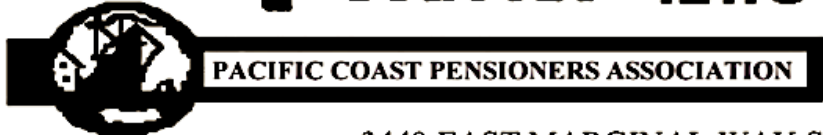


AN INJURY TO ONE IS AN INJURY TO ALL



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HUAWEI REFUSES TO GO 'WAY

By Dave Chaddock

You can still see the Huawei logo prominently displayed if you watch "Hockey Night in Canada" since this Chinese phone company is one of the sponsors. But you can't buy a Huawei phone in the United States, even though it is the second largest seller of smart phones in the world (only behind Samsung) and the world's largest and most advanced provider of the infrastructure and equipment necessary to obtain the 5th generation of the internet (5G). This is due to the fact that the United States views Huawei as a national security threat. Not only has it been banned in the United States, but the

Trump regime has launched a worldwide campaign to encourage other countries to ban it as well.

One place where Huawei is free to grow and flourish of course is China. In 2016 it was Apple's I-phone that led the way in smartphone sales. But today Huawei is the top seller and Apple is in fifth place behind three other Chinese brands; namely Oppo, Vivo and Xiaomi. As Kai-fu Lee points out in his book A.I. Superpowers, China has now become "the most cut-throat competitive environment on the planet" (p. 15). Ever since the insights of that shrewd Chinese leader Deng Xiaoping, China has abandoned the top-down economic planning it inherited from the Soviet Union and introduced a more efficient market-based system. Over 80 countries now recognize China as a market economy but the U.S. refuses to do so. This enables Trump to accuse China of using

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HUAWEI REFUSES TO GO 'WAY

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subsidies and dumping so as to justify the imposition of tariffs, as in the case of solar panels. Actually it seems the real secret of Chinese solar success was to allow a fierce competition that weeded out the less efficient contenders and greatly reduced the price. In his new book *Out of the Gobi: My story of China and America*, Weijian Shan points out that the image of China as "flooding global markets with cheap goods, is badly out of date." Exports from China have dropped from 36% of GDP in 2006 to 20% in 2018, and a high percentage of these exports are high tech. At the same time China is now "the fastest-growing consumer market in the world" (NYT, 1-8-19). At its first International Import Exposition late last year, representatives from over 170 countries proudly displayed their wares.

Recently Apple's announcement of a significant drop in China profits came as a shock. The surprising drop in sales was described as "the clearest confirmation yet that the Chinese economy is in serious trouble." But while Apple sales were flat, during this same period Huawei sales jumped 33% (NYT, 1-3-19). It seems to me that this was more of a proof that Apple was the one that was in trouble. And the explanation is not far to seek. The Huawei phone is \$200 dollars cheaper, takes better pictures, has better audio quality and its batteries have longer life (NYT, 1-5-19). And there is one more factor as well. Since the U.S. asked Canada to detain and extradite top Huawei official Meng Wanzhou, the Chinese public has been outraged. In a widely circulated video on Chinese social media, a man drops an

I-phone on the floor and smashes it with a hammer. Most recently, Apple made a deal with Jack Ma to offer up to two years of interest-free financing (WSJ, 2-22-19). This will help a little, but it will not offset Apple's failure to make any technological breakthroughs in recent years while its rivals have gotten better and better.

Meanwhile the campaign to ban Huawei is meeting increased resistance. Barcelona recently held one of the biggest tech trade shows with 2400 companies taking part and 100,000 attendees. Though the U.S. sent a delegation to Spain to lobby against Huawei, it could not prevent the Chinese company from having the biggest and most popular booth (NYT, 2-28-19). So impressed was The United Arab Emirates that it immediately announced that it would use Huawei equipment to build a high-speed wireless network. The UAR also noted the "lack of evidence indicating how Huawei could present a cybersecurity risk" (NYT, 2-27-19). Germany heard out U.S. and British experts who were "thought to have more insight into [Huawei] vulnerabilities" but in the end their testimony was not convincing. And so the Germans are now leaning toward allowing Huawei to build a high-speed wireless network (WSJ, 2-20-19). India, also not persuaded by U.S. warnings and calling them "overblown", is conducting 5G tryouts with Huawei (WSJ, 1-22-19). Robert Hannigan, a former high-level British intelligence officer, writing in the Financial Times, condemned assertions of a Huawei security risk as "nonsense."

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HUAWEI REFUSES TO GO 'WAY

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It seems that the anti - Huawei campaign is actually a form of aggressive protectionism. But it may involve something even more sinister. One of the things Edward Snowden revealed was that the NSA had breached Huawei servers, as the Times recently reminded us "to create backdoors so that the NSA could roam in networks around the globe wherever Huawei equipment was used" (NYT, 12-7-18). To fight back against this penetration, Huawei has spent billions of dollars to develop 5G infrastructure impervious to hacking. This suggests a question: Is the U.S. trying to discourage the world from using Huawei equipment because it would make it more difficult for the NSA to conduct its spying activities?



Support the Rusty Hook

The Rusty Hook is funded in part through membership action from ILWU local 19. The monies help defray the costs of printing and postage for over 1500 addresses. If you wish to send in a donation to the Pensioners, or pay dues, please get in touch at the address on the front page.

Now in its 27th year, the Rusty Hook offers the continuing perspective of those that set the table for the actives, and helps to keep the vital conversation going between what came before, and what is to come on our waterfront.

The First Hundred Years are the Hardest (Pt 3)

By ILWU Centennial Committee 1986

In 1909 Our Guys were back In the ILA, local 38-12. Right from the beginning the employers had formed coastwide alliances to combat unionism.

They had much better Unity than did the longshoremen. Under the name of the Waterfront Employers Union they played not only men in one port against another port (you don't like it well take it to Tacoma) but gang against gang (that. gang up forward is making you guys look like bums) and even member against member on the basis of religion, race and just. human traits such as jealousy.

It took a lot of lost strikes and broken Unions and the loss of many working conditions before longshoremen finally wised up to the fact hat the Employers knew more about Strength Through unity than they did. In 1912 the Waterfront Employers, after a long strike, drove Our Guy's union off the clocks of Seattle.

Wages and conditions went down the tube. Men were working as long as 72 hours at stretch to finish a ship. Corruption of the hiring procedures hit a new low.

Our Guys hung onto their union although it was practically helpless. In 1919, in fact, Local 38-12 voted to take part in the Seattle General Strike, called by the AFL Central labor Council, and were a part of 68,000 union workers who brought Seattle to a stand still for five days. In October of that same year, the AFL Central Labor Council condemned the shipment of rifles being sent to the White Russian Army. Local 38-12 defied "up-town" opinion by

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The First Hundred Years are the Hardest

(Continued from Page 3)

refusing to load them.

In the depression that followed the end of World War I, Our Guys asked the employers to hire men in rotation to equalize earnings give everyone a share. The employers refused flatly and Local 38-12 hit the bricks. They were totally defeated.

Even the ILA gave them a kicking by pulling their charter because they had called a "wild cat strike" this began 13 years of practically no union action on the waterfront of Seattle. Again, Our Guys were down. But not out then came the time of the Blue Book Union. Foisies Fink Halls. On paper the plan sounded good.

From the start the employers made it clear no union was to be involved. A committee of longshoremen and employers was set up to screen time longshoremen. Steady employees of the port were registered first as regulars.

Transient or casuals were screened and men who lived in Seattle became regular casuals. There was a central hiring hall. Registered men were safe from outside competition for the work.

But. Employers still did the hiring. Still a form of the shape-up Our Guys faced speed-up, low wages, no rotation of work and discrimination against, those who rebelled and/or were known union members. Our Guys began to boil over.

Risking their livelihoods and their physical safety they began to organize. They got back into the ILA.

The ILA, the Pacific Coast District, began to stir; geared up for a fight.. For the first time the Waterfront Employers faced longshoremen who, learning their lesson from the employers, were united on a coastwise basis. The demands were basic: A Coastwise contract.

Control of the hiring halls. No more piecemeal negotiating. No more playing one local in one port against another local in another port. Fair rotary hiring with no more shape-ups and no more payoffs to the Man. Men Who had been hammered and beaten and degraded, who had become isolated socially from "uptown people" and from that isolation had become united as longshoremen and proud of being longshoremen, stood solidly up and down the coast and went for broke.

They went on strike. In Seattle, Our Guys put 1400 men on tile picket line the very first day. The story of the 1934 strike and Bloody Thursday are well known. Not only did it mark a turning point in the history of maritime trade unionism, it marked a turning point in the history of the American trade union movement. It struck a spark that spread throughout the country. Every trick in the book, every kind of available force was thrown at Our Guys. The battle was bloody and long. But they won.

Unity. that did the trick. The coming of the ILWU in 1937 cemented that unity, gave it a guarantee of rank and file control. Every time you go to your union hall and get dispatched under rules you voted for by a Dispatcher you elected... Every time you go to a job with decent working conditions and wages...

First Hundred,

(Continued from Page 3)

Every time you or a member of your family gets good and free health and dental care... Every day you live under a Pension Plan that frees you from the fear of winding up on the junk heap old and sick and homeless and hungry... then you just thank those old Guys who gave us the Union that made all these things possible.

We owe it to them. Today we gather to thank them and honor them, those abused, shabby, maligned, shadowy and nameless Our Guys from those who met with Terry King in that shack June 12 1886, to all those Guys on down the line who got. knocked down and kept getting up for more and never let the fire go out.

The Federated Auxiliary ILWU This arm of the ILWU was literally born under fire smoke-bombs vomit-bombs, bats, rocks and clubs, mounted police, armed police. The Longshore wives took care of the wounded and bloodied men who gathered at the union hall. they cooked food, made coffee, kept up the soup kitchen for their men on the picket lines of 1934.

Over the years, it has developed into a strong-minded, community organization of women who keep up with local and national affairs, write letters on legislative issues, send delegations to their congressmen, use political activity, give scholarships to ILWU children, assist

when called upon for help from other unions, and who have walked a few picket lines themselves.

The auxiliary is a going concern industrious and sharp, holding a Biennial Convention of their own, coastwise. Proud of the ILWU, and Local 19 is proud of them -- Auxiliary #3, Seattle. Trade Union Cooperation. The ILWU was largely responsible for two epic periods of cooperation among trade unions for the benefit of all, which are noteworthy for their existence alone, and for the enthusiasm they created and the great gains brought to all unions who worked together within the organizations.

THE MARITIME FEDERATION OF THE PACIFIC, organized in 1935, published a in militant newspaper, distributed up and down the coast, and the longshoremen surged ahead to win load limits, eliminated speed-up which pitted each gang against the other, and thereby also influenced the work within the gang just as piece work does.

The strongest work themselves to death to keep ahead, the weaker can't keep up and are fired. The right to refuse to work when health or safety was concerned made its bow in 1940; and in 1941, a list of noxious, dangerous cargoes was gained coastwise, which would pay penalty time if worked. ◇

More to come next issue!

Recent Retirees: *Milton L. Brits, Local 19 * Herbert Munson, Local 19
Harold A. Ross, Local 19 * Patricia L. Scribner, Local 19 * Edward C. Best, Local 52
Johnny N. Edwards, Local 52 * Steven J. Richards, Local 19 * Kennis A. Ghee, Local 19 *
Harry Muirhead III, Local 19 * Steven J. Oania, Local 98*

Protecting our Maritime Lands: a Recent History and the future

by John Persak, publisher

The decades long campaign of the ILWU in the Port of Seattle to preserve our maritime and industrial lands, against the forces of private real estate developers boils down to one basic premise: we cannot have the luxury of fighting the employers and struggling to keep good benefits, wages, safety, and working conditions, if there is no place where our work can exist. But, there are plenty of other reasons why this fight has, and must continue.

Almost as if on a schedule, many interests have taken a run at our waterfront and industrial lands time and time again. In 2006, the cover of the now defunct Seattle Weekly asked Seattle: "So Long SoDo?" This industrial district, which stretches from South Atlantic Street and south to the Union Pacific rail yard south of Spokane St., is the area that supports the preeminent off-dock cargo hub that allows cargo to move on and off our terminals, to reach I-5, I-90, and the BNSF rail lines. Yet, a fantasy exists in the minds of developers, property owners, some elected officials, and wishful would-be basketball team owners. This fantasy is that all of this land can be cheaply converted to an upscale commercial and residential community, very much like South Lake Union has become in the last 20 years. Nitze-Stagen, a company who had plans for pushing out cargo at T46 in favor of development in 2004, ultimately failed in that particular round. The ILWU played a major role in disrupting these plans, so that we may continue to utilize Terminal 46, but this didn't mean the threat subsided.

Every few years, the threat returns. For a time, we got a reprieve from this

struggle, when the real estate industry took a hit during the Great Recession 10 years ago. But it was not long before a new plan was hatched between a hedge fund manager and then Seattle Mayor Mike McGinn. In 2012, the effort was launched, comprising of a coalition of developers, city hall and king county political leaders, land use attorneys, social media consultants (fake Twitter news before fake news was a thing), and embedded TV media personalities, who all had one message for everyone: this was a "done deal", this was a "great deal," and there would be zero impact to maritime and industrial jobs. If you questioned this grand plan, you were called a "sports hater", and many things far worse.

The ILWU knew better. Generations of people saw this as just another run, and it wasn't a matter of *if* we would fight it, but how long and drawn out it would be. The quick money was not in sports team revenue, especially considering that that the initial investment in a team can approach \$1bn. The fast turnaround on the capital investment was the sports entertainment district that would be built around a sports stadium, and the 24/7 revenue from all of the parking garages that would need to be constructed, accommodating 24,000+ fans coming into the city at 2:00 in the afternoon, not to mention daytime commuters. These parking garages, and the "LA Live" district that would be created would mean that delayed freight would simply be rerouted to Vancouver, BC, and especially Prince Rupert, BC. The fact that this plan was even being discussed so publicly was enough to make customers think twice about Seattle being a reliable stopping

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Maritime Lands

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point for the 70% of discretionary cargo that passes through, the final resting point being someplace east of Seattle.

The arena fight lasted several years, and resulted in the most unlikely alliance in recent history: the ILWU, the environmental community, the Seattle Times, the employer based Manufacturer Industrial Council, the Port of Seattle Commission, and even the Seattle Mariners. All understood a common threat to their unique positioning both in terms of local land use and transportation challenges, as well as the long term ability to continue to operate. The ILWU was the most vulnerable of all of these interests, and yet, we took the lead: we filed the lawsuits, we called the press conferences, and we mobilized our members and the community to the Seattle City Council meetings.

It's worth mentioning who was on the opposite side of the issue: the local building trades council, notably the laborers, unions representing concessions workers, and other service unions. They were able to secure a labor peace agreement, pre-stowed, as part of the ill fated "Arena MOU"—they were doing what was best for their particular members. A hedge fund manager, a City of Seattle mayor, and several city council members had successfully divided labor before the real fight began.

It goes to show that the old cliché' is true: in politics, your friends aren't always your friends, and your enemies aren't always your enemies.

The crescendo and the decline of this effort came in May of 2016, when a petition to vacate Occidental Street, a traffic by-pass for 1st and Atlantic, was rejected by a majority of our city council. Had this been approved, the effort to combine the property parcels and begin permitting would have begun, and the momentum would have been difficult to stop. The ginned up "Twitter Bots", posing as sports fans, emphasized the importance of this milestone. With the help of sports radio shock jocks, many messages inundated the council member's offices, the ones who denied the street vacation, with threats, foul language not even commonly used on the waterfront, and reprisals for being women. You see, the vote for making a good government decision, and to protect our maritime jobs, just happened to fall along gender lines; it was the men on the council who were trying to ram this arena through. (All of this was a prelude to what we would see, with social media trolls posing as real people, affecting the outcome of the last POTUS election—you could say Seattle was a beta test.)

You might ask: isn't this already a "stadium district"? Not exactly. In 2007, the city passed an "industrial lands" ordinance, setting the boundaries of what would be preserved for industry and manufacturing activities, including maritime. These areas are called the "Manufacturing Industrial Centers", and the creation enraged the developers.

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Maritime Lands

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One of the elements complimenting this plan was a designation of the area where SR 519, Terminal 46, the north BNSF SIG yard, and I-90/I-5, the Amtrak yard on either side of Holgate, and the eventual completion of the light rail line, for real time traffic management. This was called a "Stadium Transition Overlay District"; a very different thing then land set aside for a new arena, which at that time, had never even been conceived. It was the 2007 ordinance that the ILWU helped push through, making our union a publicly vested stakeholder for years to come in the preservation of our maritime jobs.

Back to the arena—we accomplished a few things; were were able to preserve conditions that allowed the Port to sign another lease with Hanjin/TTI for the next 5-10 years; we were able to secure access to government to flesh out the issues for the needs of preserving our jobs and cargo work for the ILWU, at least for the near future. We were able to stop an arena, something citizens have never been able to ever do in our city. We were able to get the attention of lawmakers in Olympia, many of whom seeing the arena as a bozo concept. We were able to show that money doesn't always win, all the time. We even set the political table for Key Area to be revitalized for NHL and NBA. But with all of the previous struggles, this would set the stage for what potentially is coming next.

The Port of Seattle and the Northwest Seaport is exploring a cruise/cargo split



facility at T46, the Viaduct removal is near complete (and the tunnel in operation), and landowners in SoDo who want to develop (Henry Liebman, Greg Smith, Chris Hansen, and others) are looking for a new hook. Even though Terminal 30, when OOCL backfills Matson (who is moving to T5 soon), will be busting at the seams, and T46 is not being vacated completely long term, the argument will be made that maritime no longer has an interest here. Nothing could be further from the truth.

The new rationale will be that we have a housing shortage in Seattle. Because homeowners supposedly have "refused" development in the neighborhoods, the city must repurpose SoDo land—land which is borderline superfund with a lack of infrastructure or amenities for residents, for "workforce housing". Isn't all housing, including condos, "workforce housing?" Stay tuned; there is more to come, and you can bet Local 19 will be there. ♦♦♦

Pensioner's Correspondence

From **JACK & DI FAIRBANKS**, \$100.00 donation to the coffee fund and the Rusty Hook. Your dues are all paid up. Thanks Jack & Di. From **ROMAN JAVILLONAR**, \$100.00 donation to the Rusty Hook. Thanks Jimmy. From **SVEN LERBREK**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you Sven. From **FRANK HOLBERG**, \$10.00 for 2019 lifetime dues and \$20.00 donation to the Rusty Hook. Thanks Frank. From **NORM HANSEN**, \$30.00 for 2019 dues and \$15.00 donation to the Rusty Hook. Thank you Norm. From **STORM KING**, \$30.00 for 2019 dues and \$50.00 donation to the Rusty Hook. Thanks Storm. Proud to be a longshoreman, blessed to be a retired longshoreman. From **STEVE PERKINS**, \$10.00 for 2019 lifetime dues and \$90.00 donation to the Rusty Hook. Thank you so much Steve. From **DAN MARTINEZ**, \$30.00 for 2019 dues and \$10.00 donation to the Rusty Hook. Thanks Danny. From **SCOTT MARTINEZ**, \$30.00 for 2019 dues and \$10.00 donation to the Rusty Hook. Thanks Scott. From **JAMES BARNETT**, \$30.00 for 2019 dues and \$10.00 donation to the Rusty Hook. Thanks James. From **CHUCK DEAN**, \$30.00 donation to the Rusty Hook. Thank you Harley Charlie. From **STEVE GEHRKE**, \$20.00 donation to the Rusty Hook. Thank you Steve. From **CHARLES KOLE**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks so much Chuck. From **MANNY ALMO**, \$50.00 donation to the Rusty Hook in memory of his loving wife, **FAY G. ALMO**. Thank you so much Manny. From **SALLY BJORNSON**, \$10.00 for 2019 lifetime dues and \$200.00 donation to the Rusty Hook in memory of **BROTHER DAVID BJORNSON**. Thank you so much Sally. From **ALEX BAROUMES**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you Alex. From **FREDDY KAGEYAMA**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks Freddy. From **BILL PECK**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks Billy. From **TONY FOWLER**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you Tony. From **JOE WILSON**, \$10.00 for 2019 lifetime dues and \$90.00 donation to the Rusty Hook. Thank you so much Joe. From **ALLEN ROBBINS**, \$10.00 for 2019 lifetime dues and \$20.00 donation to the Rusty Hook. Thanks Al. From **FRED REDMAN**, \$50.00 donation to the Rusty Hook. Thanks so much Fred. From **RICHARD MELTON**, \$30.00 for 2019 dues and \$100.00 donation to the Rusty Hook. Thank you so much Dick. From **RODNEY FORS**, \$10.00 for 2019 lifetime dues and \$50.00 donation to the Rusty Hook. From **NOBI LEMAY**, \$50.00 donation to the Rusty Hook in memory of her husband, **BROTHER BUZZ LEMAY**. From **EVELYN GRIFFIN**, \$10.00 for 2019 lifetime dues

and \$90.00 donation to the Rusty Hook in memory of her husband **BROTHER MARION GRIFFIN**. Yes you will continue to receive the Rusty Hook and thank you so much Evelyn. From **AL POLLARD**, \$30.00 for 2019 dues and \$30.00 donation to the Rusty Hook. Thanks Al. From **RODNEY BAKKEN**, \$30.00 for 2019 dues and \$30.00 donation to the Rusty Hook. Thanks Rod. From **WAYNE THORPE**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you Wayne. From **IAN KENNEDY**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks Ian. From **MICHELE DRAYTON**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you Michele. From **LANNY MCGREW**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks Lanny. From **KANDI KANDI**, \$90.00 for 2019, 2020, 2021 dues and \$10.00 donation to the Rusty Hook. Thank you Kandi. From **STEVE NOE**, \$30.00 for 2019 dues and \$15.00 donation to the Rusty Hook. Thanks Steve. From an **UNKNOWN DONOR**, \$50.00 donation to the Rusty Hook. Thank you so much but you should let us know who you are. From **MICHAEL HEDRICK**, \$30.00 for 2019 dues and \$170.00 donation to the Rusty Hook. Thank you so much Michael. What a generous donation. From **SAM BLACK**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks Sam. From **ERNIE WILLIAMS**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks Ernie. From **DICK GOMEZ**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you Dick. From **JOHN ROSS**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you John. From **URSULA ALEXANDER**, \$30.00 for 2019 dues and \$50.00 donation to the Rusty Hook. Thanks Ursula. From **SUZETTE PERNA**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you Suzette. From **BOB DELAY**, \$30.00 for 2019 dues and \$100.00 donation to the Rusty Hook. Thank you so much Bob. From **DAVE CHADDOCK**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks Dave. From **DON BRADY**, \$30.00 for 2019 dues and \$30.00 donation to the Rusty Hook. Thanks Don. From **BOB CAMPBELL**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks Bob. From **JOE WENZL**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you Joe. From **DON FRANZ**, \$30.00 donation to the Rusty Hook. Thank you Don. From **ROBERT DUGGAN**, \$10.00 for 2019 lifetime dues and \$90.00 donation to the Rusty Hook. Thanks Robert. From **DONALD BURFITT**, \$10.00 for 2019 lifetime dues and \$90.00 donation to the Rusty Hook. Thank you Don. From **PETE KOLLOEN**, \$10.00 for 2019 lifetime dues and \$20.00 donation. Thanks Pete.

(continued on page 9)

Pensioner's Correspondence
(from page 9):

From LARRY MOONEYHAM, \$100.00 donation to the Rusty Hook. Thank you so much Larry. From RONALD SCHUH, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks Ron. From WALTER VINING, \$30.00 donation to the Rusty Hook. Thanks Walter. From SAM & EVA ROSENBERG, \$10.00 for 2019 lifetime dues and \$20.00 donation to the Rusty Hook. Thank you Sam & Eva. From LONZO FLICK, \$10.00 for 2019 lifetime dues and \$190.00 donation to the Rusty Hook. Thank you so much Lonzo. Very generous. From ANTON BLACK, \$10.00 for 2019 lifetime dues and \$20.00 donation to the Rusty Hook. Thanks Anton. From ROBERT BEAUVAIS, \$30.00 for 2019 dues and \$200.00 donation to the Rusty Hook. Thank you so much Bob. Another very generous donation. From RONALD MARSHEL, \$10.00 for 2019 lifetime dues and \$40.00 donation to the Rusty Hook. Thanks Ron. From ROBERT RINALDI, \$60.00 for 2019 & 2020 dues. Thanks Bob. From DAVE STULLER, \$60.00 for 2019 & 2020 dues. Thank you Dave.

The following have paid \$30.00 for 2019 dues:

Ricky Bussanich, Walter Vining, David Vigil, Phil Acosta, Paula Acosta, Jim Swinney, Walt Connelly, Rod Peeler, Bob Taylor, John Brown, Garry Scribner, Roger Olson, Nick Kenny, Bill Woeck, Jim Jeffries, Wally Styrk, Warren Narveson, Al Barnes, Jeff Vigna, Shirley McCormick, Kenny Fields, Roger Murray, Tim Sipes, Sharon Arthur, Larry Samples, Mel Sallas, Ronald Ware, Anne Nelson

—Submitted by Mary Fuller

[publisher's note: due to the backlog created by the temporary cessation of the RH, there has been no space for the backlog of "thank yous" . If you did not see your name in print since publishing has resumed, rest assured that your donations and support are greatly appreciated by all. -JP]

**Notes from Andrea Stevenson,
Washington Area Welfare Director**

Shingles Shots and Flu Shots ~ Injectables Benefit

This benefit pays up to 100% of PPO or 100% of applicable UCR charges for prescribed immunization materials and any therapeutic agent administered by injection in the course of covered treatment by a doctor. Chemotherapy injectable medications administered by doctors to patients who are not hospitalized are included. The benefit does not cover experimental drugs or drugs not generally accepted by the medical profession as proper treatment for the condition being treated.

YES, YOU COVERAGE FOR FLU SHOTS AND SHINGLES SHOTS. The benefit is not covered under your prescription card, it is covered under your medical card. (Injectable benefit described above). In most instances, you pay for the injectable up front. Save the proof of receipt and pharmacy label. Fax, mail or email those two items to me and I will submit your information to the Coastwise Claims Office for reimbursement. (Some Bartell pharmacies will bill your medical card.) If you are in a doctor's clinic your injectable would be billable under your medical card.

**New Medicare Cards (From the Medicare.gov website)
If you haven't received your card:**

1. Look around the house for any old or unopened mail. Your new Medicare card will come in a plain white envelope from the Department of Health and Human Services.
2. Sign in to [MyMedicare.gov](https://www.medicare.gov) to get your number or print your official card. Now that we've finished mailing new cards, your new number will appear in MyMedicare.gov.
3. Call 1-800-MEDICARE (1-800-633-4227). TTY users can call 1-877-486-2048. There may be something that needs to be corrected, like your mailing address. You can still use your old card to get health care services until January 1, 2020.

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Notes from Andrea Stevenson

(from page 10)

Watch out for scams!

Medicare will never call you uninvited and ask you to give us personal or private information to get your Medicare Number and card.

Scam artists may try to get personal information (like your Medicare Number) by contacting you about your new card.

If someone asks you for your information, for money, or threatens to cancel your health benefits if you don't share your personal information, hang up and call us at 1-800-MEDICARE (1-800-633-4227).

ILWU-PMA Pension Plan – PMA Contract Extension Increases starting July 1, 2019

The PMA Contract Extension Offer between the ILWU and PMA provides for pension increases to pensioners and survivor pensioners, as described: **Pensioners** who retired on or after July 1, 2014, will receive an increase of \$5.00 per month Year of Service effective July 1, 2019. **Pensioners** who retired Pre 7/1/99, will receive a \$2.00 increase per moth Year of Service effective July 1, 2019. **Pensioners** who retired 7/1/99 to 6/30/02, will receive a \$1.00 increase per month Per Year of Service effective July 1, 2019.

Surviving Spouses/Dependent Child Survivors of pensioners who retired on or after July 1. 2014 will receive an increase of \$3.75 per month per Year of Service effective July 1, 2019. For those who retired Pre 7/1/99, will receive a \$3.13 per month per Year of Service effective July 1, 2019. For those who retired 7/1/99 to 6/30/02, will receive a \$4.41 per month per Year of Service effective July 1, 2019. For those who retired 7/1/02 to 6/30/08, will receive a \$5.10 per month per Year of Service effective July 1, 2019.

Where is Andrea? Unless otherwise posted,

Final Dispatch

Rebecca Edson, ILWU 98
Robert C. Arnestad, ILWU 98
Gerald Bowers, ILWU 19
Joe Yasunda, ILWU 19
Stanley Fortier, ILWU 19
Samuel Rosenberg, ILWU 52
Edward Kampanos, ILWU 98
Terrel Rushing, ILWU 19
Charles Reinsmith, ILWU 19
Dick Heinson, ILWU 52
Len Harris, ILWU 52
Peter Chelemedos, ILWU 52
Dr. Ron Magden, ILWU 19 (hon.)
Dave Adrian, (past Int'l Pres.)

the first Monday of the month I am at Local 19 in Seattle, WA. The second Monday of the month I am at Local 32 in Everett, WA. Stop work Thursdays I am at Local 23 in Tacoma, WA. All other weekdays I am in my West Seattle office unless I tell you otherwise on my voicemail. Please be sure to keep your address, marital status and phone number up to date with the ILWU-PMA Benefit Plans at all times. If you have "life changes" call me. Let's be sure all your information is correct and your beneficiary designation information is up to date.

In Solidarity~Andrea Stevenson
(57049) WA Area ILWU-PMA Benefit Plans Director
4700 42nd AVE S.W. #551
Seattle, WA 98116
astevenson@benefitplans.org
(206) 938-6720 office

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CREDO OF THE ILWU PENSION MOVEMENT

"We believe that when in the course of a person's life, he or she has followed his or her vocation to the point where retirement is the culmination of his or her years of labor, that they should be able to relax and enjoy the "fruits of their labor". We further believe that they should not become a forgotten person, but should remain active within their union, and in cooperation with their working Brothers and Sisters, should strive to further the interests of all fellow workers, both active and retired. Therefore, We, I.L.W.U. Retirees, are united in a common bond to be of aid and assistance to our union, whenever and wherever possible. We, therefore, have come together into one indivisible Association and have adopted a constitution to guide our conduct, and protect our democracy within the Association. Our objectives and purposes are to promote and preserve our good relations with all our working Brothers and Sisters, the International and it's Officers. And to enable us to have a stronger voice, and representation, in welfare, pensions, Social Security, and any national or local matters that affect us, and to secure legislation our best interests."

**Seattle ILWU
Pension Club**

President
Carl Woeck

Vice President
Jack Block

Secretary/Treasurer
John Fisher

Trustees
Lanny McGrew
Bill Crawford
Charlie Dean Jr.

ILWU Benefits Office – Andrea Stevenson, Director
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Seattle, WA 98116

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