

# AN INJURY TO ONE IS AN INJURY TO ALL



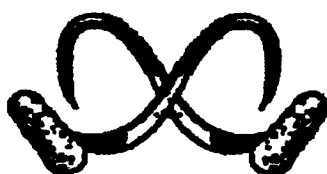
**PUBLISHED BY  
SEATTLE ILWU-PENSION CLUB**

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[www.ilwu19.com/rustyhook](http://www.ilwu19.com/rustyhook)

**VOLUME 15 – No. 2**  
*Summer 2006*



**PACIFIC COAST PENSIONERS ASSOCIATION**

3440 EAST MARGINAL WAY S.  
SEATTLE, WA 98134  
206.343.0504

**MEETINGS:**

June	5
July	3
August	7
September	No meeting

## How Did Our Oil Get Under Their Sands?

by Dave Chaddock

Why is the price of gasoline rising? In one sense it is simply an inevitable result of supply and demand.

There is a finite amount of oil on this planet, and it is becoming more difficult and expensive to extract it. At the same time there is an ever growing demand for this increasingly elusive liquid.

But there is something else going on, a bullying tendency on the part of the United States, which makes it act as if the control of the world's oil was its own exclusive prerogative. This tendency came to full expression in 1953 when, right after Iran nationalized its oil industry, the US simply set about to overthrow the Iranian government.

The Bushes, father and son, have intensified this unfortunate tendency. Back in August of 1990, when Treasury Secretary Brady was trying to explain to Daddy Bush that Saddam's takeover of Kuwait would force the US to adapt to higher oil prices, Bush angrily interrupted him. "Let's be clear about one thing", he declared: "We are not going to plan how to live with this !" Raising the price of OUR oil was just not permitted! And in a major speech in 2002 Dick Cheney pronounced that Saddam could not be allowed even to control the oil within his own borders. This was "a great portion of the world's energy supplies", Cheney noted. Indeed, Iraq had proven reserves of 112 billion barrels

in 15 developed fields, and 58 additional oil fields on tap. To be an oil company in Iraq, as one European oil executive put it, was like "being a kid in F.A.O Schwartz."

But the problem is, bullying produces blowback. A direct line can be traced from the US overthrow of the legitimate government of Iran through the resulting Shah Pahlevi government up to today's hostility of Iran to the US.

And the invasion of Iraq has not brought any oil security to the US, since it has so angered the populace that sabotage of oil facilities has become an everyday occurrence. At present, Iraq is producing 900,000 less barrels of oil a day than it did before the war. Nor did Bush help his own cause when, on April 3, 2003, a US Navy plane dropped a bomb on a bridge which, up until that point, had carried Iraq's main pipeline carrying crude oil across the Tigris to its refineries and export terminals. After that there was a \$220 million fiasco during which US engineers tried and failed to run pipelines underneath the river, ignoring the fact that this was an old earthquake fault zone full of jagged boulders that resisted drilling (See NYT 4-25). Still another "noble effort" was Bush's attempt to overthrow the government of Venezuela, thus alienating practically all of Latin America, and further jeopardizing US oil supplies, as Chavez seems more interested in helping his own people than in

## A Lucky Day on the Waterfront

By Jon Halgren

1960 High school is finished and it is time to earn money for college. I went to the Longshore union hall on Western and Union. I learned I would have to appear at the Executive Board with my Dad. It was something for the record so I could get papers to apply for a Navy pass. What a mess. As I remember I was asked what my Grand Father and Grand Mother on both sides did when they were young.

I applied for the pass and that was the main thing. I could not work at the Navy until I had a pass. The Navy piers could berth 12 to 16 ships, depending on sizes. It seemed work was heavy on Monday and toward the end of the week. I did not expect to work.

On a Monday, I joined the rest of the casuals seeking work.

Names were called and men walked out of the building. They seemed to know where they were going. My name was called. "Refer, pier 67, late start, on the fish boat, take the slip."

What did that mean? I was lucky, and a longshoremen remembered when he started and must have seen the confusion on my face.

"Hey, kid. The fishing boat is late; it will be at pier 67, sometime after 9 and you will be discharging frozen fish. Bring warm clothes because the hold is below 0 C and you are down in it."

It is mid June, I am dressed in jeans and a light shirt, with sneakers on my feet. What am I to do? Give the job back, and wait seven more days for an opportunity. No. I called home to ask if there was any way to get cold weather clothes brought down to me.

I have two older brothers and three sisters so I had hope. I was sure glad it was a late start and I had additional time to prepare. My luck was good that day. Someone would be there as soon as possible.

We agreed to meet out on the street, at a passenger load zone. Could we make it in time?

It worked out. I walked down the dock as the fish boat came in.

I was dressed for mighty cold weather. I had trouble moving because of all the clothing. This boat was like a pleasure boat compared to the container ships of today. It must have been 20' by 50'. The hatch was covered with tarps. We took off the tarps one at a time and had them neatly folded and stacked on deck. They must have been worried about heavy weather as they used three tarps. The hatch was really small, it was about 8' by 12'.

We took off the hatch boards, or as the longshoremen said, we uncovered the hatch and there were the fish.

FISH, I had never seen so many. Frozen whole and loaded into the ship. Water was sprayed on to keep the fish in place in high seas. How could we possibly get them out of the boat? I was willing to come back after lunch. Maybe they would thaw. No chance. We put a rope sling around the tail of 8 fish and the winch driver would give a pull with the gear. It worked. To keep from getting hurt, we had to watch for fish that were broken from the pile as they could slide down on you.

When the slings came in we would to get another 8 tails of fish picked out, loop the rope on the tail and find a safe place to stand. Now I had on the extra shirt, coat, and pants. I felt very good. Nice and warm. The 0 Celsius did not bother me, thanks to my older sister who brought me the extra cloths.

For lunch I walked over to Ivar's and had fish and chips. For some reason, after lunch it felt very cold in the refer hatch. When exhaling, your breath made a fog. Toes seemed to be a little brittle, but none broke.

When we hooked up the last load of fish we were happy. We covered the hatch, spread the tarps and headed for home.

I had a lucky day. Someone asked where I lived. "Capitol Hill" I said. "Hey Ole lives up that way. He can give you a ride." I got a ride with Ole, in his 1960, red Chevy. He lived about five blocks north of me. I was tired from the excitement, concern for my safety and working with the wonderful, helpful, good natured longshoremen.

I did have a lucky day.



### Out Sourcing Hits Longshore

by Del Castle

Many of us have long thought that our jobs were exempt from outsourcing. Docks are not subject to moving around the globe. ( But Del urges us to consider an article from the Feb. issue of MONTHLY REVIEW which may lead us to reconsider. The article speaks of a contemplated scheme to create two vast transport corridors originating in Laredo, one of them reaching up to Minneapolis, the other further east in the direction of Indianapolis, To serve these corridors, in addition to the container terminal at Lazaro Cardenas, terminal facilities are being expanded in Ensenada and Manzanillo on the Pacific Coast, and Vera Cruz and Altamira on the Gulf. Also there is a multibillion dollar effort at Punta Colonet to divert the flow of imports from LA and Long Beach through Baja. Crane operating and other longshore jobs could be outsourced to these places. Distribution centers near US ports could be diverted to Mexico as well.

So what does all this mean to the port of Seattle? Obviously - less jobs, not right away but bound to have the same effect as M&M of the 70's.

What can we do? First we must establish solidarity between Mexican and US waterfront workers including teamsters with the perspective of having Mexican waterfront workers join the ILWU. If successful we could put a spoke in the globalization scheme to cut wages, hours, safety, pensions, and health and welfare on the US west coast waterfront. This is an all-out threat. It is well-planned, backed by the corporate bosses, and could set US labor back to what it was in 1934. So let's get serious and do whatever it takes to save and revitalize organized labor.

The job you save may be your own.



### ILWU/PMA Alcohol/Drug Recovery Program

Available to all  
Actives, Pensioners and their Families.

Contact; Donnie Schwendeman  
Puget Sound & Washington Area Rep.  
3600 Port of Tacoma Road Ste 503  
Tacoma, Washington 98104  
253-922-8913 - Fax 253-922-8956  
E-mail - DSchwendemanILWU@aol.com

### ILWU Federated Auxiliaries Annual Convention May 2006 Olympia, Washington

By Leona Cunningham

President Aux #3

The ILWU Federated Auxiliaries had their conference and convention on May 20 - 21st in Olympia Washington.

The conference was hosted by Auxiliary 38 Olympia. We wish to thank them for all their work.

International Secretary/Treasurer William Adams attended and spoke to the members of the convention about a variety of issues concerning the local's and auxiliaries.

Sherman Wills Local 47 member from Olympia came and spoke to the convention about how things were on the Olympia Waterfront in the good'ol days.

As President of ILWU Auxiliary # 3 I encourage all wives and daughters of all "A" and "B" registered members and Casuals to join the Auxiliary. Dues are \$15.00 per year and we have monthly meetings the first Thursday of the month at 11:30am in the Local 19 Executive Board Room.

Our address is;

ILWU Auxiliary #3  
3440 E. Marginal way S.  
Seattle, Washington 98134

My e-mail is;  
ibquiltin@unions-america.com

**We hope to see you at the 39th Annual  
Pacific Coast Pensioners Association  
Convention**

**Hosted by the Puget Sound Area  
To be held in Tacoma,  
September 17th—20th, 2006**

Executive Board 17th, Convention 18th—20th

April 15, 2006

Brothers and Sisters, Time is flying and we wanted to send you the pre-registration notice so you can start planning and encourage others to attend the Convention in September. We are working hard to make this a convention to remember! The facilities at the Sheraton are outstanding and we have a lot to do and see in the Tacoma area as well interesting side trips, (a) Monday afternoon Tour and catered luncheon at the LeMay Antique Car Collection (b) A trip to the Emerald Queen Casino which includes lunch at the EQ snack bar. Also a great seafood dinner and barbeque thanks to Local 23.

Hope to see you there!

Registration Fee is \$45.00 per person payable on arrival at the registration desk.

The Convention will be held at;  
Sheraton Tacoma Hotel  
1320 Broadway Plaza  
Tacoma, WA 98402

Room type	Single	Double	Additional Person
King /Double	\$124.00	\$124.00	\$10.00
Deluxe King	\$144.00	\$144.00	\$10.00
King Suite	\$234.00	\$234.00	No charge

Hotel 253.572.3700 Reservations 1.800.325.3535

Host Chairman: Daryl Hedman 253.564.6472

Co-Chair: Bill Roberts 360.879.5730

Seafood dinner and barbeque by Local 23 on Sunday  
Sept 17th at 5:30pm

Hosted Banquet and Dance Tuesday Sept 19th.

*Final Dispatch*

**PENSIONERS**

Frederick R. Berg 52  
Henry Crew 19  
Francis T. Fair 52  
Fred W. Hatch 19  
Roy W. Johnson 98  
James A. Robinson 19  
Dennis Shore 98

**SURVIVORS**

Hazel E. Baun 52  
Vivian Behrens 19  
Jeanette L. Fox 19  
Henrietta M. House 19  
Daisy M. Jump 19  
Marie V. Lewis 19  
Regina M. O'Donnell 52  
Janet Woll 19

**Report To the Seattle Pensioners  
From March 7th through April 3, 2006**

By William Lassiter

- Visited FRED BERG at Park West in West Seattle a number of times. He is very ill.
- Called PAUL MCCABE at home.
- Called JOHN JOHNSON at home.
- Called FRANK SHCUR at home.
- Called ELIAS (DUTCH) SCHULTZ at 206.329.7749. He would like calls and visitors.
- Called VAL SWEGAL at home.
- ROB EVERITT called about the pensioners item in the RUSTY HOOK.
- CLINTON STUBSJOEN called from Danville Kentucky about the pensioners item in the RUSTY HOOK.

**Report from April 4, 2006 through May 1, 2006**

- Visited FRED BERG at Park West FRED BERG passed away in the second week of April.
- Visited ROY MURREY at Mount Saint Vincent in West Seattle, He had an operation on his leg. He would like visitors and calls at 206.937.3700 room #221.
- Called PAUL MCCABE at home.
- Called JOHN JOHNSON at home.
- Called FRANK SHCUR at home.
- Called ELIAS (DUTCH) SCHULTZ at 206.329.7749. He would like calls and visitors.
- Called VAL SWEGAL at home.

If you know of anyone that would like a visit or a phone call, please call me at 206.938.3207.

## Conversations With Harry

By Ian Kennedy

I wasn't able to return to San Francisco in March, but I was damned if I was going to miss the April "appearance" of my new found friends. I entered the bar a little before nine, I was just getting seated at the bar when they walked in. Harry waved and motioned for me to join them at their table.

I went over, Harry smiled, "We missed you last month, glad to see you made it this month. Frade you wouldn't take us seriously," he remarked.

I ordered a round of beer for the table. "I hope you don't mind if we talk about the Union?" I asked. "That's what we came for." He responded. "I think we were discussing the six hour---" "Now Harry, don't get started on that." Henry Schmidt interrupted, "We've got a very limited time and a lot of material to cover." He turned toward me, "What do you know about NAFTA?" he asked. "Well, the simple answer is that it is the movement of high paying, manufacturing jobs from the U.S. and Canada to Mexico and other Central American countries." I responded.

Harry looks at me, "What about the ports?" he asked. "The major ports in Mexico were privatized and the unions were broken. I believe that company unions were set up. The terminals were expanded and modernized to handle a large number of containers rapidly. As I recall, SSA has gained control of the majority of the terminals. At the time all this was going on, the International sent observers who reported back to the Union." Jerry Bulcke asked, "Wasn't that several years ago? What have they done since that time?" I thought about his questions as I paid for another round. "As I recall, we sent observers down a couple more times. There was some concern that in case of a strike, these ports would be used. I can't say if the International is still giving much thought to Mexico and what is happening."

"Don't they realize that since NAFTA, container traffic through Mexico, into the US, has increased 450%, to almost 1,000,000 units a year?"

That they have built a transportation corridor through Mexico, into the US. They have built and are operating a railroad line from Lazaro Cardenas to Kansas City." Henry paused to finish his beer, as I motioned for another round. He continues, "They have built a super highway that parallels the rail.

You know, in 2003, between rail and truck, 4,500,000 containers came up the corridor into Kansas City, then to all points in the US. Shippers are being offered a 15% savings to go this route." "Are they depending on one port to move all these containers?"

I asked, and what about the Mexican trucks? The ones I've seen couldn't handle that kind of hauling." "Terminals, besides Lazaro Cardenas, they are operating and expanding terminals in Ensenada and Altamira. And that's only on the Pacific coast, there's more on the Gulf. To top it off, they're building a megaport at Punta Colonet to divert the cargo from Los Angeles/ Long Beach."

Henry stops and finishes his beer. Harry interjects, "The treaty permits the eventual moving of the trucking jobs south. As of this year, US trucks can be driven by Mexican drivers out of US terminals." Bulcke interrupts, "I hate to be the bad guy, but our time's almost up." Harry continues, "The union has spent all their time defending this last contract. The leadership can't ignore what is going on down south. We must take the initiative. We have to really become international and organize south of the boarder." He sighs, "Okay Jerry, let's go."

Don't let this end here kid. It's a pain in the ass, if you ask me." As they get up and leave, the waiter brings over the bill and hands it to me.

Check future issues for Conversations With HARRY.

## Why the Pacific Coast Pensioners Association?

Excerpts from the May issue of the *Dispatcher*

By Arnie Auvinen  
PCPA President

In a monumental negotiations breakthrough, the first ILWU pension checks were passed out to retiring ILWU longshoremen, clerks and foremen in July 1952. Soon after retiring, these pensioners began to organize into clubs in the various areas of the West Coast. In the beginning a main purpose of the pension clubs was to provide a place and an opportunity for ILWU retirees and their wives to visit and keep alive satisfying work and fraternal relationships going back many years. The purpose of all this was to have a fraternal organization of ILWU pensioners that would give them unity, direction and purpose. Through their association they would have a voice to speak for them at both the union and the national

## Impossible forte meets plates — and copra

By Tank Nelson

Some very nice contacts lately. In each case, there was a secondary theme that took the form of a question. Three got top billing; the book, the accident with plates, and copra. In that order, here we go.

The book is titled *The Impossible*. It's a biography about an extraordinary man named John Alexander. Two and a half years to write, it's written using column-size chapters. I tried it a couple of ways, but turns out using 750 words at a time is my forte. Well, if I have a forte. Maybe a rule of thumb here: This is close to column 600... could that demonstrate forte? *The Impossible* was recently given a shot by a big publisher in New York.

These folks are so upper-level that their address lists floor of the building they occupy. Very exciting... longshoreman, first-time author, and the folks on the 17th floor are giving it a read. E-mails, phone calls... I'm doing a little air walking. Then, new names from 17th floor come into play.

Air walking is daily. Then, they let the air out: "Good work, interesting, but not for us at this time." The pavement isn't any harder, but it's different after air walking.

A few days later, the choice is evident. Shuffle the cards, and deal a new hand. I didn't know about a book called *Writer's Market* then, but in this book they list all the other publishers. Some list floor where they are located, some list POBs. Being the new kid, I figure "Don't discriminate ...write to them all." Number 102 went out yesterday. Five pleasant rejections so far, each one furnishing a little more information.

Time, information, desire, and the game is afoot. Of course, I'll keep you up to date. There's a lot to know.

Before this is let go, think Pedro High, longshoring, steel plates, and copra. Now, roll all of this around with places like the 17th floor. Isn't life full of surprises? OK, those plates. In 1952, reefer ships mostly carried bananas. Men, here and in Central America, carried stalks into and out of ships by hand.

Perforated pine floors were just fine for this type of loading. When it was decided to sell California oranges in the Orient, things needed changing.

Oranges can't sit without refrigeration. Everything had to be quick, so they could stay cool. Here, trucks dropped them off in the warehouse, dock men put them on pallets, and in they came. Thousands of pounds needed to cross those pine floors. Enter steel plates and the need to bring them in and send them out. And, yes, accidents happen. When the plates fell on that ship in the

Outer Harbor, eight guys each got very lucky. To this day, it still makes me a little queasy to think or write about it. One never forgets the sound or the smell of fear.

Update: Containers don't use plates, eight men, or pine decks.

Copra. Many didn't know what it was. Yes, sometimes I drop into longshore-speak. Copra is dried coconut that is broken into pieces. This was loaded onto ships — top to bottom — in the '50s. You dug down into it, and loosened pieces were vacuumed up and out of the hatch onto the dock where it was boiled down for the oil, then soap, margarine, etc.

Now, how we almost drowned in dried coconuts. When it was loaded, its own weight packed it down hard. In our hatch that day, a pipe had broken and for weeks had saturated a huge area. The hard-packing had contained it; my partner's pick opened an exit route.

As I said, we got out with a split second to spare. People on the 17th floor don't know how close they came to not having a Pedro longshoreman's book on their desk.

## Why the Pensioners Club?

From page 5

level. They believed that a fraternal adjunct to the ILWU would be of considerable value. The pensioners and wives who gathered at the first convention were all veterans of the 1934 strike. They had been together through the struggles of the 30s and 40s and knew there was no such thing as a free lunch. They understood that in order to maintain their benefits they had to support the ILWU as they did when they were working.

The ILWU still needs the support of all pensioners, spouses and widows. Out of 8,700 eligible retirees, only 2,700 are members of the PCPA. Our union and the labor movement as a whole are at a crossroads, and both need the support of all the ILWU pensioners. There is no one among us working or retired who should forget that what we have today is here because someone fought on our behalf long before we were part of the union movement. We "old timers," pensioners or whatever we want to be called, should not sit back and collect our pensions and Social Security and ignore what has happened with the airline and automobile companies, where pensions and retiree health care have been slashed or eliminated altogether, and think we are immune. Only by joining in the struggle can we be sure what we enjoy today is not lost.

## AN INJURY TO ONE IS AN INJURY TO ALL

### How Did Our Oil Get Under Their Sands?

From Page 1

rapidly exhausting his oil reserves for the benefit of the US.

And now sophisticated oil traders have gone in for the kill. Huge hedge funds are betting their money on the assumption that the price of oil will only continue to rise. And thus the price rises even higher, feeding on itself.

Instead of making the problem worse by trying to bludgeon others into submission, would it not make more sense to try getting along with people in the rest of the world, who, like us, want a share in the good things of life? We all live on the same planet, and we all face the same problem of finding a long-term solution for our energy needs.

### THE LOCAL 19 "72nd Anniversary" "Bloody Thursday" Memorial Picnic

July 5th, 2006

Will be held at;

**Vasa Park & Resort**

**3560 W Lake Sammamish Rd SE Bellevue**

Go east on I-90 to exit #13

(West Lake Sammamish Rd SE – Hwy. 901).

From the off-ramp take a left and stay in the left lane heading North on Lake Sammamish Rd for 1 mile until you see a large building painted "barn red" on the left side of the road.

**10:00 am – 7:00 pm**

**Food served 11:00 am – 4:00 pm**

#### **Events;**

A Picnic and Potluck

Raffle – Hand made "ILWU" quilt

Activities – Basketball, Volleyball, Horseshoes

Lake Fishing and Boat Launch

Swimming (life guard on duty) & Waterslides

R/V and Tent Sites Available

Glass not permitted on premises

### CORRESPONDENCE

From MURRELL LEE Lake Tapps, WA  
Please find enclosed a check (\$72) for this years dues. Use the extra for the RUSTY HOOK that I enjoy so much.

Thanks

MURRELL LEE

Thank you MURRELL for your donation and renewal.

From PATRICK BRENNAN

No note but a nice donation of \$100 to the RUSTY HOOK and \$100 to the General Fund.

Thank you PATRICK!

From CHESTER SAMPLE

Also no note but the \$100 donation the RUSTY HOOK is very much appreciated.

December donations to the DAVID OLSON Endowment Fund.

TANK NELSON \$20.00

WILLIAM NEILL \$100.00

From PATTIE & CHRIS MCCORMICK

No note but a nice donation of \$100.00.

Thank you PATTIE & CHRIS.

From THOMAS LYONS Edmonds, WA

Thank you THOMAS for the donation of \$28.00 to the RUSTY HOOK.

From TED HANSEN

A nice \$70.00 donation to the RUSTY HOOK.

Thank you TED.

From JOHN FISHER

Thank you for the \$70.00 to the RUSTY HOOK.

THE  
**DICK CHENEY**  
COD

WAR  
INTELLIGENCE  
ENERGY  
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DOMESTIC

WE'LL DO  
ANYTHING  
TO PROTECT  
OUR SECRETS.



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Dick Melton  
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Bob Rogers  
**Secretary Treasurer**  
Parker Johnston  
**Recording Secretary**  
Pete Collen  
**Trustees**  
Bill Lassiter  
Carl Woek  
Mike Caso

**ILWU Benefits Office – Nick Buckles, Director**  
**Jefferson Square 4700 42nd Ave. S.W. #551**  
**Seattle, WA 98116**

**206.938.6720**

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