

AN INJURY TO ONE IS AN INJURY TO ALL



PUBLISHED BY
SEATTLE ILWU-PENSION CLUB



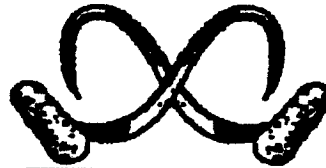
PACIFIC COAST PENSIONERS ASSOCIATION

VOLUME 15 - No. 4
Winter 2006

3440 EAST MARGINAL WAY S.
SEATTLE, WA 98134
206.343.0504

EDITORIAL STAFF:

ART MINK
JON HALGREN
DAVE CHADDOCK
IAN KENNEDY
PARKER JOHNSTON
CURT CUNNINGHAM



In Memory
FRED BERG
DEL. CASTLE

MEETINGS:

January	8
February	5
March	5
April	2

www.ilwu19.com/rustyhook

**Longshoremen and Turtles —
Strange Bedfellows?**

By Dave Chaddock.

A few years ago, at the time of the WTO protests here in Seattle, a newspaper commentator remarked that it was very ironic to see longshoremen marching together with people in turtle suits. Why was it thought to be ironic? Because, as the columnist argued, if a turtle actually appeared on the docks, it would not have a chance of surviving.

Having two pet turtles at home, I was so angered by this canard that I wrote a protest letter to the newspaper. What sort of inhuman uncaring monsters were we supposed to be? Of course a turtle never does appear down here, but consider how we treat the gulls. Whenever we find a chassis with a nest on it, we set it aside. And who does not recall Mark Favro, whose strad was always surrounded by a flock of birds, including one with a bad leg that he fed for over six years.

Yes, we are militant and unyielding in the defense of our rights. But it is not us who are posing a threat to nature and the environment. It is those who are putting all their emphasis on tax cuts for the rich and on war mongering. This leaves precious little for health care, education, and all our other vital human needs, not the least of which is the opportunity to commune with nature.

The fate of the turtle is symptomatic of a worldwide

ecological crisis that demands our attention. When Columbus named two islands Las Tortugas he had a good reason for doing so. The entire surrounding sea "seemed to be full of little rocks" which turned out to be turtle backs. Soon the Caymans would be providing staple fare for ships' crews. Helpless when turned onto their backs, nesting turtles would be dragged down to the water and transferred to the holds of ships. There they could last for weeks without any care, as fresh meat, ready to be carved up. Green turtle soup then became a delicacy in England, with 13,000 turtles (almost entirely females) carried off each year until the Cayman rookery collapsed.

Turtles were not the only victims in these earlier times. While the bison were being wiped out on the Great Plains, the Japanese were systematically exterminating the albatross population on nearby islands. Since incubating birds would never abandon their nests even when threatened, one man could easily kill 150 of them in a single day by clubbing them on the head. Live chicks would be dipped in boiling water and then stripped of their down.

More recent times have not been free of similar perils. As described by Carl Safina in his new book, VOYAGE OF THE TURTLE, the Pacific Leatherback turtle has catastrophically crashed from a population of 90,000 adult females in 1980 to fewer than 5,000 today. That is a 95% decline in a little over

Hatch Cover Drill

By Jon Halgren

As part of an eight man gang we had just rigged the gear at #4 hatch. We were getting ready to pull tarps when the Walking Boss yelled, "Take your lunch buckets to hatch #2, and you will be there the rest of the day. You will be doing hatch cover drill. Uncover all the way down to the lower hold." "Hey, Carl, what is Hatch cover drill?" "You are going to find out. Keep your mouth shut, and do what you are told."

I looked more closely as to who was in the gang. Two, Val and Ray started sailing in WWII. Each had over 25 years at sea. Frank and Joe were sailors with about 18 years sea time. Al had studied Aeronautical Engineering at the UW but enjoyed working on the waterfront.

Whitey was a part time sailor, part time bar tender and a part time waterfront worker. Carl and I were students at college and worked part time.

The Hatch Drill had me somewhat concerned. I had heard stories of men falling to lower decks as they lifted the hatch boards. First we had to pull tarps. Val reminded us that we want to place the tarps so they would be easier to put them back on, when we finished cargo.

That is something I did not know. We had lots of discussion, port side, and starboard side or in the midship by the winch controls. Where to put the tarps?

"What is wrong? Put a line around it and let's go." Blackie was back and let us know work is not play.

We got the tarps stacked nicely and they would not cause injury to anyone walking by the hatch. Next, the hatch boards.

I was wondering how this is done. The boards had handholds on each end. They were about 8 feet long and 2 feet wide, and made of a very heavy hard wood. I picked the first one, and realized it was about 3 inches thick. It was heavy. I mean heavy.

Blackie hollered, "Work together and the weight is less."

I could see the others were working well. Two by two and none were strained. Carl and I, the rookies were discussing how to do it. Finally one of the former sailors' said, "Get with it. You cannot talk the boards off you have to lift and walk."

We got the hatch covers placed on the deck so we would have a walkway when we landed the

Continued on page 5

Conversations With Harry

By Ian Kennedy

I had a last minute flight into San Francisco, as usual the plane arrived late. I didn't have time to go by the hotel, so I hailed a cab to take me straight to the bar. I gave the driver the address and we headed into town. I noticed the driver kept glancing at me through the mirror, so I finally asked if there was a problem?

"That's a rough area your heading into. Are you sure you want to go there?"

I smiled, "Yes please, I'm meeting some people at the bar."

We were late. As I pushed open the door, I saw Harry sitting at the table by himself. He saw me, wave and got up to greet me. "Thought maybe the weather was too much for ya." He smiles as we sit then orders our drinks.

"Where are Henry and Jerry?" I ask. He's still smiling and I notice, glancing at a table behind me.

"Well, seein' we're going into the holiday season, I thought we'd keep things light."

He waves, I turn to see a couple getting up from a table behind me and head in our direction. She is short and trim, an attractive Asian woman. He is tall and slender, with an intelligent face.

We stand and Harry introduces us. "Ian, I'd like you to meet my wife, Nikki." He pauses, gets a big grin on his face, "and her husband, Ed Flynn. "We all sit, Harry has a quizzical look on his face.

"Sorry Harry," I laugh, "I met Nikki and Ed at the university several years ago."

"O well." he shrugs and orders a round.

Ed turns to me. "Things sure have changed on the waterfront since Harry and I were facing off. The people running the show for the employers don't have

the background nor the interest in maintaining a positive environment."

"That's right," I responded. "The PMA is under the control of a group calling themselves a waterfront coalition, lead by the Walmarts and K Marts. Their main interest is to break the Union, do away with manning, cut wages and no more benefits." "That's a mouthful kid." Harry jumps in, "But I thought we'd keep the evening light."

"But Harry, I thought that the reason you crossed over was to keep an eye on how the Union was getting on." I responded, Nikki intercedes on

**Longshoremen and Turtles —
Strange Bedfellows**

From page 1

two decades. Off the coast of Trinidad alone, gill nets accidentally tangle 500-600 turtles a year, and only some are released alive. Another hazard is plastic. Since Leatherbacks dine on jellyfish, they often ingest look-alike plastic sacks. At one research center, 70% of Leatherbacks found dead and autopsied had plastic bags blocking their digestive tracts.

Since there are fewer turtles eating jellyfish, there are more jellyfish. And since jellyfish eat fish larvae, fewer turtles mean fewer fish.

Mining sediments and sewage draining into the sea have apparently led to dead zones and to large numbers of diseased turtles with tumors. Bottom trawling in some areas has devastated the seabed, just as mountaintop removal and clear-cutting have had similar effects above sea-level. In tropical seas, dynamite and cyanide are the principal fishing tools in many areas, as coral reefs are wiped out. Shrimp trawlers typically kill 15 pounds of bycatch for every pound of shrimp they get. Shrimp-raising ponds destroy mangrove forests and spread disease. And of course overfishing is taking its toll. New England lobsters used to live 50-75 years and it was not unusual to catch one that weighed 30 pounds. But now 90% of them are caught within a year of reaching their legal minimum size at about age six, and they are lucky if they get to weigh two pounds.

Here in the Pacific Northwest we have seen our magnificent salmon runs reduced to almost nothing. The picture certainly looks bleak, and yet there is hope. On the Kamchatka Peninsula, which until recently was a closed military zone, almost without roads, there are six million acres with nine entire river systems, where all six species of Pacific salmon remain abundant, perhaps five million returning each year. Though poaching for caviar is a problem, the Russian government intends to protect this area from development. (NYT, 10-15) And it is argued in *SONG FOR THE BLUE OCEAN*, another excellent book by Safina, that it is possible to have our dams and salmon too. Not the hatchery salmon that lack stream smarts, not young salmon that are barged around the dams, but real salmon that swim downstream and make a natural

**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

transition from fresh to salt water. How would this be possible? From mid-April to mid-June, when the majority of fish would be in motion, you would restore the rivers to their natural state by drawing down the reservoirs. Ports in the dams would be opened to let the fish go through. For about ten weeks there would be reduced electric power and barges could not travel. It would cost about \$50 million a year. But since the cost to the fishing industry (from lack of salmon) may be in the range of \$300 million a year, this would actually be a savings.

Of course we cannot expect a government that is in debt up to its eyeballs to fork out \$50 million for a worthy cause. This is a government that is so wedded to military spending that it has to drum up war after war, from Vietnam to Nicaragua to Iraq, a government that is a slave to the military-industrial complex that Eisenhower warned us about. In the same period that the Leatherback has suffered a 95% decline, since about 1980, US military research has increased 260%, until it consumes more than \$75 billion a year! (NYT, 10-30) And the end result of military spending is the creation of such things as expensive bombs that destroy themselves and make increasing numbers of people mad at us, which requires us to make even more bombs. It is not exactly a productive investment! And military vehicles and planes require vast quantities of fuel. Thus President Bush feels he has to approve gas drilling on Padre Island, which incidentally is the main US nesting beach for the Kemp's Ridley sea turtle. For my part I am proud to take the side of the turtle against Mr. Bush, and I hope that the alliance of longshoremen and turtles will only grow stronger!

What is a whirley????

Where did they go?

By PJ

The other day while driving across the Seattle Viaduct, I was checking out what was going on in the harbor. (Which is what all waterfront workers young and old do when driving that way.) Something was missing. After some deep thought which didn't take very long. It dawned on me. The "whirley's" were gone, no more "whirley" cranes. Where did they go? When I started longshoring in the early 50's, that's all there was, but they were seldom used. We used the ship's gear for 95% of heavy lifts. So getting a job with a crane gang was a good thing. It was eerier work in the hold. By the 70's we were using the "whirley's" all the time. Some "gantry" cranes were starting to appear on the horizon. Then the "starcons" made an appearance. (more crane work) Life is good. By now I was a crane operator getting 3 & 4 days a week on the cranes and checking the rest of the week. I once asked an old timer why the difference in "whirley" cranes, some electric but the majority we diesel electric. He told me during WWII, if we were bombed and the electricity was cut off the cranes would be shut down. But the diesel electric would have to be directly bombed for them to be unworkable. That made sense to me. We would keep on working. I was talking to a crane trainer and asked him about the "whirley" cranes. He told me there were still a few around but not many. It sounds like us pensioners.

Holiday weeks

"Hey, Kid did you take a job?" No the peg did not get to me, maybe tonight or tomorrow. "Is there a reason you did not take a job?" "Just too many pegs in the board." "If a replacement comes in are you next out?" "I think so."

This was at the 84 Union Street Hall. I do not remember the name of the brother who spoke with me. He went to the dispatchers' window and talked to the dispatcher.

He came back and started talking to me. "You know this week makes the paycheck of Christmas week. Believe it or not we had a sometime tradition, when the regulars would make sure all the "B" would get jobs for holiday weeks to have a nice paycheck, and a happy holiday."

My name got called. I got a replacement. That was a good job. I would not have understood why he checked out had he not told me the short story.

Final Dispatch

PENSIONERS

- Joseph H. Cardinale 19
Delbert E. Castle 19
Ted H. Glass 19
James C. Rice 19
Erik G. L. Strand 19

SURVIVORS

- Gladys A. Bolstad 19
Dorothy M. Frye 19
Gerda C. Jacobson 98
Katherine Kellar 19
Hazel M. Nigh 19

Conversations With Harry

From page 2

Harry's behalf, "Harry has always put the Union first, but he does like to enjoy himself once in a while."

Ed turns to Harry, "Well Harry, you're the pro, how are these kids going to deal with the problems ahead?"

"Education." Harry responds. "In our day we suffered from the lack of a true union. Our kids went hungry. When we won the fight and got the Union; Our kids grow up eating, breathing union. And we made sure our kids got into the Union. We knew and they knew, The Union put the food on our tables, got us the five day week, our vacation pay, pension and medical benefits. Those getting into unions today haven't had that history. They think the employers pay them that big money because they deserve it, not because they earned it. How many of the new membership can tell you of the struggle to win the right to be in our Union? How many of the rank-and-file know why the government tried to deport me all those times? Education, that's your biggest tool, use it."

I turned to Ed, " You've spent many years on the other side. What do you see the employers going after on the next round?"

"Well," he responds. "The way I see it, they will continue their attack on the Clerks."

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,

AN INJURY TO ONE IS AN INJURY TO ALL

Longshoremen Land Whale *From page 4*

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 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.

Hatch Cover Drill

From Page 2

beams. We had queen beams and king beams. I did not ask any questions, I just did what I was told. The beams were secured so we maintained safe walkways.

Thank goodness for coffee. It was 10:00. The winch driver, Frosty, and Paul, the hatch tender opened their lunch boxes and brought out a thermos of coffee and sweat rolls. I rested; I knew we had two more decks to do.

After coffee, it was very noisy. I had never seen the winch driver place the beams in the wings. What happens, is that a beam is hooked up to a bridle with two legs and the winch driver, asks, "Is everyone in the clear?" I did not know that it meant. It meant everyone should be forward of aft of the square.

"Hey, Kid, come down here." It was Whitey. He may have saved my life, or at least prevented serious injury. After Frosty called to make sure all were in the clear, he showed us how he operates the winches. He had the weight of the beam on the falls. He went first to the port side then to the starboard side swing the beam then again and this time he let it fly into the wing. It was like a crash, bang, and another bang. A steel beam on a steel deck does make noise.

We were about to uncover the tween deck when Blackie the Boss, shouted down to us, "When you get to the lower hold, paper off with waterproof paper. We are going to fill it up with lentils, in 100 lbs bag. It is going to take a few days because 38 railroad cars are on the other side of the pass. This will make a good pay day."

After lunch, all the beams were secured and the hatch boards were out of the way. Now it was safe to work to work below. We started to spread paper on the deck. This was to keep condensation from spoiling the cargo. This would be a long job as no night gangs would be working. Of course that could change if the box cars came in

Five o'clock and it is time to go home. I was starting to count the money I would earn. First bill to pay would be the pro rata, and then when I get into the union, I would pay my union dues first.

That was a good job as we never had to hang hatch tents. What is a hatch tent?

"Eat tomatoes, drink a little wine and use Bariani".
Laugh Lots, TANK NELSON

AN INJURY TO ONE IS AN INJURY TO ALL

CORRESPONDENCE

From JIM WELCH Gresham, OR
A \$20.00 Donation to the RUSTY HOOK.

Thanks A lot JIM for the donation and we have updated our mailing list.

From JON HALGREN
A \$100.00 donation to Christmas for Kids in memory of DEL CASTLE.

Thank you very much JON

From JACK and DIANE FAIRBANKS Oak Harbor, WA
We are enclosing \$100.00 to the RUSTY HOOK. Please use wherever needed. We enjoy reading the RUSTY HOOK but always sad to read the "Final Dispatch".
Give us a holler if ever on Whidbey Island!
360-675-6740

JACK and DIANE FAIRBANKS

We thank both of you for the donation and the hospitality.
If you see a black Harley rumbling down your driveway around April 10th it is the CUNNINGHAM'S coming to visit..

From MICHEAL SISTI Seattle, WA
No note but a very appreciated \$100.00.

Thank you MICHEAL for the donation, we appreciated it.

From GEORGIA HENSLEE Seattle, WA
Enclosed is my check for \$100.00 to be used any way you wish.
This is in memory of CLARENCE HENSLEE who passed away in Dec of 1988.

Thank you very much,
GEORGIA HENSLEE
I'm also BOB HENSLEE'S mother!

All of us at the RUSTY HOOK thank you for your donation.

From JOHN JOHNSON
Dear RUSTY HOOK,
You people at the RUSTY HOOK are really great. Keep up the good work. I hope this \$50.00 will help with some of your mailing costs.

Yours truly,
JOHN JOHNSON

Thank you JOHN for the kind words and the donation.

From ED ROSENBERG
No note but ED donates \$20.00 to the RUSTY HOOK.

Thank you very much ED.

From TED HICKS
No note but TED donates \$20.00 to the RUSTY HOOK.

Thank you very much TED.

From JIM MINIKEN
No note but JIM donates \$20.00 to the RUSTY HOOK.

Thank you very much JIM.

From DON HOPKINS
I'm writing this letter along with a \$250.00 check, proudly speaking as a life member of the Seattle Pension Club. I retired from Local 52 in 1999 and now also a proud member of the West Coast's newest Pensioner's club up North in Everett Local 32. Meetings are held at the Everett Hall on the second Monday of each month at 11:00 o'clock. If anyone in the neighborhood on the Monday, stop by and say hi.

Take care to all my Brothers and Sisters, and keep up the fine work you do with the RUSTY HOOK.

Your Brother,
DON HOPKINS

Thank you DON for the letter of support and letting everyone know about the Everett Pensioners Club.

AN INJURY TO ONE IS AN INJURY TO ALL

CORRESPONDENCE

From LUIS CASTILLO in Miami, Florida

Dear Seattle Pension Club:

RECIBEN AFECTUOSO SALUDO DEL old retiree member with 87 years continues living with few health problems but still giving problems to the girls. I am still suffering with my left knee, sometime I will make a trip to Costa Rica where I have a Medico Chino and he gave me Acupuncture and it made me feel better. I am sending \$100 donation to the RUSTY HOOK. This is all for now.

Thank you LUIS for the note and the donation.

From BILL HIGHFIELD Matrville, Australia
\$30. for the RUSTY HOOK.

Thank you BILL for the donation and give the mates a hello from all of us.

From JOHN EHLY Tacoma, WA

Dear DICK,

We all enjoy the 'RUSTY HOOK' very much. You guys do a very good job. Enclosed is a check for \$50.00 to help wherever it is needed

Thanks Always.

ILWU Local 23 PENSIONERS

Thanks Local 23 PENSIONERS!!

From TED HANSON

A \$20.00 donation to the Ladies Auxiliary

Thank you TED for the donation to our Auxiliary.

From MAYNARD BRENT Wasilla, AK

MAYNARD formally of Longview, WA sends us a \$20.00 donation and his new address.

Thank you MAYNARD and we will get the address on our list.

Report to the Seattle Pensioners from

October 3, 2006 through November 6, 2006

I visited JAMES (DUDE) RICE at The Washington Center 2821 S. Walden St. Seattle. Phone # 206-725-2800. He is doing ok and would like phone calls and visitors and phone calls.

Called VAL SWEGAL at 425-284-0932.

Called DAVE BRENNAN at home 206-720-1507

Called THELMA MACKEY at home. She is doing ok and would like to say hello to everybody and a pie for us. She would like phone calls. 360-474-1239

Called ROBERT (BOB) HEIN at 425-604-4215.

Called JOHN JOHNSON at home 206-283-7982.

Called FRANK SCHUR at home.

Local 19 Education Committee

By Sarah Ecsh

This past year Seattle, Local 19's Education Committee has been taking baby steps in educating its members and casuals. In May, they hosted a small event with a labor history movement author. At last year's Bloody Thursday picnic the Committee put on an ILWU history trivia game and gave away prizes. During the summer, educational bulletin boards were created for the "B" members and casuals. For the past two months the Committee has been creating an educational packet to give to each "B" member. The packet includes ILWU information, a safety information card and the book, The ILWU Story: "Six Decades of Militant Unionism". Last month, The Harry Bridges Center for Labor Studies at the University of Washington invited Harvey Schwartz, Curator of the ILWU Oral History Collection, to speak to one of their academic classes. They extended the offer to Local 19. This gave the Education Committee an opportunity to host their first big event of the year.

There was a phrase in Harvey Schwartz's speech that rang more loudly and clearly than anything else: "Don't take the union's benefits for granted. "As we are now living in a more conservative decade led by a Republican president, we must be ready and unified for what is around the corner. President Bush's tenure will end in 2008—the same year that we will negotiate a new coastwide contract. We must remember the trials and tribulations of our past, the lives that were lost for our benefit, and the successes we have gained. As we prepare for the future, and most importantly, for the future of our union, we must all breathe in the past, the ideals of Harry Bridges, stand together, and breathe out: "An Injury to One is An Injury to All."



Seattle ILWU Pension Club

President
Dick Melton

Vice President
Bob Rogers

Secretary Treasurer
Parker Johnston

Recording Secretary
Pete Collen

Trustees
Leona Cunningham
Carl Woock
Pete Chelemedos

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

206.938.6720

THE RUSTY HOOK
3440 E. Marginal Way S.
Seattle, WA 98134



RETURN SERVICE REQUESTED

PRSRST STD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 6631