

AN INJURY TO ONE IS AN INJURY TO ALL



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In Memory FRED BERG DEL CASTLE

MEETINGS: November 5, December 3, January 7, February 4

www.ilwu19.com/rustyhook

International Dockworkers Council

I had the opportunity to represent the Seattle Pension Club, as an observer to the IDC, held in Long Beach, the early part of August. The Washington area pensioners were represented by PCPA president, Rich Austin, myself and the Tacoma club president, Ken Rohar. Locals 19 and 52 each sent two observers and local 98 sent one.

his (Barcelona,) local, a dynamic young man who has some great ideas on how to progress. The two biggest problems he will have is to get the member unions, (those that can,) to pay there dues and then to establish a working relationship with the marine division of the ITF. I wish him luck.

It was interesting to see that all the ports from around the world, were having some of the same problems we have, with some of the same Employers.

The gathering was hosted by the Southern California locals of the ILWU, everyone was well taken care of.

I would like to thank the ILWU International, the PCPA and the Seattle Pension Club for this opportunity.

Fraternally,

Ian Kennedy

The IDC was established as a result of the lock out of the Liverpool dockers, and their ultimate defeat. The council is made up of dockworkers from the south of Europe, South and Central America as well as the east and west coasts of North America. The ILWU is the only member that also belongs to the ITF. The ILA has not joined as a unit, but has several locals that belong.

The out going, (founding,) director is from Barcelona, Spain. Who is being replaced by another member of

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### Mud Flats

By Jon Halgren

Mud Flats, not the official name but you knew what it meant. This is one of those days that you wait for a job. This is what happened. Ray Fox, the dispatcher, came in with only one pad. "Well it is after 8:30, so the peg does not move. This is a good one. Two lashers are ordered, for Barge #417, at the Mud Flats. It might be good for a few days. Like all jobs things can change. If you turn to, you have an eight-hour guarantee. OK, under the peg is Carl and Jon. That is all I have at this time." "We should have pulled our peg and gone tonight." "Well there has not been much work at night. Like they say 'one in the hand is worth two in the bush'. I am staying with the job." "When you see the dock you may change your mind." Said Carl, who had worked the MUD FLATS before.

What a job. It did not take long to learn why it is called the mud flats. It was like an undeveloped dock. There was no decking of cement or asphalt just plain DIRT.

Red and Art were driving the crane that worked the barge and also lifted loads off trucks if too heavy for dock equipment.

We checked in with Gabe, the Lashing Foreman, he had us start on the aft end of the barge. There were a number of flat racks with building materials on them.



## Final Dispatch

### PENSIONERS

Balleriano Asis 19  
Charles Black 52  
Angel Domingcil 19  
Robert Hein 19  
Walter Hughes 19  
John Johnson 19  
William Miller 19

### SURVIVORS

Nabiha Annan 19  
Lorraine Costa 19  
Narvlee Fitch 19  
Bessie Fox 19  
H. Carolyn Gacek 19  
Catherine Glass 19  
Nancy Toliver 19  
Lillian Warren 19

Chains had been hung on the four hi flats and we were to pull the chain in the correct direction, attach a turnbuckle, tighten the turnbuckle and put in stopper wires.

Loading the barge started the day before. The crane being used was a "Manitowoc" which had the ability, and versatility to work cargo from trucks or cargo going to the barge.

Cargo going to the barge had to be considered as to port of discharge and weight of unit.

Autos stowed in flat racks and placed four hi needed special attention. We had to go up a ladder and work our way to the auto flat rack. We would use #9 wire or wood blocking to secure the auto to the flat rack. We tried to do all autos since we were working them, but we could see some carracks still on the dock.

It seems we had a job good for several days unless the cargo did not arrive, and with the weekend coming we might be laid off. OH, well.

The Port of Seattle did not own the Mud Flats at this time. Things changed after the POS took control of the acreage.

They made improvements, such as facing on the dock, strengthening the apron and surfacing the yard area as well as the dock area.

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### Conversations With Harry

By Ian Kennedy

Returning from the IDC conference, I decided to stop in San Francisco, hoping I'd be able to catch up with Harry and company. I was in luck.

When I walked into the bar I saw him sitting at the usual table with Henry.

They both seemed in good spirits and were laughing as I walked up.

"What are you doing here already? I wasn't expecting you for a couple more weeks." Harry asked.

I responded, "I was just in Long Beach for the IDC conference. And thought I'd try to save a trip down later."

"So, I'm not worth a special trip?" he asks with a smile. "So, tell us what has been going on. Will there be early negotiations? Are they gong to bring the widows up to par? Hell, are them employers going to live up to the last contract??"

"I'll ignore your first question." I replied. "As to early negotiations, yes. If I remember correctly, negotiations should start in April."

"Well kid, you tell the boys for me, they shouldn't let them suits play ring-around-the-rosey with them. The minute they start there stalling tactics, send the crew home. And make sure you get there wish list at the same time you give them ours. And don't think just 'just cause you got them democrats in congress, you got the employers up a creek. Shit, look what they tried to do to me.

Democrats are only a little bit better than Republicans, you listen to me kid, I've been through it all." Harry drains his glass and refills it from the pitcher.

"You mind if I have some of that?" I ask, pointing to the beer.

Henry is smiling, "You listen to him, he knows what he speaks. Labor hasn't wagged the dog in a long time. Certainly not since the AFL and the CIO merged. This new group, Sterns and Hoffa, there from the same shoe. I don't see them doing anything."

Harry nods, "Need to beat them at there own game. Get all the Dockers working together. The ITF and the IDC have got to work as one. They have the same employers as we do. They may call themselves different, but they aint."

The bar keep sets a fresh pitcher on the table. "This ones on us Harry, we owe you that."

"Thanks Mac, it's good of ya." Harry replies. "Drink up kid, you're way behind." He's quiet, drains his glass and refills it. "You going to the caucus?" I nod. "make sure they get my message." Again I nod.

*Continued on page 6*



## AN INJURY TO ONE IS AN INJURY TO ALL

### A Whale is Landed by Seattle Dockworkers

By Jon Halgren

"OK, Bill, I will tell you how it happened". It was about 2:00 when over the radio came "There is a whale in the waterway." We all started flipping channels to get more information. We were still trying to clear the back up from lunch. Just like now, at our lunchtime the trucks wait so there is maybe 100 rigs trying to get loaded or unloaded. Carl, my partner, walked over to the apron for a close look at the whale. He kept me informed as to what was happening "Man it is big." Carl said.

The whale had wrapped, and twisted itself in the net and that caused suffocation. Bill, "Do you remember the fish house at Pier 24?" "The fisherman was going there to deliver his catch. What could the fisherman do with the whale? That was the question of the day."

The Dock foreman offered assistance to get the whale out of the net and allow the fisherman to deliver his load. "Maybe we can help clear the whale." "That would be great", said the fisherman. "I will even thro in a couple of salmon if you can free me."

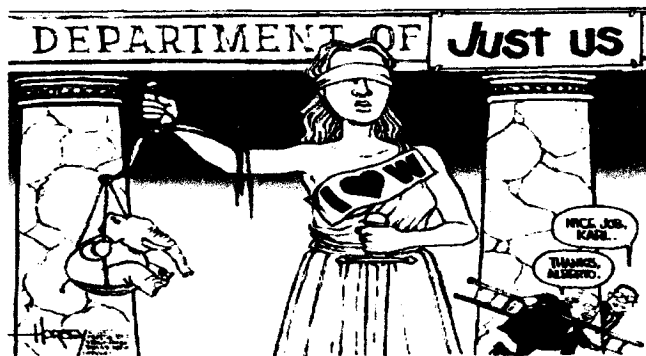
It was close to coffee time and the foreman called the gear locker for: one 5/8, by 20ft eye and eye sling, a 5 ton snap hook, and 2 5/8 by 8 ft straps, and 2-5 ton shackles. The gear locker must have of heard what was happening as they were there in a flash. Hand held radios were relative new on the waterfront and the foreman carried his in his chest pocket. Standing upright his radio stayed in place. During the coffee break truck drivers and office workers came out to marvel at the sight. It was very unique.

The boss hooked a 20 ft. sling to a 25ton lift and then went down hand over hand. He was in the process of hooking up the sling when he bent over and out of his pocket slid the radio. It did bounce twice and then slid down the whale into the water. Never to be heard from again. The lift operator, oh so gently raised the whale to clear the bull rail and then backed away from the crane tracks.

Coffee was over and a superintendent reminded the foreman that the work at Pier 25 was to move containers not whales. All the crane operators heard the message and we put the Star-cons to moving containers. In about an hour the back up was taken care of.

WHAT TO DO WITH 6,000 POUNDS OF DECAYING WHALE? U. W. has a Department of Oceanography, they can do research. NO, Do not bring it to us. The fish house in right next-door. It is not fresh, and they do not want whales. City dump? No they do not want the smell or the work of cutting it into small workable sizes. A Rendering company is a place that cooks or renders animal pieces into fat. YES! The next morning a Rendering Company truck was loaded with the whale. It stayed in one piece and away the whale went. After a good Seattle rain the odor at PIER 25 returned to normal.

Now you know why they have "No Fishing" signs on the docks.



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### Volkswagen comes to the Port of Seattle

By Jon Halgren

The surprise of the week was when it hit the papers that the Port of Seattle was going to be the west coast point of entry for Volkswagen autos.

Vessels, in fact, did come with Volkswagen autos. They would hire four or maybe five gangs. We would uncover the top deck and there would be the most brand new autos I had seen in one place. We would stand and be amazed at the sight of those beautiful autos.

"OK, let's go to work and delash. All autos come off here in Seattle. They are all OCP. Keep your hands and feet off, and do not let anything fall onto the cars." That was the Greek (the foreman) reminding us that we need to take care of our work as the auto contract had not yet been finalized.

Later I was able to ask about "OCP". I was told it meant overland common point.

The cars might go to Chicago, Boston, Dallas or New York. The shipper would use facilities at the Port of Seattle to build up an inventory to fill a train to a certain destination, which might be 1200 autos.

To get the autos out of the square there was a special lifting device for each gang. This would be used to open the square. We would carefully get hold of a steel fork that would be placed under the tire. As the winch driver lowered the gear, four stevedores would each take a wheel fork and guide it down and slide it under the auto wheel. The wheel fork actually went in front of and behind the wheels and seemed to clamp on the tire as the gear was lifted.

When things were set the winch driver would lift gently, the tires would snug up and the car would go to the dock. We would take out enough cars to allow the automatic spreader to be used without damage to other cars.

The auto spreader had four legs covered with rubber. As the winch driver would lower the spreader, the stevedores would line it up so a car could be driven on. There were little flipper ramps forward and aft, as strain was taken on the spreader the ramps would go up, preventing the car from rolling off, and keeping the car in place until landed on the dock. On the dock the car steering truckers would get in and drive the cars to a place on the dock. The city of final destination generally determined the sorting of the autos. There was lots of space at Piers 90, 91 so cars could be spread over a large area.

Considering the amount of labor used for auto ships we had a good ride. Two or three, CST, per gang depending on the distance the cars were to go from the ship. The gangs consisted of HT, WD, 2 SL, 2 WB, 2 LS, and 2 XLS, a FM, SC and Clerks.

The POS was played and, after a few ships VW announced that they would try the Port of Everett looking at damage and productivity in Everett.

After Everett VW tried Vancouver, Washington, and then Portland.

We would work the car ships, sometimes singing, laughing, telling stories, but enjoying our day and feeling good when we finished our work and headed home.

**\*\* SOLIDARITY \*\***

**\*\* ALWAYS \*\***

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### Correspondence

From WALT VINING, Seattle.  
A token of huge appreciation for the "Rusty Hook" in memory of an outstanding longshoreman and an all around swell guy "BUTCH BOWMAN." \$50.00 to the Rusty hook for BUTCH BOWMAN.

Thank you WALT. We are honored to be mentioned in the same letter with BUTCH BOWMAN.

CARL WOECK donates \$60 to the General fund and/or Rusty hook.

Thank you CARL, for the money and for your service to our club.

From KENNETH ROHAR of Local 23, Tacoma, a welcome fraternal \$25.00.

Thank You brother ROHAR.

### Mud Flats

From Page 2

A new operation came to the area "McLean" to use the refurbished "Mud flats". A short time later Sea/Land took over the Operations. It was a long time ago. The Banana Terminal slipped into history and APL or Eagle then used the land.

Operators, come and go, terminals change, labor at facilities goes as dictated by the employer. The ILWU has survived for over 60 years, let's keep it going.

### Conversations With Harry

From Page 3

He slams his empty glass down on the table, pushes himself to his feet. "Time to go Henry." He looks at me, "Hear you're going to Europe this month, Go to Rotterdam. See what has been done there. Mechanization. Tell everyone----- See you later, Kid." And they head for the door.

From IAN KENNEDY, Seattle. A welcome \$25.00 for the Rusty hook.

Thank you IAN.

From JOHN PERSAK, Seattle. \$25.00 for the Rusty Hook

Thanks JOHN and we have updated our mailing list.

From JOHN WOLD, Seattle, no note, Just 72 "Georges" for the Rusty Hook.

Thank you JOHN. We will dispatch the "Georges" where they will do the most good.

From CLIF VINJE, Sun Lakes, AZ Hi Members, Just a little something (check for \$100.00) to use as needed.

P.S. legs bad so don't get around much but still home. Looking forward to picnic with family.

A large THANK YOU for the "little something." Have a good time at the picnic, CLIF.

From WALTER B. KNITTLE, Olympia. A \$50.00 donation "for anything."

We thank you WALTER, on behalf of a grateful "Anything!"



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## Correspondence

From RON WARE, Tukwila, WA  
Hi guys:  
Here is a little something (\$100.00) to help pay the rent. Keep IAN and DAVE busy on their typewriters. Not only were they a pleasure to work with, I really enjoy reading their articles. Keep up the good work.  
Fraternally yours, RON WARE Local 19 (Retired)

Thanks RON. The little somethings are adding up to something big!

From BERNICE VELATEGUI ("FRENCHI"), Mercer Island, WA  
Gentlemen,  
Here is \$100.00 in memory of JOHN PRONG, a long time friend.

Thank you, BERNICE. JOHN PRONG had many friends on the waterfront.

We received contributions for the Rusty Hook from the following members. No messages, just the money. We are grateful for the \$\$.

FRANK CORBIT \$20.00.  
LEE ANDERSON \$50.00.  
DONALD OLSON \$100.00.  
STEVE GEHRKE \$14.00



From BARBARA LOFTHUS, Hoodspport, WA  
Dear Rusty Hook Staff,

I got my first "Rusty Hook" since JERRY passed away and wanted to thank you. I really enjoyed the articles and seeing names of longshoremen I recognize. JERRY loved being a Longshoreman and missed it a lot when he retired, not so much the work but the Longshoremen themselves. I don't think I ever met a Longshoremen I didn't enjoy. (some more than others) and some were classic characters I will never forget. What a great life we had because of the ILWU.

Thanks again. Love, Barbara Lofthus

Thank You BARBARA for the \$100.00, and especially for the lovely letter.

The members of the Pensioners club and the staff of the Rusty Hook are pleased, proud and grateful that the A members of local 19 and local 52 have contributed \$2.00 each every quarter to the support of the Rusty Hook and The Pensioners Club. Thank you, each and every one! Your support makes it possible to send the Rusty Hook to every A and B longshore worker and clerk and distribute copies to casuals who work out of our hall.

We also send copies to many other friends and supporters of the labor movement here the United States and in Australia, New Zealand, Greece and Canada helping to insure the support of other longshore unions for our 2008 negotiations.

From CLIF VINGE, JR., Sun Lakes, AZ  
CLIF says he's proud to be a member of the ILWU Pensioners Club!

Thank you CLIF for the \$91.00. We are proud to have you as a member!



**Seattle ILWU Pension Club**

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