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Dockers of the world unite and win

By James Spinoso
ILWU International President

capital, like water, flows downhill, seeking the path of least resistance. Investments flood into where labor costs are the lowest, where working conditions and environmental standards are the lowest. If it weren’t for the kinds of levies and protections workers joined together in unions provide, we would all drown in a sea of greed and poison.

Outsourcing and runaway shops, the maquiladores of Mexico and the sweatshops of China, closed American factories and plummeting standards of living—are these the results of employers seeking the competitive edge of lower costs? This policy is encouraged and helped along by expanding free trade agreements and by anti-labor laws governments pass and courts and police enforce wherever workers are not organized strongly enough to resist them.

But unlike manufacturing plants that can be shifted from country to country, ports cannot be moved. So the international ship-owning and terminal operating corporations have to challenge union dockworkers head on, even in countries where they are well organized and have won laws protecting their jobs and rights. They have once again aimed their fire at the port workers of Europe.

On Jan. 16 the European Parliament, the legislative body overseeing the economic relations and regulations among the 25 countries of the European Union, considered legislation that would deregulate the port industry throughout the continent. In effect, the proposal would override national and local laws, regulations and labor contracts guaranteeing union dockworkers’ jobs, wages and conditions. It would allow shipowners to hire casual, temporary workers to load and unload ships. Its backers justify the change in the name of the free market and enhanced competition. Its opponents—union dockworkers in Europe and around the world—see it as a threat to their lives and livelihoods.

The proposal is known as “Port Package 2” because it is the second time in a little more than three years that employers have tried to get the European Parliament to impose their economic interests by passing this law. The first time, in late 2003, dockworkers across Europe united in one strong voice, closing down ports all over the continent and holding mass demonstrations in Rotterdam and Barcelona on Sept. 29. The ILWU sent a delegation to Europe in solidarity then. But several dockers were arrested during the demonstration and some are still in jail.

Sure, after a hard day working you’re tired and feel like going home to the comfort of your family. Going to meetings and doing more unpaid work seems a burden. But we don’t do it, if we don’t help other workers protect their rights in solidarity actions, we may not keep the jobs that make us tired and bring so much to our families.

If you don’t think our employers will come after us if they smell weakness, think again. These brothers in any and every way they request of us. The cost of our good jobs, of our good wages, conditions, health benefits and pensions, of our union that provides the collective strength to protect all of those, is not just constant anxiety, but also the commitment of our members. Your activity is what makes the ILWU proud and strong.

Sure, after a hard day working you’re tired and feel like going home to the comfort of your family. Going to meetings and doing more unpaid work seems a burden. But we don’t do it, if we don’t help other workers protect their rights in solidarity actions, we may not keep the jobs that make us tired and bring so much to our families.

If you don’t think our employers, the same international corporations now attacking the rights of dockworkers in Europe, will come after us if they smell weakness, think again. They risked an economically damaging, nearly two-week-long lockout against us in 2002. They have scaled back for three years now on implementing the final agreement, particularly on technology, still trying to find ways to outsource our work. And they will surely try again when negotiations on a new longshore contract begin in another two years.
European dockers quash port de-unionization

by Tom Price

Thousands of European dockers took to the streets of Strasbourg, France in a militant demonstration to defend their jobs and their union Jan. 16. With delegations of ILWU longshore workers and Maritime Union of Australia wharves in support, they demanded that the European Parliament drop its latest plan to privatize their ports. The day after the raucous march and confrontation with local police, the dockers won a lop-sided vote, killing the bosses’ last hope of taking out the unions.

The European Parliament had been debating schemes to privatize the port industry in one form or another since 2001. But its ideas of bringing “free market competition” to port services meant terminal operators could ignore the labor contracts of unionized, registered, trained dockworkers and employ temporary workers to do longshore work under whatever pay and conditions they could get away with, or have the ships’ sailors do the work in port. The proposals also included contracting out the skilled work of port pilots.

European dockers saw these plans for what they were—not-so-disguised ways of busting their unions and taking the global race to the bottom straight into their homes. So union dockers organized in the European Transport Workers Federation, the regional affiliate of the global International Transport Workers Federation, and the International Dockers Council united in one voice to oppose the plans. On Sept. 29, 2003 dockers in ports throughout Europe went on strike and held mass demonstrations in Rotterdam, The Netherlands and Barcelona, Spain. Under that plan, the continent-wide port privatization plan, known then as the European Port Directive, was narrowly voted down by the European Parliament the following November.

But the right-wing free-market forces would not accept defeat. The dockers barely had time to celebrate the victory when, less than a year later, another similar proposal, now known as the Port Package 2 (PP-2) was floated by the European Commission, the executive body of the European Union. More angry than before, the dockers mobilized again.

The International Transport Workers Federation and the International Dockers Council sent out an urgent request asking all affiliates to send dockers to Strasbourg, France to march on the European Parliament two days before that legislative body was to vote on PP-2. In response, the ILWU Coast Committee sent six dockers under the leadership of International Secretary-Treasurer William E. Adams and Director of International Affairs Ray Familathe. ILWU Canada sent its Secretary-Treasurer Ken Bauder and longshore Local 500 President Glenn Bokkoy. The delegation also included longshore Local 19 President Heralds Ugles, International Executive Board member and clerks’ Local 92’s Max Vekich, longshore Local 8 Executive Board member Lanell Johnson and walking bosses Local 94’s Louis Hill.

The week before, on Jan. 11, some 50,000 dockers shut down ports all over Europe as a prelude to the Strasbourg demonstration. Early on Jan. 16 the ILWU delegation met up with the Maritime Union of Australia one and with Frank Leys, Secretary of the ITF Dockers Section. Familathe described the scene as “a United Nations of dockers.”

“A lot of those countries don’t really get along with each other, but when it comes to the working class getting together for a common cause—it gets pretty interesting,” Johnson said.

Leys rode the bus with the visiting delegations to where the march was to begin.

“As we boarded the bus, people gave us peace signs and clenched fists, including white collar people. There was a lot of support,” Vekich said. “We saw all these guys in yellow safety vests who were very animated. They were the IDC dockers from Barcelona. They’re so excited we were over there to support them.”

The temperature that day in Strasbourg was a sunny 25 degrees Fahrenheit. But the warmth of solidarity defied the cold and the universal camaraderie of dockworkers overcame all language barriers.

“We shared our pins and buttons with dockers, letting them know we were there,” Glenn Bokkoy said. “The MUA, Canadians and the U.S. ILWU rallied together. As dockers from the other countries saw us, they rushed up to us to take pictures of us and our banners.”

The ILWU and MUA groups got near the front of the march as it streamed along the streets toward Parliament with the ILWU banner declaring “An injury to one is an injury to all.”

After a couple hours they reached the Parliament. Ten thousand dockers arrived, about one sixth of all dockers in Europe. Marchers set off a constant barrage of deafening firecrackers and the loud, raucous bands played music from all parts of the march.

“The energy was electric,” Familathe said.

“Arriving in front of Parliament, the ILWU contingent saw a huge building with walls of police in front and a team of sharp shooters on the roof. “Herald Ugles, Louis Hill and I were in front of the crowd, Familathe said. “Some local greens [from] Barcelona, Spain and the IDC, came up and grabbed us and said, ‘You guys have to get back now. This thing’s going to get ugly.’

Garcia, the son of Julian Garcia, General Coordinator of the IDC, was right. As the ILWU and MUA people moved to the rear, a fusillade of tear gas canisters poured into the crowd while water cannons shot streams of freezing water.

“Right at the head of the chaos Frank Leys of the ITF and Julian Garcia [Sr.] of the IDC stood back-t-back trying to calm down the workers as the tear gas flowed,” Adams said. The retreat was as orderly as could be while the acrid, brownish yellow gas engulfed the area.

“Suddenly my eyes began to burn like I never felt anything burn in my life,” Familathe said. “You put your head down and it’s chaos. You’re worried about being trampled and you’re running with your hands out in front of you and you can’t see because you’re eyes are burning.”

“Then my throat began to burn. I thought I was choking to death, and as we ran we were kicking tear gas canisters beneath our feet. I got to a point where I couldn’t breathe, my throat was actually searing and I had my eyes closed, and I said, ‘Dear lord, don’t let me choke and pass out or I’ll be trampled.’ We kept moving. Then I saw Herald and Glenn. It was a great relief to see your brothers with you.”

“We stood back when the tear gas started. We were there for support, not combat, but we thought it was good to show our banners nearby,” Vekich said. “I had a bottle of water and a clean stocking cap from the Marseilles dockers and we used that to wipe our eyes.

The ILWU and MUA dockers had arranged a rendezvous at a bar in the Place de Lattre Tassigny. While decompressing, drinking and talking the seriousness of the events began to sink in.

“It took a while to get my head around that this was what’s really happening to these workers, and I felt their frustration,” Bauder said. “If I was facing scab legislation taking my job, I would be upset too.”

“The great thing we saw in this demonstration is the fact that there have been struggles in the past few years, in Britain’s in Australia, and the Liverpool struggle, our contract in 2002, which showed dockers that an international picket line is necessary in the global economy,” Familathe said.

“Adams said. “I knew nothing that day could stop the marching feet of determined people.”

The day ended with 13 demonstrators in jail, 10 Belgian dockers, two French ones and a Spaniard. Eight of the Belgians were given jail terms of one to four months and two of them were given suspended sentences. One French dockер received a three-month sentence and the other a one-month suspended sentence. The Spaniard got five months in jail. They were all sentenced without trial. The prisoners could appeal their sentences within ten days, but any semblance of justice was denied until then. The Belgian unions put out an appeal for financial support for the families of those in jail.

The next day, as the gas cleared away, Adams, Vekich, Leys and Jimmy Tannock, MUA Deputy National Secretary, sat in the gallery of the European Parliament and heard its members debate the port privatization plan. Almost all of those who spoke were against it. Only a couple spoke for it.

They returned the next day and saw PP-2 go down in flames. It got only 120 “yes” votes while 532 voted against it and 25 abstained.
The ILWU goes to Washington

By Lindsay McLaughlin

ILWU Legislative Director

Fifty ILWU grassroots lobbyists take to Washington D.C. March 12 to lobby on the issues important to this union’s members and their families. Their goal is to work for the benefit of all workers and the nation.

The ILWU lobbyists will focus on five key issues:

- Port infrastructure development and the environment
- Port security
- Health care reform
- Rights of workers
- Right to organize

On the first issue of port infrastructure development and the environment, the ILWU has embarked on a mission to support the movement of goods in ways that do not diminish our operation. One of the key issues that impact our members and communities as well. We must lead the fight for reducing ship emissions and we are building our infrastructure. The transportation of containers expected to be increased through our West Coast ports.

Secondly, the ILWU supports real action to reduce pollution by 2010 for all carriers that call at U.S. ports. The technology to reduce emissions is available.

President Spinosa said the ILWU will continue to work on other things, encouraging ship builders to use the latest technology in their work and helping longshore employers retrofit current ships and harbor craft with cleaner engines and other forms of alternative, less polluting fuels.

Secondly, the ILWU supports real port security including the checking of seals and empty containers—not cosmetic fixes that do nothing to ensure the safety and security of our workers. The union favors the protection of civil liberties and due process rights of its members. The Transportation Security Administration promulgates regulations to implement criminal background checks and issue transportation security cards. Below are some of the bills being considered by Congress that will be a focus at the union’s legislative conference.

The Greenlane Maritime Cargo Security Act (S. 2008), introduced by Senator Patty Murray (D-WA), directs the Coast Guard to submit to Congress a comprehensive strategic plan to enhance international maritime security for all modes of transportation by which containers arrive in, depart from, or move through U.S. seaports. The bill gives U.S. officials in foreign ports the authority to inspect suspicious containers before they are loaded for departure to the U.S. It also mandates that the Department of Homeland Security establish minimum standards for securing contain- ers in transit. The ILWU delegation will insist that the standards include a common-sense mandate to verify seals.

Sen. Ted Stevens (R-AK) and Sen. Daniel Inouye (D-HI) introduced the Transportation Security Improvement Act of 2005 (S. 1052). As a result of ILWU lobbying, Inouye wrote a provision into the bill that makes it clear that a work stoppage or other non-violent action resulting from an employee-employer dispute does not constitute an economic terror- ism disruption. This is necessary because the Maritime Transportation Security Act of 2002 includes a provision that says that any economic disrup- tion at a port is a transportation security incident, possibly criminal- izing job actions.

Additionally, the Coast Guard authorization legislation that passed the House of Representatives includes a provision that bars unionized marine workers due process rights during background checks. It also attempts to divert attention from the nation’s terrorism risks rather than felonies that have nothing to do with them. The ILWU is currently being considered in a confer- ence between the House and the Senate.

Third, the American people need real pension protection. Last sum- mer, the courts agreed to let United Airlines remove on nearly $10 billion of its pension promises to 134,000 of its workers. This is not just about United but corporate America generally becoming broke and workers with problems. The Maritime Retirement Security Act of 2002 requires pension obligations by filing for bankruptcy are switching their pension plans—which promise a fixed monthly check—to riskier defined contri- bution plans like the 401(k) that are dependent on the uncertainties of the stock market, or to no plan at all.

Some progressive voices in Congress have raised serious con- cerns that the two pension protection bills considered by Congress make the problem worse. Consumers facing pen- sion funds worse. They also fail in many other respects. Most significant, they do not stop companies like United Airlines from dumping billions of unwanted pension debt onto the Pension Benefit Guaranty Corporation (PBGC), the government agency established to insure workers’ pensions.

The ILWU has attempted to pro- tect the ILWU/PMA pension plan in this legislation. In 2002 longshore- men and the PMA agreed to a pension funding plan that was approved by the PBGC. However, the legislation considered by Congress would alter this funding scheme. Both the union and the PMA spoke to representatives of Sen. Ted Kennedy (D-MA) and Sen. Michael Enzi (R-WY) about the importance of the ILWU plan. As a result, Kennedy and Enzi’s amendment in the Senate included a provision granting grandfathering in the ILWU-PMA plan. This provision will soon be con- sidered by a conference between the House and Senate. We are lobbying congressmen to retain it for our union members.

The ILWU has historically sup- ported single-payer, affordable health insurance for all Americans. Sen. Kennedy is drafting legislation to offer Medicare for all Americans, starting with individuals in the age range of 55-65 and to children 18 years and younger. Rep. John Conyers (D-MI) has introduced the U.S. National Health Insurance Act that establishes a single payer health care system. The bill would create a publicly financed, non-profit delivery. This health care program that uses the already existing Medicare program by expanding it to all U.S. residents and residents of U.S. territories. The ILWU will consider endorsing both of these bills after a thorough study.

On the other hand, President Bush proposed expanding Health Savings Accounts (HSAs), his corner- stone health care policy. HSAs allow individuals to save a portion of their income in special tax-free savings accounts that can be used for health care. According to Bush, this would empower consumers to shop around for the best prices and would reduce “unnecessary” hospital visits as people weigh the costs versus their need.

The problems with this proposal abound. These changes are like a new coat of paint on the Titanic’s lifeboats: it looks nice, but it doesn’t solve the fundamental problems with the nation’s health care or with HSAs in particular. On the most basic level, it seeks to destroy the risk-pooling system of insurance in use since the days of the New Deal. Sick Americans become consumers of health care serv- ices, forced to worry about the costs of every procedure and test their doctors recommend. Individuals are forced to bear the costs of all alone instead of with the power of large, comprehensive health insur- ance networks. When an insurance agent is whisking you away to the nearest hospital, it is unlikely you will have the power pull the plug and call around to other hospitals to check prices.

Another poor would be the hardest hit by an expansion of HSAs. Millions of Americans simply pay too much for insurance to make any tax credit an attractive option. Moreover, those who are already uninsured do not have the means to save enough money to make a significant contribution to these accounts.

So Bush and his backers in the financial services industry who stand to gain billions from managing and accounting these accounts are forcing this “consumer-driven” health care onto the country. He is doing to health insurance what he failed to do with last year’s failed Social Security privatization.

The American people need guar- anteed coverage. Universal coverage must be a public health policy to remove the burden of juggling accounts and the impossibility of comparing hospital prices. We need an equitable and economical solution to our cur- rent health care crisis. We will make the ILWU clear to lawmakers dur- ing the union’s legislative session.

Finally, the legislative confer- ence is focusing on the Employee Free Choice Act (H.R. 1098). It amends the National Labor Relations Act to add real check recognition during organizing efforts. Identical legislation has been intro- duced in the Senate.

Under the legislation, when a majority of employees sign union authorization cards they can file a petition with the National Labor Relations Board (NLRB) and the National Labor Relations Board (NLRB). If the NLRB determines that autho- rization forms have been signed by a majority of employees, the court will act as a mediator to call the union as the employees’ collective bargaining representative.

The ILWU delegation promotes providing for first contract mediation in the event that the parties cannot reach an agreement for a contract within 90 days. If the Federal Mediation and Conciliation Services is unable to bring the parties to agreement after 30 days of mediation, the dispute will be referred to arbitration and the results of the arbitration will be bind- ing for two years.

There are strong points in the legislation that are designed to preserve behav- ior by employers and increases the amount an employer is required to pay to workers during the dispute. In the case of the employee’s back pay when an employee is discharged or discrimi- nated against during an organizing campaign or first contract drive.

The ILWU legislative confer- ence is focused on the fact that the union promotes its values and shared interests to advance the cause of working people. We are careful to provide an extensive list of influential law- makers to address the delegates and are working hard to win over our members. Despite the culture of corruption and a corporate agenda that permeates the halls of Congress, the ILWU will continue to advance an agenda that truly represents the interests of workers.
Bayer Healthcare workers stick together, save jobs

by Tom Price

In their recent contract negotiations, warehouse Local 6 members at Bayer faced down a serious threat to job security—contracting-out of janitor jobs.

The trouble began last June when Bayer Healthcare Products told Local 6BA Donal Mahon and other members that it would hire a janitorial contractor to replace the warehouse Local 6 members. Some of the warehouse Local 6 members had been with the company for 15 years or more.

“Execution of this plan means we would have to face a contractor that is more experienced,” Mahon said.

The company's decision to outsource janitorial work was met with outrage from Local 6 members. The local union had been trying to negotiate with the company for several months to prevent the outsourcing of janitorial jobs.

Local 6 members met with the Teamsters Union to discuss the potential outsourcing of janitorial jobs. The Teamsters Union agreed to support the local union's efforts to prevent the outsourcing of janitorial jobs.

The local union and the Teamsters Union worked together to organize a campaign to prevent the outsourcing of janitorial jobs. The campaign included protests, petitions, and letters to the company's shareholders.

The campaign was successful, and the company decided not to outsource the janitorial jobs. Local 6 members were able to keep their jobs and their benefits.

The story of the successful campaign to prevent the outsourcing of janitorial jobs is a testament to the power of organized labor. Local 6 members and the Teamsters Union worked together to protect their jobs and their benefits. Their success shows that when workers stand together, they can win.
Recycle America workers bargain big gains

by Tom Price

Local 6 workers at Recycle America in San Leandro, Calif., reached a new contract with the company recently, after a year of negotiations.

The goal of the contract was to standardize pay between workers within the facility and the difference between union and non-union employees.

The new contract, which will be retroactive to 2004, includes a nine percent wage increase over the previous contract and a new pension plan.

Local 6 Secretary-Treasurer Fred Pecker said, "If it is a matter of public policy to sort the garbage, then the people who do it should be paid a living wage with medical benefits and pension so they can support their families while they do this vital work."

Local 6 scores big win in Republic contract

by Tom Price

Workers at Republic Services, the largest waste management company in the country, have reached a new contract with their employer.

The new contract, which will be retroactive to 2004, includes a nine percent wage increase over the previous contract and a new pension plan.

Local 6 Secretary-Treasurer Fred Pecker said, "If it is a matter of public policy to sort the garbage, then the people who do it should be paid a living wage with medical benefits and pension so they can support their families while they do this vital work."

The hospital was sold from Triad to Sutter a few years ago and when they switched employee healthcare plans, some things were locked up," Mahon said. "In this contract we regained 'well baby care' up until the child's third birthday, mammograms and pap smears once a year, and immunizations."

The hospital has been offering its non-union employees $25,000 retire- ment health savings accounts, and Local 6 got that in its contract. They also improved the language on educational benefits and got up to $1,200 per year in computer training contributions remain at two percent of wages in an employer-paid, defined benefit plan.

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ILWU member Michael Ponce named to Harbor Area Planning Commission

For a generation, residents around the Port of Los Angeles have been fighting for a more livable community—fought bitterly with an indifferent planning department and visionless city officials. Residents of San Pedro, Wilmington, Harbor City and Harbor Gateway would drive to develop the Port of Los Angeles only to battle with the very developers who seemingly owned City Hall.

We have a real chance now for more traditional development,” said Wilmington resident and ILWU member Michael Ponce, Jr., who recently took up duties as the newest member of the Area Planning Commission that serves committees around the port of Los Angeles.

This marks the second high-profile appointment of an ILWU member by Los Angeles Mayor Antonio Villaraigosa, who took office in July. The first was that of LEDCO District Council President, Joe Radisch, now serves on the city’s Board of Harbor Commissioners.

“Come from a labor background,” Villaraigosa told 250 labor leaders gathered Oct. 11 in San Pedro for a luncheon in his honor. “I am going to turn to people I know.”

As a boy, Ponce accompanied his father—a general contractor whose first language was neither English nor Portuguese—to City Hall, where he would be interpreter for talks between his father and city planning officials.

“I read the blueprints for my dad,” said Ponce, who spent more than 25 years working in his family’s construction company, stating that his father had built a home for his family which was honored.

“We need more community resources, like parks and services,” said Ponce, who cites a Wilmington Beautification Plan from the 1980s as an example of what can be done with vigorous city leadership. The plan died after Bradley left office and Flores replaced him on the Council.

Subsequent city leaders abandoned this vision just as final funding details were being ironed out.

“I’m pleased that my appointment means ordinary people will have a bigger voice in what our community looks like,” Ponce said. “Local needs should be what drives development.”

Ponce’s appointment to the five-member Harbor Area Planning Commission fills the seat left vacant by outgoing member Leland Hill. His term expires in 2009.

Michael Ponce, Los Angeles Mayor Antonio Villaraigosa and Cyndi Ponce at the swearing-in.

pushed by Mayor Tom Bradley and Councilwoman Joan Milke Flores, as an example of what can be done with vigorous city leadership. The plan died after Bradley left office and Flores replaced him on the Council.

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ILWU Canada docker killed in accident

by Peter Haines

Local 63 Secretary-Treasurer

Epifanio (Ep) Hernandez died while walking out to relieve his partner on the rubber tire gantry crane at TSI-Vanterm at approximately 6:30 p.m. on Wednesday, Jan. 4. Hernandez was 63 and a half years old.

His body was found by his co-worker Satvinder Sandhu. He had been run over by a large piece of machinery.

There are no eyewitnesses to the fatality.

Hernandez was born July 12, 1942 in San Pablo City, Laguna, Philippines. He was orphaned as a young child. As a young man, he was drafted to be a skilled heavy duty mechanic. He worked in Vietnam from 1966 to 1972 for U.S. Marine units.

He found work as a mechanic at Callens Detroit Diesel during the 1980s. He continued to work as a longshore mechanic from 1987 to now. He worked diligently in securing the maintenance work on the borgmasts for ILWU Canada’s longshore Local 500 at Vanterm because of his back.

Local 500 Secretary-Treasurer Cloyd Cloyd B. Grover, said Ponce is “a true ILWU member.”

Group ground with Callens Detroit Diesel. There is an ongoing investigation into the fatal stabbing of a laborer at Vanterm.

There is now a no-walk zone in the container yard at Vanterm.

More information is at his son’s website: www.groverhernandez.com/epi

Longshore retired, deceased and survivors

RECENT RETIREES:


RECENT DECEASED:

Local 5—Lester Hernandez; Local 7—Marvin Simonson (Alice); Local 8—Jack Easter (Leona), Robert Webb (Rosalie), Frank Evans (Mary), Faustino Hidalgo, Janay Walker; Local 11—Ector Quirin (Grace), A. Cesar Purrilla (Flair), Joe Lewis (Eddy); James Brandon (Elionna), George Robertson (Daisy), Donald Wilson (Margaret), Joseph Calabrese, Mario Ferraro; Local 12—Loido Spurina (Doris), Billy Hardman (Clarke), John Terzol (Marie), Charmaine Sneed; Local 13—John Brum (Anne), Stephen Curtis (Margaret), Richard O. Cruz (Ninette), Manny Caraballo, Elouise Weightman, Estelle Cooper (Betty), Jose Ujina (Eula), John Huss (Juanita), John Huss (Maria), Jose Pgoio (Kewa), Horon Urrea (Sooree), James Alexander, Yolanda Tomin, Frank Sandovall, Salvadore Tominado, Frank Hernandez; Local 16—Emmanuel J. Taylor Jr.; Local 21—Clloyd Snutch (Ladonna); Local 23—Victor Peterson (Doris); Local 29—Harold Kassner (Sharon); Local 32—Leon Brown (Mary); Local 34—Raymond Duran (Patricia), Burt Stretford; Local 52—Robert Vasquez Jr. (Kathryn); Local 63—Robert Schroeder (Connie), Victor Christensen (Bonnie), Lloyd Hershey (Bernice), Earl Young (Dorothy); Edward Tresson (Nina), James Lavoy (Ponna); Local 92—Bernard Condatt (Ruthy), Local 94—Marina Gutierrez (Eva). (Survivors in parenthesis.)

DECEASED SURVIVORS:

Local 8—Viola Cox, Bernadette Hedgeron; Local 92—Robert Keenan; Local 94—Donis Dalton, Alvene Dragovich.

The ILWU Local 10 Drill Team threw itself a party for its 40th Anniversary Dec. 2, celebrating four decades of service as ILWU ambassadors, spreading good will andsolidarity for the union. The evening’s ceremonies also honored its leaders and for its captain, Josh Williams.

Williams established the Drill Team Dec. 12, 1965 along with Joe Brown and Richard Thomas. The 20 longshoremen who comprised the first Drill Team gave their first public performance in 1966, leading the United Farm Workers grape strike solidarity parade down San Francisco’s Market Street.

Since then the Drill Team has represented the ILWU proudly at many important events. They escorted Martin Luther King Jr. when he visited the Local 10 hall and was honored as a member of the local. They marched in South Carolina at the demonstration supporting the Charleston Five, over the Vincent Thomas Bridge during the celebration of Harry Bridges’ 100th birthday, at the protest in front of the PMA during the 2002 longshore contract struggle and performed at International Conventions.

This evening ILWU International President James Pinosopa presented Josh Williams with a plaque honoring him for his 40 years of leadership. “Your creative contributions as Drill Team Captain exemplify the high quality standards, traditions and discipline of the rank-and-file men and women of the ILWU” the plaque read.

—S.S.

LOCAL 10 DRILL TEAM TURNS 40
Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS:**

The ILWU Story: 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**

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Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike. **$13.00**

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