Long Beach, California at the Hotel Maya.

We hope all retired ILWU Pensioners will join us for a fun filled week of getting back together and discussing the important issues facing the ILWU. All are welcome to register and attend.

More information will be published in the *Dispatcher* as it becomes available.

Local 6 members at Stratas Foods in Fresno take a stand for fair wages



Standing together: From left to right: ILWU International President Willie Adams, Local 6 Business Agent Corey Tacconi and Local 6 Secretary-Treasurer Jose Nunez at the picket line outside of Stratas Food in Fresno.

Forty-five members from Local 6 in Fresno, CA have been locked out by Stratas Foods since May 4th after workers unanimously rejected the company’s “last, best and final offer.” The main sticking point is economics. The company is demanding that workers accept a five-year contract with 2 percent increase in wages for the first 3 years, a 2.25 percent increase in the fourth year, and a 2.5 percent increase in the fifth year. Workers are seeking a 5 percent increase to keep pace with the rising cost of living.

Stratas workers have been working four, 12-hour shifts per week throughout the pandemic, packing and shipping cooking oil for several fast-food chains, Costco and Smart & Final. After being lowballed on wages for years, these workers have decided to take a stand for a fair wage increase.

Stratas Foods generates approximately \$700 million in annual revenue. The company is a joint venture between multinational-giant Archer-Daniels-Midland—which has an annual revenue of \$64.66 billion—and ACH Food Companies.

Locked out on May 4th

“On May 4th, they kicked us out of the plant,” said shop steward and negotiating team member Rosalinda Campos. “They told us to leave, and then they locked the doors on us. We haven’t been to work since.”

Campos said that it’s been a tough fight with the company and that they have been resistant to offering a fair wage package to workers. “When we started negotiating in March, the company started with a 1 percent wage increase,” she said. “It’s taken us until now just to get them to 2 percent. We’ve always been lowballed on the wages. It’s always, ‘Take it, or leave it.’ The workers here are tired of the low wages they always get it. This time we decided to take a stand.”

“This is a billion-dollar company,” said Local 6 Business Agent Corey Tacconi who added that the company’s excuse to pay Stratas workers less because they live in the San Joaquin Valley just doesn’t cut it. “The only difference here is that housing can be cheaper, depending on where you want to live. But other costs such as fuel and groceries are comparable to the Bay Area.” He said the current hourly rate at the plant averages out to about \$17 an hour.

The mood on the picket line is upbeat and optimistic. Workers have received positive support and food deliveries from the community.

“The membership down here is very strong,” Tacconi said. “We’ve got a good group. They are strong. They are united and we are going to get them the best possible contract that we can.”

Solidarity

ILWU International President Willie Adams and Secretary-Treasurer Ed Ferris have both been out to picket line to show their solidarity with the Local 6 workers.

“Stay strong and united and you will win this fight,” Adams told workers on the picket line.

He said the International Officers will be in contact with Local 6 Secretary-Treasurer Jose Nunez and will be closely monitoring the lockout. “We will make sure you have the support and help that you need from the ILWU family to get a fair contract.”

Working through the pandemic

The plant remained operational during the pandemic because it was deemed an essential business. Workers continued to produce for Stratas while putting themselves and their families at risk of being exposed to COVID.

“Since the pandemic, the company has picked up new contracts. If anything, production has gone up,” Campos said.

“We had several people here who contracted COVID,” said James Carr, a 19-year employee of Stratas. “A few months back a worker here was in a coma from COVID. He is still out of work. On the one hand, we were fortunate to be one of the companies that operated through the pandemic, but by the same token we were exposed to it.”

“We put ourselves at risk coming to work,” added George Gallardo, who has been with Stratas for 28 years. “I got COVID and so did my wife and daughter. There were a couple of other workers here who also got it. We kept producing for the company, so they didn’t lose any money.”

Time to take a stand

Like many workers in this economy, Stratas employees are tired of losing ground while company profits continue to soar because of their hard work.

“This company plays hardball all the time, but this is the first time that we have stood our ground,” said shop steward and 20-year Stratas employee Earl “Chip” Hagans. “We’ve got a younger workforce now and they are tired of being lowballed on their contract.”

Edward Tucker who works in the warehouse at Stratas expressed the frustration felt by many Stratas workers.

“You’ve got to put your foot down, even if it costs you personally,” Tucker said. “It’s a choice you have to make to fight for yourself, the people that you work with, and the people that will come in after you leave this place. It’s got to get better. Somewhere down the line, it’s got to get better.”

Relief fund for locked out Local 6 workers



ILWU Local 6 members have been locked out by Stratas Foods since May 4th. They are raising funds to help pay bills and feed their families until the Unemployment Office decides if and when benefits start. You can make a donation through the Go Fund Me Page at: <https://gofund.me/1bb4f383>

Phomma Nameesai, 20-year employee



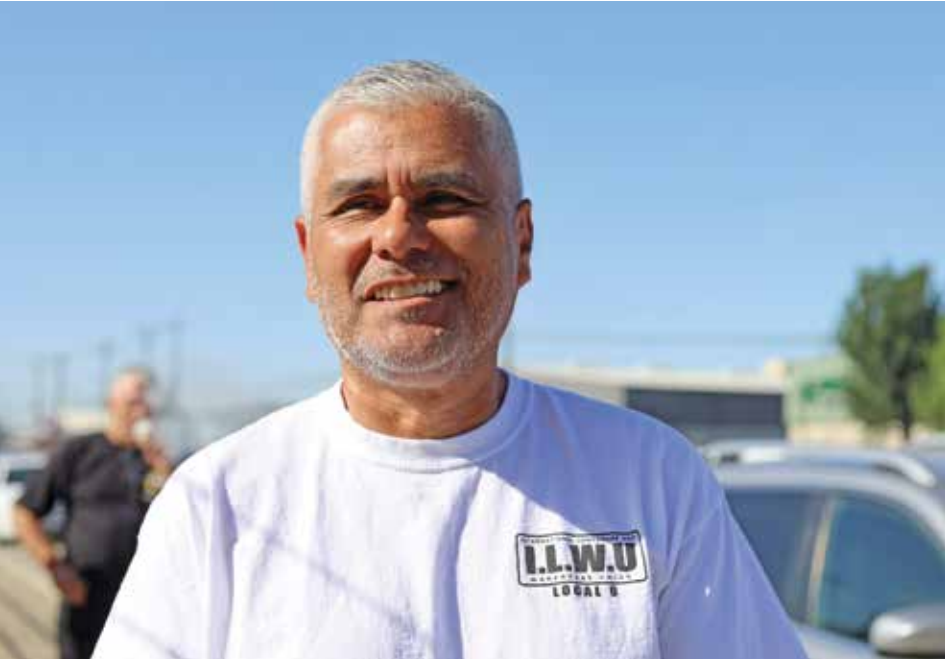
We want better wages. They raised our medical insurance. What they are offering doesn't cover our insurance increase and the cost of living which has gone up. Since I have been here, every contract has been like this. They have never given us a fair raise. We are putting our foot down. We just want a fair raise that keeps up with the cost of living.

Earl "Chip" Hagans, Shop Steward
20-year employee



We are trying to get a decent wage on this contract. This company plays hardball all the time, but this is the first time that we have stood our ground. We've got a younger workforce now and they are tired of being lowballed on their contract.

Greg Lopez, 5-year employee



We are out here trying to better the contract than what we've had in previous years. The primary reason I am out here is to support my co-workers, many of whom have worked here for over 20 years.

We just want a fair wage. Especially for a young couple, we want a fair wage so they can afford a home for their family. We don't want to be out here, but if this is what it takes to get something fair, then it must be done.

We can work the 12-hour shift for a short time but after an extended period, the crews get overworked. Morale starts to suffer. If you have a content workforce, they will be more productive. You don't want to drain them with a heavy schedule that doesn't allow them to recover in between their shifts. Hopefully, the scheduling will be adjusted so they can get their rest.

Pao Moua, 18-year employee



We are out here because the contract the company is offering us isn't fair. The cost of living is going up and our insurance costs are going. The company is picking up new customers and they are making money. We aren't asking for much. We just want to be able to keep up with the rising cost of living. If we accepted the contract the company is offering, we would be losing ground.

Tell us about your TATTOO

"My husband got me this tattoo as a gift to commemorate 25 years of working on the waterfront."

Melody Farbridge
Local 500
Bulk Operator



Want to tell us about your tattoo?
Send us a photo of your tattoo and story to roy@ilwu.org.



ILWU Stronger Together

IBU fights to protect jurisdiction, area wage standards on tugs and barges in LA/Long Beach



Stronger Together: From left to right: Southern California IBU Regional Director John Skow, IBU President Jay Ubelhart, Local 13 Business Agents Mark Jurisic and Mickey Main.

continued from page 1

Centerline Logistics, which then created a subsidiary, called Leo Marine. They claim that MM&P didn't have jurisdiction. We tried to sit down with everyone to try to come to a resolution and work out a new contract. We hit dead ends everywhere. They refused to meet with us."

The transaction also impacted 55 IBU members working for the Centerline-owned Westoil/Millennium when Centerline's Millennium-branded tug operation was sold to Saltchuk operation.

Instead of folding the six bunker barges and the contracts it acquired from Foss into its existing marine fueling companies including Westoil, Centerline gave the contract and barges to its newly created subsidiary, Leo Marine Services, leaving many of the IBU mariners who manned both the Millennium tugs and the Westoil barges without work.

All that remains now for the 55 workers at Westoil are contracts from two smaller customers.

"I was laid off from my permanent position. Now I am on an on-call status and my hours have been cut by 50 percent," said IBU member Michael Zuanich who has worked for Westoil for eight years. "In a couple of months, I will probably lose my medical benefits. No more overtime. No more regular schedule. It's been a drastic change for me and my family. This has affected about 55 IBU members who have lost their jobs. I have a little more seniority, so I still get some work but other workers are getting nothing."

"Some of these workers are struggling to pay rent right now," said IBU Southern California Regional Director John Skow. "Some are at risk of losing their medical benefits. It's challenging right now, especially during this pandemic. This company had made millions of dollars and even got a PPP loan," Skow said noting that Center-

line received a \$10 million loan from the federal government that was given to businesses to keep their workforces employed during COVID.

Sweetheart deal with SIU

IBU President Jay Ubelhart explained that after Leo Marine was incorporated on February 2, the company recognized and signed an agreement with the Seafarers International Union (SIU) in record time. On February 19, 2021, after only two days of negotiating, Leo Marine recognized the SIU as the representative union of Leo Marine workers, Ubelhart said. The SIU petitioned the NLRB with recognition cards from only thirteen workers. Leo had not yet hired the 50 to 60 employees it would need. Within days of recognition Centerline/Leo entered a collective bargaining agreement with the SIU. SIU is known as a company-friendly union with sweetheart contracts that short-change the workers they are supposed to be representing.

"I have never had a new contract negotiated in two days, signed, sealed, and delivered," Ubelhart said. "The SIU is a predator union. We don't believe that contract is even valid. They signed a contract when they only had a handful of workers out of a workforce of what is now 40 mariners."

Built on the backs of workers

Zuanich noted that Westoil was successful because of the hard work of IBU members, only to have the company turn its backs on the very workers to whom they owe their success.

"Westoil started over 20 years ago," Zuanich said. "They purchased a small tug and barge outfit. At that time, they had two boats and three barges. In 20 years, with IBU labor, they built a fleet of 11 barges and 4-6 tugboats from our sweat. We worked day and nights, holidays—while management was home on their three-day weekends, spending Christmas with their children. Now we are not good

enough. They got about 80 percent of the contracts in the harbor because of our safety record and our work ethic. Centerline logistics—I think their slogan is 'Lead with Integrity.' This doesn't look like integrity to me."

Never giving up

The IBU and MM&P have both vowed to fight this attack on their jurisdiction and area standards for mariners in LA/Long Beach.

"This is a coordinated, organized attack against labor. We are never giving up," Hunter vowed.

Ubelhart said both unions are pursuing all available legal challenges to Centerline. The recognition of the SIU and its low standard contract with Leo Marine is being contested by the IBU and MM&P. Leo Marine employees are also contesting representation of the SIU and the agreement that they did not bargain or ratify. They claim the company violated their rights under the National Labor Relations Act.

The IBU and MM&P have both filed Unfair Labor Practices against Centerline/Leo with the Labor Board. Campaigns seeking a fair and honest election for representation from other unions have begun in both LA/LB Harbors and San Francisco Bay.

"If we can't win these contracts back, we are going to organize the people doing that work," said Ubelhart. "They will become a part of the ILWU/IBU family and then they will know what a decent contract is. One of the backbones of the ILWU is to organize the unorganized. Those workers are not our enemy. They are just working people who were looking for a job when they signed on with Leo Marine. We want to protect our jobs and keep our hard-fought area standards. The LA/Long Beach tugboat contracts are the envy of everyone—the best on the West Coast without a doubt. We want to keep hostile unions from taking over our turf and we will fight them."

You've got family

At the rally, ILWU International Vice President (Mainland) Bobby Olvera addressed the workers from Westoil and promised the full weight and support of the International to the ongoing struggle.

"You do not walk alone. Everybody is here for you," Olvera said. "Centerline thought this was going to be a little fight. Now we are doing organizing drives in two different areas. IBU, Westoil workers—you've got family here. We are here for you 100 percent. This is the ILWU's fight. This is the IBU's fight. This the MMP's fight. We will set the tone. We will set the narrative. And that is how we are going to win. The next time we meet in this parking lot, it may not be a victory celebration, but it will be the precursor to a victory celebration. At some point in the very near future, we are going to walk down this road, we are going to open the gate and we are going to take back the jobs that are rightfully ours."



ILWU Family: ILWU International Vice President Bobby Olvera addresses a rally on Terminal Island. He said the entire ILWU family is committed to fighting alongside the IBU to protect their jurisdiction.

IN MEMORIAM

Former ILWU Local 10 President and Northern California Relief Arbitrator Joe Lucas passes at age 92



Joe Lucas was born January 26, 1930, in Lake Providence, East Carroll Parish, Louisiana. He left Louisiana in 1949 and moved to Detroit to work in an automobile plant. He moved again in 1958 to West Oakland, California where he worked as a hod carrier, carrying supplies to bricklayers and plasterers.

Joe became a member of San Francisco ILWU Local 10 in 1965. Over the years he held many different offices. In 1980 he was sworn in as a member of the Richmond Harbor Review Commission. He, served on Local 10 Executive Board, Delegate to Longshore Caucus, President of the Northern California District Council. In 1981 and in 1982, Joe was elected as Local 10 Business Agent. In 1986 and 1987 he was elected as Local 10's President. Joe also served two terms on the International Executive Board from 1988 until his retirement on March 1, 1992.

After he retired, he remained active in the union's pensioner's club. He was elected as Secretary-Treasurer of the Bay Area Pensioners. In 1996, the union and the employers selected him as the Northern California Relief Arbitrator where he served until 2014.

In that roll. Joe would tell you when you are right and when you were wrong on safety disputes, and wasn't afraid to tell our employers when they were wrong about unsafe working conditions.

Joe was a great union man and had a good sense of humor. He loved to cook and enjoyed sharing the food that he made.

Joe was known for being fair and approaching his roles as an elected officer and arbitrator with honesty and integrity.

"Joe was a fair arbitrator. He ruled in favor of the longshore workers on the job many times but he also ruled against the workers when they were wrong as well," recalled Bay Area Pensioner's Club President, Lawrence Thibeaux.

"Joe Lucas was a legendary member and past President of ILWU Local 10," said ILWU International Secretary-Treasurer Ed Ferris. "He was a man of great integrity and his long-standing commitment and dedication to the ILWU was inspiring to witness. He will truly be missed by all of us."

"Joe Lucas left the longshore division a long road to follow," said ILWU Executive Board Member Melvin Mackay. "He corrected a person when



Fraternal delegates: Joe Lucas (left) with Cleophas Williams at the 2006 ILWU Convention.

they were wrong, and assisted any person who he wanted to set on the right path. He told stories to all who would listen to his words! A relief arbitrator who loved to see us work together and work things out if possible! He gave some of his best decisions by going by the words we agreed to under the contract to both parties! He was never lost for words" a big loss to the industry."

Joe and Annie had six girls and two boys. Glenda Lucas deceased, Gail Flayed deceased. Joseph Lucas Jr., Claudette Morris, James Howard, Adrienne Lucas, Tracy Lucas Derry, and Michelle Lewis III

On May 25th, the San Francisco's Pensioner's Club passed a resolution honoring Joe Lucas:

San Francisco Bay Area ILWU Pensioners Club

Resolution for Bro Joseph Lucas

Whereas it has pleased the Lord to welcome home one of his loyal and faithful servants, in the person of Bro. Joseph Lucas and whereas he has been a kind and consistent worker in the vineyard for many years and whereas he fought a good fight from start to finish we can only say that he was steadfast, unmovable, and consistent to the very end.

Whereas we the officers and members of the Pensioners Club can voice our opinion that he was faithful to his posi-

tion as recording secretary and financial secretary for several years and the voice who represented us when and where needed, he was always conscious of what was needed and to whom it was needed to keep the status of the club in place.

Be it resolved that Bro Joseph Lucas served us well with foresight and distinction.

Be it resolved that we the members of the club will continue to remember his dedication to us and was a voice to be heard.

Be it further resolved that we the officers and members of the Pensioners Club will remember his service for years to come and be it resolved that we extend to his family our appreciation and sincere thanks for all that he has done for us and with us.

Be it further resolved that a copy of this resolution be given to the family and a copy kept in the records of the San Francisco Bay Area ILWU Pensioners Club

"If I can help somebody as I pass along, If I can help somebody with a word or song. If I can show somebody that he is traveling wrong, then my living will not be in vain"

Done this 25th day of May 2021
Lawrence Thibeaux, President
Norman McLeod, Vice President
M. Bullocks, Writer

— Lawrence Thibeaux

IN MEMORIAM

Joe Uranga #3088: 'Arapaho' to the 'Man of War'

Joe Uranga entered the world on May 6, 1939. He was the first-born son of Jose and Amelia Uranga. Joe was the eldest of 7 siblings.

He grew up and went to school in Harbor City California, attending Harbor City Elementary, Fleming Junior High, and Narbonne High School. Joe's favorite sport was football. From 1955-1957 Joe played for the Narbonne Gauchos. He was a 6'4", 300-pound interior lineman. Joe Graduated from Narbonne High School in 1957.

In 1958, Joe became a third-generation longshoreman for ILWU Local 13. During his time as an ID for Local 13, Joe worked banana stocks and cotton bales. He threw maggot-filled hides and sacks of borax to rail cars.

In 1964, Joe joined his gather's gang, Gang 24, on the waterfront. He worked side-by-side with his father Jose and younger brother Henry. In Gang 24, Joe learned to drive winch.

In 1967, Joe met and married his soulmate of 54 years, Anita. Together, Joe and Anita built a beautiful life for themselves. In 1970, Joe became the proud father to their daughter, Brandi Louise.

In 1972, Joe met John Trainee. Joe and John were work partners on the waterfront for 34 years. Together, they operated mobile cranes for Crescent (present-day SSA). Joe was a "natural" mobile crane operator. He had a gift for operating machines and liked the challenge of loading and unloading steel coils, beams, and cars. After mastering mobile cranes, Joe became a notorious hammerhead operator for SSA. He was given the nickname "The Man of War". Joe was like a combat warship going into battle. He operated the hammerhead like he was in battle, "Laying 'em down and bring 'em out." Joe was also famous for operating the hammerhead in his boxer shorts. When the swingman would ride the beam, Joe would bring them up to the cab for a peek at his physique.

During Joe's 48 years on the waterfront, he witnessed the evolution and implementation of containers, transainers, hammerhead cranes, and UTR's. Joe witnessed equality on the waterfront. He was part of a male-dominated workforce, that watched women enter and work on the waterfront for the first time.

In 2006, after 48 years as a longshoreman, Joe "hung the hook" and retired. Joe's love of the water enticed him to retire in Earp, California along the Colorado River. In his retirement, Joe enjoyed traveling across the county in his motor home to various boat races. He enjoyed spending time with his grandson, Justin, and great-grandchildren, JJ and Jaelyn.

Joe enjoyed his nightly water dips in the Colorado River. His famous word he shouted at the top of his lungs before jumping in the water was "Arapaho".

Joe Uranga, "The Man of War" berthed his battleship for the last time on April 19, 2021. Joe was an outstanding longshoreman, a doting husband,



a caring father, a loving grandfather, a funny great-grandfather, a knowledgeable brother, and a loyal friend.

Joe said "Until we meet again," to his wife Anita, daughter Brandi, grandson Justin, great-grandchildren JJ and Jaelyn, brothers, sisters, countless nieces, nephews, and lifelong friends.

I say to Joe Uranga "Arapaho to The Man of War"

— Kris Uranga #37037

West Coast ITF Inspectors assist in vaccinating seafarers

continued from page 2
cized the event. Due to this collaboration, we were able to reach most of the vessels. There is an obvious need and desire for shots among international seafarers. We had to decline some requests due to scheduling issues, currently being limited to one day a week, and a need for more volunteers. With adequate resources, we could expand this program to meet the current need.”

LA/Long Beach

In Southern California, the Long Beach Health Department has dedicated a team to vaccinate seafarers in the nation’s largest port complex. Stefan Mueller was instrumental in getting this program going and is on top of the day-to-day details.

Columbia River

Martin Larson has worked hard to get shots in the arms of Seafarers on the Colombia River despite ongoing roadblocks by the US Customs and Border Patrol. As in all the other Ports, no challenge is too big for Martin Larson, and we will continue to ramp up operations there provided extra vaccines are available.

Puget Sound

In the Puget Sound, ITF Coordinator Engels is working with the Seafarers Centers in Tacoma and Seattle along with Discovery Health and the Seaport Alliance to assist seafarers to get shots on the ships or at local pharmacies, if need be. In addition, Engels is working on getting something going in Hawaii and Alaska using his labor contacts there as well as sitting on a National Vaccination Committee with other interested parties to help coordinate this ongoing project.

Shipping lines are still free to make arrangements to vaccinate their crews but the ITF grassroots effort to provide vaccines at a low cost or free came about, in part because unscrupulous parties attempted to charge up to \$1,500 per shot.

When called upon ILWU officers and members have helped smooth things out like Terminal access as things move along, “It feels great to be part of something so positive on behalf of these seafarers, and it is creating a lot of goodwill both for the US as a whole and for the ITF Inspectors that come from the ILWU,” said Engels.

– Jeff Engels
ITF Coordinator, West Coast USA

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ILWU Stronger Together

TRANSITIONS

NEW PENSIONERS:

Local 4: Tom Boyer; Justin McGary;
Local 10: Durk Chavis; Gilbert A Espinoza; **Local 13:** Anthony M Accetta; Richard Alarcon; Cedric Couch; Catalino Lastimosa Jr.; Fernando P Maderazo; Michael Munoz; Ray Sanchez;
Local 18: Alfonso Valdez;
Local 19: Gilbert Casias; Glen Dreier; Greg Hutton; Patricia Peterson; **Local 21:** Bud Lile; George W Oja; **Local 23:** Clarence Walters;
Local 29: Kenneth A Cordova I;
Local 34: James D Bowman;
Local 46: Jose Tinoco;
Local 63: Dinald Unruh Jr.;

DECEASED PENSIONERS:

Local 7: Randy D Postlewait;
Local 8: Larry W. Broadie; Norman J. Millard (Joan); **Local 10:** Leon Blakeney; Peter W. Loskutoff; Joseph Lucas; Donald Mendoza; Herbert Pavao (Mabel); Rudy D. Rodriguez;
Local 13: Ali K. Al-Amin; Adalberto

M. Cardona (Eva); Anthony Rukavina; Bobby V Vaona; **Local 19:** Parnell J. Wilber; **Local 21:** Bill R Branham;
Local 24: John M. Gideon;
Local 27: Leonard P. Arndt;
Local 34: Robert M. Bozin; Charles M. Sowell; Jamie A. Valentino;
Local 50: Robert C. Jorgensen;
Local 63: Tony R. Luera Jr. (Carol); Daniel R. Ronay; **Local 75:** Joel Milien;

DECEASED SURVIVORS:

Local 4: Alice L. Engels; Dorothy Karschney; **Local 10:** Mattie M. Fuller; Bernardyne Green; Mary Haghenbeck; Frances L. Johnson; **Local 13:** Colleen Cruz; Bette Henson; Betty McDonnell; Yolanda Nunez; **Local 18:** Flossie Lamkins; **Local 19:** Mary Connelly;
Local 21: Estelle E Johnson; Barbara Lile; **Local 34:** Wava J. Tory;
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Local 54: Betty J. Pierce;
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