

AN INJURY TO ONE IS AN INJURY TO ALL



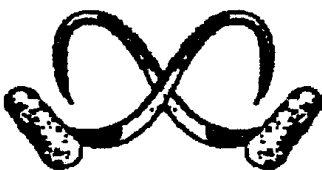
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Meeting Dates

| | |
|----------|---|
| November | 3 |
| December | 1 |
| January | 5 |
| February | 2 |

2014 PCPA Convention

By Ian Kennedy

This year the convention was held in Vancouver B. C. Canada, and did those boys and girls show us a good time. Our packets consisting of the usual hand out goodies, also contained a “History of Longshore Workers in British Columbia.” This information was very informative and made the trip worth while.

The opening session was a half day, following the opening ceremonies and the invocation, city council member Geoff Meggs spoke, Geoff is a good friend of Labor in general and of the ILWU in particular. This was followed by Vice-President George Cobbs calling the convention to order and introducing President Rich Austin. President Austin, after introducing our guests, gave his report, followed by reports from the Recording Secretary and the Treasurer .

Seattle President Carl Woeck then gave a little history lesson and told about the six Seattle Stevedores that were killed in 1886 in Nanaimo B.C. while loading coal aboard The Queen of the Pacific. The Seattle Pension Club, with financial aid from Local 19, has had a new monument made and placed at the grave site, we will dedicate it on the anniversary of the accident next year. The convention, later, voted to contribute \$1000 toward our efforts. Three resolutions were turned in for the Resolutions Committee for consideration.

The session was recessed and was followed by a trip to the casino, or a luncheon at a golf course about an

hour north of Vancouver.

All hell broke out that evening during the Resolutions Committee meeting that evening when the Seattle Resolution on the Continuous killing of innocent civilians over the last sixty plus years of the Palestinian/Israeli conflict and the US involvement. It was voted down in committee after a very heated debate.

The morning session on Tuesday started with the introduction of ILWU Canada President Mark Gordienko, who then introduced John Horgan, leader of the “New Democratic Party” This was followed by a reports by our Benefits Director and the area Directors. Our new area Director Andrea Stevenson was introduced. Brother Castanho reported that our pension plan is now at 4 billion dollars, or 85%. After a short break we heard from Fred Krausert and Jim Donovan, leaders of the MUA Veterans, (from Australia.)

The afternoon session began with a report from the Resolutions Committee. Two resolutions were put on the floor, one on the minimum wage, (from Seattle) and the second was to honor Arne Auvinen by renaming the ILWU archives the “PCPA Arne Auvinen Memorial Archives.” both resolutions passed unanimously. The remainder of the day was filled with the election of officers, all the same. Michele Drayton will again represent Seattle on the Exec. Board. The evening was taken up with a great banquet and dance.

Wednesday morning was clean up business, then our return home.

PCPA Executive Board September 14, 2014

By Michele Drayton

The meeting was called to order at 9am by President Rich Austin Sr. The most exciting announcement was that the Panama Pilots have organized the Panamanian longshoremen on both the Atlantic and Pacific coasts. The 1st contract is currently being negotiated. There are now about 275 pilots and 3,500 longshoreman in the ILWU in Panama. This is great because it means the ILWU will control both ends of the canal, which is being expanded and is expected to open in 2016.

Rich Austin, PCPA President, reported on his activities, which included his radio program, "We Do the Work", and attending many Pensioner Club meetings, and many political activities. He was a speaker at the Longshore Division History and Traditions Workshop in San Francisco in December 2013, and at the Single Payer Convention in Oakland, in August. He is the PCPA representative on the contract negotiating committee, and has been a strong voice for maintaining all benefits.

George Cobb, PCPA Vice President, reported that the San Francisco Pensioners have been active in educational activities to help inform active members about the history of the ILWU and the importance of unity on and off the waterfront. He was the Master of Ceremonies for the Bloody Thursday Ceremonies, and also attended the Single Payer Conference in Oakland.

Greg Mitre, PCPA Treasurer, reported that we have 1916 members. We had a balance of \$18,145.72 as of September 1, 2013 and a balance of \$30,474.55 as of August 31, 2014. The PCPA is in good shape.

John Munson, PCPA Secretary, reported there were no communications. He reported on the difficulty he is having in trying to get a coal dock approved in Bellingham. There are many environmental groups working against it, and they are largely financed by the natural gas industry.

Southern California reported there is tons of work there. Local 13 has 6,273 Class A members, 285 Class B or ID's, and 6,500 active casuals. Local 63 has 1082 members. Since June all class A members of 13, 63, and 94 have been able to work 7 days or nights a week. Casuals are getting 4-5 days a week. It is thought shippers were trying to get their cargo in before the Contract expired.

The Tra-pac terminal in Los Angeles is testing one area of its new automated terminal on a trial basis.

There are many problems. The So Cal Pensioners Club held their annual luncheon in October with 350 members and wives attending. They, along with local 13, 63 and 94, also raised \$50,000 for the Alex Lemonade Fund, which raises money to fight childhood cancer

Portland reported that the settlement of the grain contract is a big relief in Portland and Vancouver. They are still having trouble with I.C.T.S.I. The governor of Oregon got involved by siding with the port over the electrician jobs that were awarded to local 8 in an arbitration.

Tacoma reported local 23 has 850 class A members, 150B and 350 casuals. Tacoma's gain has been Seattle's loss. The Tacoma Pensioners' Club now has 173 members, up from 60 or so a year ago. Their annual June Banquet served 110 meals. They were also active in the Multiple Sclerosis Walk and "The Relay For Life". The President of the Tacoma Club has been added to the Visiting Committee at the Harry Bridges Center for Labor Studies.

There were 2 guests from the Maritime Union of Australia Veterans (pensioners) Club, Jim Donovan and Fred Krausert. They both gave rousing speeches on day 2 of the convention.

A few good points were made regarding automation of terminals. The shipping companies are getting "Corporate Socialism" in that public funds are being used to build the infrastructure that enables the automation that puts us out of work. It was also noted that if the rich were smart they would realize that unions are their friends because it is good pay that enables us to buy the products they are selling.



Digging Deeper on Ukraine

By Dave Chaddock

We all remember how Bush and Company sent us on a wild goose chase looking for non-existent “weapons of mass destruction” in order to justify a “shock and awe” attack on Iraq, which had nothing to do with 9-11. As a result of our invasion, Iraq is an open sore, and weapons we donated to “defend” it have fallen into the hands of ISIS.

But Bush also did great damage to our intelligence services. The Bush-Cheney forces thought they could do a better job than the experts in the field, who weren’t giving them the answers they wanted. And then they sanctioned the use of water-boarding tortures. This drove away some of our best professional intelligence agents, such as Ray McGovern. Ray started work in the CIA under Kennedy. His specialty was Russia, and he often gave the daily intelligence briefing to the President. Ray didn’t want any part of water-boarding, and so he resigned. At a time of fierce disagreement between the U.S. and Russia, Ray’s services are sorely missed. Ray and his associates in a group called Veteran Intelligence Professionals for Sanity are convinced that the concern about an alleged “Russian invasion” of eastern Ukraine has no more grounding in fact than Bush’s “weapons of MD.” (If you enter Ray’s name into your search engine you can access some of his talks.)

Let’s look at some of the so-called “evidence” of a Russian invasion. Ten Russian soldiers on patrol in the dark along a poorly marked border accidentally stray into Ukraine, are captured and displayed as “invaders.” Old Russian tanks, liberated from warehouses, are said to have been sent across the border from Russia.



Reporter Andrew Roth interviewed Aleksandr Khodakovsky, a rebel commander of over 500 separatists, who pointed out that the overwhelming number of his forces came from eastern Ukraine. He himself had been the head of a local special forces unit of the Ukrainian government, but resigned after the February coup. Now Russian military equipment is stored all over Ukraine. And Khodakovsky, an insider, just happened to be familiar with the spots where these weapons resided. Also his men recently overran a Ukrainian base. Thus recruits could be seen being instructed in the use of heavy machine guns and anti-tank weapons obtained from Ukrainian depots and armories (NYT, 6-5).

Yes, among the rebels there may be several thousand men who came from Russia. This may seem like a lot. But this is a massive struggle. The city of Donetsk had a million people in it before the rebellion. Half of them have fled into Russia to escape the attacks from Kiev’s armed forces. On RT TV you could see the huge tent camp set up near the border as a temporary refuge. It was almost all women and children. Where were the men? Most of them had stayed to fight. Thus they would vastly outnumber the Russian volunteers.

The press likes to put the term “volunteers” in quotes as if somehow these men weren’t really volunteers at all but had been rounded up as part of some devious Putin plot. Some of the volunteers had made use of one of several websites. A facilitator at one such site told a reporter that he been helping about a dozen men to cross the border each month (NYT, 6-10). Many other volunteers simply made use of personal contacts. Some had been born in Ukraine or had relatives or friends there. Many were outraged by Kiev’s attacks on civilian areas.

At the outset Poroshenko declared he would not negotiate with the rebels, whom he called “terrorists” (NYT, 6-8). He even boasted that “anti-terrorist operations should last hours, not days or months or weeks” (NYT, 7-2). Though he was told that it would be necessary to “negotiate with the guys who control the situation” he wouldn’t listen (NYT, 6-23). Putin warned him that it was no use to ask the rebels to disarm without meeting their grievances for increased autonomy. Nor would they disarm in the face of the “rabidly anti-Russian group called ‘Right Sector’ “some of whom were fighting alongside the Ukrainian army (NYT, 6-25).

As the rebels pulled back in a strategic retreat, Poroshenko thought he had them on the run. Newspapers talked about how the separatists were about to make their “last stand.” But then Ukrainian forces, attempting

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Digging Deeper on Ukraine

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to surround Donetsk, attacked the town of Ilovaisk, between Donetsk and the Russian border, on August 7. They had over-extended themselves. Their outpost was poorly defended. In a short time it was they who were surrounded. They tried to break out, but they were ambushed. Soon Ukrainian troops were in full retreat. To save face, they blamed it on a Russian invasion. It was “engineered in Moscow and carried out by regular troops,” they said. Just when they were on the eve of victory, they claimed, Russian combat troops and artillery came across the border! In 5 days, almost every Ukrainian position in 20 square miles was “obliterated.” Entire Ukrainian units were “virtually wiped out.” 250 prisoners were taken. A reporter noted “burned out tanks, troop carriers and trucks” still lying “strewn on the fields and roads all around.” They gave proof of a “panicked, haphazard retreat” all right. But were they evidence of a Russian invasion? “I tell you they are Russians,” said one Ukrainian soldier, but he admitted that he really had zero proof (NYT, 8-28, 9-10).

Poor Obama, deprived of decent intelligence about Ukraine, can only declare: “This is not a homegrown, indigenous uprising . . . The separatists are backed, trained, armed, financed by Russia” (Sea Times, 8-29). And the floodgates are opened for venomous rhetoric taking us back to Cold War days. Columnist Thomas Friedman goes so far as to liken Putin to ISIS: “Each like to do their dirtiest work wearing a mask because deep down, somewhere, they know that what they’re doing is shameful . . . Putin lies through his poker face” (NYT, 9-7).

At long last, Poroshenko, while saving face by blaming it all on a ghostly “Russian invasion,” is forced to open peace talks. Captured prisoners are exchanged on a one-for-one basis, So finally Poroshenko agreed to go to talks that included rebel leaders. He agreed to give the rebels autonomy, pulled back his forces. He should have done that many months ago and would have avoided much destruction and loss of life.

And the U.S. has brought back the Cold War with Russia, for no good reason and at the cost of ignoring pressing problems that Russia could help us solve.

A Very Heavy Lift

By Jon Halgren

Attracting “Project Cargos” was one purpose of the installation of the Shear leg crane in Seattle. The placement of the shear leg crane at East Water Way was in part due to the depth of the water the ships would need.

A 208 ton lift required long range planning and coordination. The shear leg could lift gigantic weights but could only move a load east or west with a ship moored north and south. If required to go north or south the receiving vessel would be moved north or south.

General motors, or perhaps it was the Union Pacific, had four locomotives built and ready to send to the overseas owner. In the days when general cargo ships carried many different types of cargo, depending on the amount and size of the shipment.

Locomotives are built to have movement as it moves along the rail. The locomotive rides on top of a “bogie”, (Railroad people call them trucks) one in front and one at the rear. There is an option as to how many wheels are wanted for each bogie. Four or six depending what the use will be. Each bogie has an equal number of steel wheels on each side.

The question comes to, can a ship carry four locomotives, safely? The area of the shipment for one locomotive that would be approximately 215 feet long, and be 12 feet wide. Can you imagine a lift of 208 tons, with fuel tanks empty. That could be comparable to 138 automobiles in one lift. 416,000, lbs. is a lot of weight.

Pearshape, was a real rail buff. The General Electric, C – 45, weighed in at 208 tons.

The weight being so concentrated the deck would need reinforcement, from below, going from the lower hold up to supporting the main deck.

Would the ships capacity allow a locomotive at the port side of #3 and one on the starboard side? Could the same configuration be loaded at #4? Could both starboard loadings be made before turning the ship? I do think the shipping company and the builder of the ship were consulted before a commitment was made.

It can be done. Preparing for reinforcement of the ships structure required 12’ X 12’ of random length, the longest being 24’. The plan was to spread the weight across the ribs of the ship. In the lower hold ribs run port to starboard, therefore the first timbers would be laid forward to aft.

A Very Heavy Lift

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A surveyor from National Cargo Bureau was in the hatch looking at the steel frame of the ship. The ship had been inspected before the contract to make the lift was signed.

NCB had given a certificate of seaworthiness and this inspector was making final notations.

Now, starting to lay and build the support framework we had a lift truck in the hatch for assisting in moving the timbers. We had to plan so the most distant work area was completed first. If not we would be blocking the lift truck from working. We did not want to make work more difficult for us.

The stevedore company insurance man was inspecting the gear that would be used in making the lift. The locomotive had four lifting points, and there were cables that would hang down from the lifting beam, the eyes would be placed over the lifting point and we are ready to hoist.

The dollies or trucks stowage had been overlooked. The general opinion was that they would be loaded as a part of the locomotive lift. After calculations and a meeting of all parties it was decided to stow the trucks in #2 and #5.

The reinforcing is completed at #4. Tomorrow the locomotive will be hoisted to #4. The bars for lifting have been inspected and found to be OK.

The bar that runs fwd. and aft will have two additional bars and they will be across the locomotive. There will be four legs hooking to the locomotive. The hook of the shear leg will receive the eyes of the lifting beam on the hook. The cross bars will each have two legs placed on them. We are close to making the lift.

As the operator is lifting the hook the wires are going tight. Human body parts are in the clear. Ever so slow the wires tighten, we hear creeks, squeaks, all is well. The full weight of the locomotive is now on the crane. The load is level and there is no swing motion. Put it on the ship.

We can see when the lift is above the ship's structure. Everything is clear and the crane can start to lower the boom as the lift moves over the ship. The first locomotive is lined up to the stowage position. As the lift is lowered the ship makes a slight roll. Nothing to be concerned with, but it is just over 200 tons in one lift. The Chief mate is pleased with the position the lift is in.

It is just before noon, time to take lunch. It is hoped that the 2nd locomotive can be landed before 5:00. That is the plan. If the plan proves workable the crew will turn the ship and the other side of the ship will be worked tomorrow.

Final Dispatch

Pensioners & Actives

Frances Green 19
Bob Henderson 19
Omer Bakken 19
Parker Kennedy 19
John Wold 19
Samuel Kapahua 19
David D'Andrea 19
Ted Leonard 98
Arne Auvinen 92

Survivors

Josephine J. Pirak 52

The lashing gear is being delivered: 15T chain, turnbuckles, shackles, and sizing wire to make the lashing properly tight and not loosen at sea.

Tomorrow we will lift the third and fourth locomotive and the trucks can be lifted with the ship's gear. They have a capacity of 271/2 T. There is not a problem with lifting capacity. It is estimated that the ship will be working two days after the last locomotive. This seems as if that is a long time to make final the loading, but the eight trucks will take time to lash.

The ship is close to being complete, with the cargo and securing, and the National Cargo Bureau is now making the final inspection. Some of the lashings need to be changed. All in all the inspector is pleased and he will do his final paperwork in the Chief Mate's office.

The line men will be arriving for the let go within the hour. Let's go home. A good job is completed.



Conversations With Harry

By Ian Kennedy

I made a quick trip down to San Francisco at the end of September with the hopes of catching Harry. My timing couldn't be better, as I walked in the bar, Harry was shedding his top coat. It was one of those strange days that starts out sunny and warm, then the fog rolls in and it becomes cold and damp. Sue was helping him with his coat, and as I approached I heard her commenting on the fact that he hasn't been around lately. He was about to respond when he saw me and smiled, "I was hoping to see you soon, I want to know what has been happening, give me an update."

"Not much to tell, the Union and the Grain Companies have settled on a 'less than contract' that was sent to the rank-and-file, and it was passed by over 80%. As for the master contract, it's the end of September and they are still at the table. The M. O. B. as been settled and they are working on the rest of the contract. They are keeping everything very quiet." I responded.

"Well," Harry interrupts, "Negotiations have to be kept under raps or the committee can't do it's job without being harassed by outside influences." "I agree, I agree, I'm just making a statement. But if we are going to talk about secrets, The Coast Committee has stopped handing out the minutes at the caucus, the reasoning, the employers were getting to much information on what takes place." Harry laughs, "And I suppose you're going to try to tell me they are no longer getting that same information?" "No, No, I'm sure they still get it." Harry is still laughing, "I can tell you as a fact, there had been days during my tenure, during Jimmy's tenure and all those since when we had wished there was a way to stop the leaks. I personally don't think it's possible to keep them from gaining that knowledge." "Do you have any other tidbits for me?" Harry asks.

"As you know, we Pensioners had our annual convention in Vancouver B.C. the other week." Harry nods in understanding as I finish the last of our beer and wave to Sue for a refill. "Well, we had three resolutions go to the committee and two came back to the convention floor, both easy issues. The first was on raising the minimum wage to \$15 per hour," Sue interrupts with a fresh pitcher and a glass for herself, sits down and waits for us to continue. I fill all three glasses, then continue, "the second was on how we could honor Arne Auvinen for all he has done for the Union and the PCPA," Harry interrupts me smiling, "Yes, it was nice that Arne could finally join us,

I did miss the little guy. I'll bring him around sometime."

I clear my throat, Harry shrugs and I continue, "The third resolution, that got killed in committee was on Palestine and the ongoing killing of innocent women and children that has seen going on for almost as long as I've been alive." Harry has perked up, I refill my glass and continue, "This war will never end. The leadership on both sides are hell bent on destroying each other and as long as the United States refuses to take a stand, cut off the flow of money and arms, the war will continue through my grandchildren's lifetime."

"For that matter, we keep feeding wars all over the world, the only benefactors, The Military/ Industrial Complex, not the nation, not the poor, not the working class, just the rich. It's got to stop, it's got to stop. And we say nothing."

Harry looks at me, his brows ferruled, "But from our conception we've always taken controversial stands on such issues. Surely we've done so." Harry is slipping into his coat, "Take a stand, right or wrong, take a stand." and walks out.

Import – Export from Shores of the U S

By Jon Halgren

Logs, unfinished lumber, wood chips, paper, pulp, bauxite, canned or frozen fish, food stuffs of many kinds were among the exports.

When I first worked in Everett, a ship was loading lumber. A sling of lumber was on a trailer like a buggy contraption followed by three more trailers. The front men would pull a hoisting sling from the supplies on the dock.

I had the impression that they would hoist the total load from the trailer. I was surprised that they made two lifts. The first went to the port side of the hatch; the other went to the starboard side. Hand stowing to fill the hatch was underway. The loading was well planned as 2 x 4's would be used to fill the small spaces. Then perhaps 24' X 6' x 8's would be used to load the larger areas.

Some years later, I saw ships with 20 or 25 Ton cranes and they could hoist full packages eight at a time. Automation! Planning and coordination of the operation had to be well planned. The hold men, sling men, Foremen, Super cargo, and on occasion the barge tenders, would work in concert to get the job finished.

The first lumber ship I saw took about a week from start to finish. Now the ships with big cranes would be finished in a shift or perhaps two shifts.

AN INJURY TO ONE IS AN INJURY TO ALL

Correspondence

First, this is an apology to the **HENSLEE** Family. It was not intended to misspell your last name or your father's name. **BOB HENSLEE** donated money to the Rusty Hook to honor his father **CLARENCE HENSLEE**.

From **RONALD SCHUH**, \$84.00 for 2015, 2016, & 2017 dues and \$16.00 to the Rusty Hook. Thanks **RON**.

From **AL WITZLER**, \$50.00 donation to the Rusty Hook. Thank you so much **BIG AL**. And you are right. **AN INJURY TO ONE IS AN INJURY TO ALL**. Thank you **ILWU**.

From **SUSAN KAPAHUA**, \$150.00 donation to the Rusty Hook in memory of her husband **SAM KAPAHUA**. Thank you **SUSAN**. We will always remember **SAM**.

From **FRED KAGEYAMA**, \$28.00 for 2014 dues and \$22.00 for the Rusty Hook. Thank you **FRED**.

From **MARY LOU MONTOYA**, \$100.00 donation to the Rusty Hook in memory of her brothers **RUDY MARTINEZ** and **FRANK MARTINEZ**. Thank you so much **MARY LOU**. **RUDY** and **FRANK** will always be part of the **ILWU** family.

From **RICH ULRICH**, \$10.00 assessment for 2014 and \$18.00 to the Rusty Hook. Thanks **RICH**.

From **SHIRLEY McCABE**, \$25.00 donation to the Rusty Hook in memory of **BOB SWANSON**. Thank you **SHIRLEY**. **BOB** will be missed.

From **KATALINA MONTERO**, \$28.00 for 2014 dues. Thank you **KATALINA** and we hope to see you at a few meetings with your husband **BILL PROCTOR**.

From **STEVE McMANUS**, \$20.00 donation to the Rusty Hook. Thank you **STEVE**.

From **NICK BUCKLES**, \$28.00 for 2014 dues and \$72.00 to the Rusty Hook. Thank you, thank you **NICK**.

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From **KATHLEEN BROWN**, \$28.00 for 2014 dues. Thanks **KATHLEEN**.

From **ROBERT & MYRNA NIELSON**, \$25.00 donation to the Rusty Hook in memory of **JOHN WOLD**. Thank you **ROBERT & MYRNA**. **JOHN** will be missed.

From **JACK MATHEWS**, \$50.00 for his dues paid up through 2019. Thank you **JACK**.





I THINK IT'S SAFE TO SAY THAT WE HAVE REACHED THE AGE WHERE WE DON'T HAVE TO WORRY ABOUT HACKERS POSTING NAKED PHOTOS OF US ONLINE

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