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**UNION PILOTS REBUKE
BOEING MANAGEMENT**

By Dave Chaddock

What was the cause of the two horrific crashes of the Max 737 in Indonesia and Ethiopia? A recent study by two experts commissioned by large Boeing stockholders puts the blame on pilot error and inadequate training. If you happened to catch the congressional hearing on C-span you might have noticed that almost all the Republican representatives also seemed partial to this explanation. It is worth noting that 329 current members of Congress have received campaign contributions from Boeing and there are a hundred Boeing lobbyists in Washington DC protecting the company from harm (Seattle Times 3-17).

Nevertheless airline pilots have directed their attention in a different direction. No doubt it is easier for them to sympathize with fellow pilots having to make split second decisions in a moment of panic as their plane oscillated up and down by hundreds of feet. Even the most experienced pilots would be challenged. Last November, long before the second crash, in an hour-long meeting union leaders from American Airlines told company officials they wanted an urgent fix, even if it meant grounding the Max. Anger centered on the decision by Boeing to introduce a system (MCAS) which would automatically push the nose of the plane down when a sensor indicated the angle of flight was threatening a stall.

What was especially aggravating was that MCAS was installed without even informing the pilots about it. They did not buy management's claim that they did not want to give the pilots too much information for them to digest. As one of the pilots complained: "I would think there would be a priority of putting explanations of things that would kill you" (NYT, 5-15).

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All the evidence suggests that both crashes were caused by sensors providing false data about the nose of the plane, causing the MCAS system to go into action. Although there are two angle-of-attack sensors, one on each side of the plane, the data from only one sensor would be utilized to activate MCAS. Critics have pointed out that modern planes are generally equipped with backups and redundancies for “virtually every critical component” whereas MCAS seemed to rely on “a single point of failure.” (NYT,3-16). Also it could have been predicted that these delicate sensors would be too likely to go out of whack. There have been hundreds of reports of malfunctioning sensors caused by such things as collisions with birds, bumps from ramp stairs, and deformations by freezing. Boeing officials responded that the pilots themselves would be the backup, suggesting apparently that pilots would know whether the nose of the plane really needed to be pushed down (NYT,62). It was also suggested that relying on two sensors might have caused confusion. “If one of two sensors malfunctioned, the system could struggle to know which was right” (NYT, 4-9). It was not clear that these two explanations were even consistent with one another. Both were offered after a system intended to be applied in secret (MCAS) had finally been exposed.

The basic problem was that Boeing, faced with increasing competition from Airbus, had promised airlines that the Max would not be a brand-new airplane but only the latest version of the 737, and thus would not require expensive pilot retraining. But its new fuel-efficient engines were heavier and needed to be relocated higher and further forward. And this made the plane more unstable. Hence the addition of MCAS. As retired pilot Sullenberger put it (He’s the guy who successfully landed a plane in the Hudson River): “In mitigating one risk, they created another greater risk” (NYT, 4-12). Rick Ludke, a former Boeing engineer, testified: “Nobody was quite perhaps willing to say it was unsafe. but we really

were being bumped up against” (NYT, 4-9). It certainly took “engineering ingenuity” to maintain the pretense that a plane with some startlingly new features was really just another version of the 737, “taking care to limit any changes, instead of starting fresh and incorporating significant technological advances.” A 50-year-old design had to be retained, with its “outdated cables and pulleys” and “decades old gauges” and a lack of compliance with recent fire safety regulations (Seattle Times, 5-5). How did this farce make it past the oversight of the FAA? Congress has underfunded this agency for so long that it has become impotent. The acting head of the FAA, Daniel Elwell, testified that, without delegating oversight to “knowledgeable” Boeing employees, the FAA would need “10,000 more employees” (NYT, 3-28). Is he serious? Surely it would hardly need that many, but his statement indicates how ineffective the FAA has become.

It was announced in March that pilots from 5 airlines using simulators were able to “land” safely after being given the problem faced in the Lion Air crash. But there was a key difference. These pilots had “a far better understanding of how it [MCAS] worked and prior knowledge that it would be triggered – benefits the pilots of the fatal 737 Max crashes did not have” (NYT, 3-26). But then it came to light that Boeing, after an initial safety review, had decided to quadruple the power of MCAS to force down the nose, something the FAA was not told about, and something the simulators had not incorporated. Learning that the simulators could not replicate the Lion Air emergency, in which there was no ability of the pilot to gain control, Dennis Tajer, a spokesman for American Airlines pilots, was outraged, declaring: “Every day there is some new news about something not being disclosed, or something was done in error or was not complete” (NYT, 5-18)

(Continued on Page 3)

Union Pilots, from page 3

Addressing the delay in getting the Max back in the air, a Boeing spokesman declared: "Safety is our first priority and we will take a thorough and methodical approach . . . to ensure we take the time to get it right" (Wall Street Journal, 4-3). Among the changes to be made are (1) Data will be fed from two sensors and if the discrepancy between the two is more than 5 degrees, MCAS will be disabled (2) The number of times MCAS can push down the nose will be limited; it will no longer be able to continually frustrate a pilot trying to disable it and (3) A warning light will be standard rather than optional.

A pity that these changes could not have been mandated by Boeing and the FAA before so many had to die in Indonesia and Ethiopia!



Recent Retirees

Arne Flink, ILWU 19;
Richard Carroll, ILWU 19;
David T. Macisaac, ILWU 52;
Jim Kellogg, ILWU 98;
Rexford Wilkins, ILWU 19;
Mario Oblak, ILWU 52;
Timothy Russell, ILWU 19;
Brian Olsen, ILWU 19;
Edward Camacho, ILWU 19;
Curtis Treadwell, ILWU 19;
Thomas Vaughn, ILWU 19;
Orville DeRosia, ILWU 19;
James Renville, ILWU 19;
Gretchen Van Dyk, ILWU 52;
William Day, ILWU 52;
Daryl Olsen, ILWU 98;
Eric Hedlund, ILWU 98.

The First Hundred Years are the Hardest (Pt 4)

By ILWU Centennial Committee 1986

In 1944 penalty rates and skill differentials paid time and a half for overtime for the first time.

The FEDERATION did its work well, but was scuttled by Lundeberg of the SUP. In 1946 the COMMITTEE FOR MARITIME UNITY sprang up because of the need for cooperation among the unions to make worthwhile gains. Six unions banded together, met together, negotiated together, fought together, and came out without a strike, and with gains for all. For longshoremen, vacations, Saturday as an overtime day, Sunday 4 hour call-in pay and holidays full pay for stand by time. A no discrimination clause was written into the contract, and a long needed Safety Code was also included. Curran of NMU managed to deep six this committee.

While ILWU Was Flourishing

While the union was chalking up a victory against the old shape-up, kick back hiring procedures and establishing a rotary dispatching and hiring hall for longshoremen on the west coast, gaining pensions and medical coverage not only for themselves but, for their families. Plus a working safety code which saved life and limb, and helped longshoremen gain better wages and working conditions, Harry Bridges himself was undergoing a personal attack which lasted over 25 years. Unprecedented and disgraceful. Of course the attack was actually on the ILWU; and the rank and file was well aware of this displayed great courage and fortitude in giving support in every way. Besides investigations in 1934 and 1935 by the Immigration and Naturalization Department (which finally concluded that such investigations failed to show that he (Bridges) is in any manner connected with the Communist Party or with any radical organization) 1936 brought the first

(Continued on page 4)

The First Hundred Years are the Hardest

of five long and arduous, costly trials, lasting through 1956. All again and again, displayed the paucity of evidence against Bridges through the trail of paid witnesses, liar disgruntled ex-union officials, ex-convicts, finks and goons which paraded through the five trials. Bridges was under constant surveillance by private detectives, police. tapped phones, bugged rooms, stolen papers all the time.

One Supreme Court Justice (Murphy) wrote at the time of his first vindication, "The record in this case will stand forever as a monument to mans intolerance of man. Finally, Bridges was allowed to file for citizenship, June 23, 1945: took the oath of a citizen September 17. May 1949 Bridges, Robertson and Schmidt were indicted for criminal fraud and conspiracy. (based on Bridges' answer to the usual question of membership in the Communist Party "I have not, I do not:')

Found guilty in April, 1950 the three were sentenced along with their attorneys to prison, released on bail pending appeal. July 31, 1950 bail was revoked, and Bridges went to prison for 21 days for saying at a union meeting of his own Local 10 that the local should go on record for an immediate cease-fire in Korea, with the issues going to the UN for settlement. Bridges was vindicated in all cases but the cost was high,-- time wasted which could be spent working for further improvements for the ILWU. Such was the strength and integrity of this leader of he ILWU that he is known throughout the world of working men and women, honored and revered to this day.

Welfare and Pensions Negotiated

In 1949 ILWU negotiated with the P M A for a Welfare Plan for dock workers and families which went into action in 1950. At that time the employers were putting into the

the fund 3 cents per man hour a benefit which has been a saving grace for longshoremen, as all workers fear accidents, unexpected illness in the family and huge hospital bills.

The Fund has grown to include; dentistry, eye car, prescription drugs, and other benefits. July 1952 saw longshoremen up and down the coast hanging the hook and retiring with, a pension of \$100 a month plus social security, medical care for life, and life insurance. Whether they finally got the "Chicken Ranch" they had talked about for years, or whether they just returned to the pensioner's hall in the Longshore building to keep "working cargo" with the rest of the old timers, or playing tonk, talking about old times --- they went out in style! I hey deserved it.

Their militant record of unionism paid off not only for themselves but for the young men and women who are slowly working their own way toward retirement, enjoying good wages, overtime, scheduled days off, vacations. Cradle to the Grave Security.

The Shape-Up -Vignette

Joe Dougherty pulled his coat tighter against the chill morning air. His ears burned from the icy wind that swirled across Elliott Bay. Blowing into cupped hands to relieve the painful numbness in his fingers he peered anxiously through the locked gate at the head of Pier 2. Beyond it, just visible in the darkness rose the hull of a large cargo ship. He reached into his pocket for a lucky and then turned to his partner. "You'd think some of these guys would stay home on a day like this, wouldn't you Snapper?" He waved one arm at the crowd gathering in the street around them and searched for a match with the other. "There's at least. a hundred of and more coming," he added, looking over his shoulder. "Not even a fleet of ships could put everybody here to work!"

(Continued on Page 5)

100 Years, from page 4

Snapper found a book of matches in his overalls and reached up to light Joe's cigarette." Why don't we try Smith Cove instead?" he suggested, examining the crowd for the first time.

Some of the men, like himself were dockworkers by trade. But most were younger war veterans and unemployed. Many had arrived hours earlier to get a place at the head of the throng. "Smith's a long way to walk? Joe shook his Head. "Shape-up might be over by the time we got there. Aren't there any ships closer' in?" "We could hop a streetcar. There's bound to be less guys out there." "I dunno."

Joe glanced towards the dock apron. "There's four hatches on that boat--they'll need at least eighty men? Joe and Snapper weren't the only ones discussing their chances of being hired.

Clusters of men huddled over newspapers, scanning the trade section with keen interest for new ship arrivals. The sound of sleet as it began to hit the pavement drowned their voices and the dampened crowd moved closer together as they waited for the hiring boss to appear Joe recognized a couple of regulars from one of the Pier 2 company gangs as they filed past him towards the front of the crowd. They would be hired before anyone else. "C'mon Snapper, let's go. We don't have a chance here' "Whaddya mean? You were just saying how big that ship was..." "Yeah. But with the company gangs and this crowd we might as well be two pennies in a slot machine." "Damn it ---why don't we get into one of those company gangs? We'd never have to worry about getting hired' "The day I have to sell my privilege of working is the day I retire!" Just then the hiring boss, an ex-seaman by the name of Skiff Hanson stepped from behind the warehouse door and conversation ceased.

He had an easy, confident step as he started towards the pier gate. His thumbs were shoved in to the thick leather belt that strained to keep his formidable paunch in place. Two large brushes of yellow whiskers spread out from

beneath his nose like the handlebars of a bicycle and a faint orange glow marked the butt of his stogie between them. Some of the regulars had watched Hanson make his walk across the pier every morning for years. Still they waited nervously. Would he remember their loyalty to the company? Or would he give some newcomer the job today? They studied his gait as if to glean the answer. "All right boys, shape up!" As the gate swung wide the men shuffled into a horseshoe around Hanson. His small gray eyes slowly surveyed the men in front. "Damn!" Joe swore under his breath. "We shoulda gone to Smith? "Why?" Joe nodded to a knot of men in front. All had just placed tooth picks in the corners of their mouths "Why d'ya think they're all standing together" Joe demanded." They all went to the same restaurant for breakfast?" "Don't, clown me, Snapper. I smell a payoff." Sure enough, Hanson pointed to the men with toothpicks." You there --- Number One hatch: deck, dock and hold!" "Hey Skiff, what gives? Were the Number One gang." It was one of the regulars. Hanson's eyes fastened on him and then narrowed to line slits." What did you say, Jackson? his voice was menacing. The man looked from side to side. But his partners stared straight ahead as if they didn't know him. Jackson's anger turned to confusion and finally silence before Hanson's glare." Don't ever come here looking for work again, Jackson." Without a pause, Hanson resumed dispatch. Calling out the company gangs first, he then filled in with extra men. When all of the jobs were assigned roughly half the crowd still remained. "That's it boys! But stick around. There's another ship due in late tonight." "What does Hanson think we are, stooges? There's no ship in here tonight Snapper muttered.. "He just wants to be sure somebody's here when they start dropping like flies" Joe snorted. "His gang bosses don't give breaks. Come on, let's beat it over to Smith." "Right," Snapper agreed as the crowd hurriedly disbanded "Before everybody else!"

The End

ILWU Seattle Pensioners' Report, PCPA E-board, April 7, 2019

The Seattle Pensioners' Club currently has 166 members. New officers were elected at the December meeting, as follows: President-Carl Woeck, Vice President-Jack Block, Secretary-Treasurer-James Barnett, Recording Secretary-Sally Roach, Caucus Delegate, Chuck Dean, Trustees, Lanny McGrew, Bill Crawford and Chuck Dean, and Sick Committee -Bill Lassiter.

We are happy to report that the Frank Jenkins Jr. Endowment at the University of Washington is now fully funded. Frank was an active and important member of Local 19 from 1934 until his retirement. He was a leader both in the labor movement and civil rights movement. The endowment will be used to provide fellowships for students interested in labor studies. The fund raising was greatly helped by the contributions of \$100,000 from the ILWU Longshore Division, and \$100,000 from Local 19.

A very unhappy event was the unexpected passing of labor historian and good friend of the ILWU Dr. Ron Magden. Dr. Magden was very close to finishing his book on the Seattle waterfront. It is now necessary for his daughter Kim Magden to take up the task of trying to get the book finished and published. A committee from our Pensioners' Club including Carl Woeck, Ian Kennedy and Lanny McGrew and Leith Kahl(active) will be working with Kim and people from the University of Washington to get this accomplished.

On May 23rd we will be having our annual Pensioners' Luncheon, which is usually well attended and a lot of fun. All are invited.

Local 19

Local 19 currently has 659 A members and 251 B members. They have recently added new B members. Work is good, and they are glad to be elevating new people. The big news is that Terminal 5 will be operated by SSA and TIL (Terminal International Limited), under a 32 year lease. It was formally approved at the Seaport Alliance meeting on April 2. Matson Shipping will be moving from T30 to the south berth of T5 in April. TTI will be moving from T46 to T18, opening up the north end of T46 for a cruise terminal. Possible uses for the south portion include a satellite yard for empties and chassis, or an area for crane training, or Foss Alaska could possibly move there. The union would still want to have some container shipping at 46, but it is all up in the air now.

Local 19 has had an education committee for several years, and it is now an elected union office. In February the current chairman Leith Kahl put on a very well researched and presented workshop on Black History as it relates to the ILWU.

Local 52

Local 52 currently has 132 members. They recently added 16 transfers. There is lots of work. The main issue is that SSA continues on a daily basis to violate the contract by having their superintendents and security guards encroach on clerks jurisdiction. They now have security guards directing traffic in the yard, and have coached them to say they are not giving actual locations because "that is clerks work".

*Submitted, In Solidarity
Michele Drayton
Seattle Pensioners Club*

Pensioner's Correspondence:

May/June, 2019

From **RAMON DELAO**, \$30.00 for 2019 dues and \$10.00 donation to the Rusty Hook. Thanks RAMON. From **JOHN LEWICKI**, \$10.00 for 2019 lifetime dues and \$20.00 donation to the Rusty Hook. Thank you JOHN. From **BILL ROMISCHER**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks BILL. From **ROBERT EVERITT**, \$30.00 for 2019 dues and \$270.00 donation to the Rusty Hook in memory of **FE ALMO**, who passed away last fall. Thank you so much ROB. From **DON FRANZ**, \$10.00 for lifetime dues for 2019 and \$490.00 donation to the Rusty Hook. Thank you, thank you DON. From **JOAN RITTINGER**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you JOAN. From **JOHN VLASIC**, \$10.00 for 2019 lifetime dues and \$40.00 donation to the Rusty Hook. Thank you JOHN. From **TOM EFIMENKO**, \$30.00 for 2019 and \$70.00 donation to the Rusty Hook. Thanks TOM. From **WARREN FAIRBANKS**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you WARREN. From **GARY KALDESTAD**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thank you GARY. From **JAMES JEFFRIES**, \$25.00 donation to the Rusty Hook. Thanks JIM. From **CARY BODEN**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you CARY. From **DAVE STAPLETON**, \$30.00 for 2020 dues and \$120.00 donation to the Rusty Hook. Thank you so much DAVE. From **MARLAND SYBOUTS**, \$60.00 for 2019 and 2020 dues and \$40.00 donation to the Rusty Hook. Thank you MARLAND. From **DONALD REIDEL**, \$130.00 donation to the Rusty Hook. Thank you so much DONALD. From **CHERRY THOMAS**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook in memory of **BROTHER HAROLD (BILL) THOMAS**.

RIP BILL, you were one of the good Guys. Thanks you CHERRY. From **TOMMY THOMPSON**, \$86.00 for 2017, 2018, & 2019 dues and \$14.00 donation to the Rusty Hook. Thanks TOMMY. From **LARRY SPAFFORD**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thank you LARRY. From **SUE & ED HICKS**, \$10.00 for 2019 lifetime dues and \$90.00 donation to the Rusty Hook. Thanks ED & SUE. From **PAT SULLIVAN**, \$50.00 donation to the Rusty Hook. Thank you so much PAT. Love to see that long line of Longshoremen in your history. From **KENNETH ROBERTS**, \$200.00 donation to the Rusty Hook. Thank you so much KEN. From **WAYNE ERICKSON**, \$30.00 for 2019 dues and \$30.00 donation to the Rusty Hook. Thanks WAYNE. From **DICK HOPPER & FRANCIS HOPPER**, \$10.00 for 2019 lifetime membership dues and \$30.00 for 2019 dues. Thank you DICK. From **JOHN FERN**, \$10.00 for lifetime dues and \$20.00 donation to the Rusty Hook. Thank you JOHN. From **JOHN HALGREN**, \$10.00 for lifetime dues and \$40.00 donation for the Rusty Hook. Thank you JOHN. From **JON LEPPA**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks JON. From **RUSS ALEXANDER**, \$25.00 donation to the Rusty Hook. Thanks RUSS. From **BILL ROMISCHER**, \$100.00 donation to the Rusty Hook. Thank you BILL. From **WALT CONNELLY**, \$90.00 for 2019, 2020, 2021 dues and \$100.00 donation to the Rusty Hook. Thank you so much WALT. From **RON KERZIC**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks RON. From **MARCIE PETERSON**, \$100.00 donation to the Rusty Hook. Thank you so much MARCIE. From **GREG McELROY**, \$200.00 donation to the Rusty Hook. Thanks so much GREG. From **JUDITH JOHNSTON**, \$100.00 donation to the Rusty Hook in memory of **BROTHER PARKER JOHNSTON**.

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Notes from Andrea Stevenson, Washington Area Welfare Director

The Washington area ILWU-PMA Benefit Plans is MOVING! Effective August 1, 2019, the new address will be: 21907 64th Ave West Suite 130 Mountlake Terrace, WA 98043 This new office building is 17 miles north of downtown Seattle, one minute off of I-5 in Mountlake Terrace next to Mountlake Terrace City Hall. This new secure office space is on the first floor, ADA complaint and provides more room including a private waiting area for participants. So far, we have been told the phone numbers will stay the same. Office: (206) 938-6720, Fax: (206) 938-6726 and the toll-free number: 1-877-938-6720.

All Washington Area Participants and Beneficiaries Enrolled in the ILWU-PMA Kaiser Washington Plan The 2008 Memorandum of Understanding added the following vision benefits:

- \$300 every two years for frames;
- Photochromatic added as a covered benefit;
- Progressive lenses added as a covered benefit;
- Anti-reflective coating added as a covered benefit;
- Coated and laminated lenses; clarified to polycarbonate added as a covered benefit;
- \$300 coverage per year for contact lenses including associated eye exam.

At the time this was implemented, Group Health Cooperative (now Kaiser Washington), was unable to handle reimbursements for portions of these benefits. When claims were received for services, Participants were required to submit their balance to the Benefit Plans Office for review and payment for portions Group Health Cooperative was unable to process.

Effective with dates of service on or after July 1, 2018, Kaiser Washington is now able to process these claims correctly, which means Participants no longer have to pay out-of-pocket and submit claims to the Benefit Plans Office for payment. If you received these services on or after July 1, 2018, please contact Kaiser Washington for reimbursement. For any claims prior to July 1, 2018, please contact the Benefit Plans Office, at 415-673-8500.

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 medial card.

BENEFICIARY DESIGNATION – Is yours updated? The ILWU-PMA Welfare Plan Beneficiary Designation Form (BDF) must be completed by Active and Retired Longshoremens in order to make a beneficiary designation. BDF's may be obtained at the Locals, the Benefit Plans Office or online at www.benefitplans.org.

If you need a copy of yours please call the ILWU-PMA Benefit Plans office @ (415) 673-8500

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Pensioner's Correspondence

PARKER, you will be missed. Thank you so much JUDITH. From **BARBARA LOFTUS**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks BARB. From **TONY MORENO**, \$60.00 for 2018 & 2019 dues. Thanks TONY. From **BOB PERIN**, \$30.00 for 2019 dues and \$220.00 donation to the Rusty Hook. Thank you so much BOB. From **AL BARNES**, \$25.00 donation to the Rusty Hook. Thanks a lot AL. Sorry we will miss you at the luncheon. Have a wonderful time. From **JACK SPIERING**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks JACK. From **PEPE McDONALD**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks PEPE. From **BOB BURDEN**, \$30.00 for 2019 dues and \$70.00 donation to the Rusty Hook. Thanks BEAST OF BURDEN. The following have paid \$30.00 for 2019 dues: **WILLARD MORRISON, CLARENCE ELLSWORTH, JEFFREY VAUGHAN**. From **MANNY ALMO**, \$100.00 donation to the Rusty Hook for **DAMON ALMO's** accomplishment in moving on up to the Forman's Local, L-98. Good going **DAMON** and thank you **MANNY**. From **CHRIS ROMISCHER**, \$30.00 for 2019 dues and \$10.00 donation to the Rusty Hook. Thank you **CHRIS**. From **KAREN WALDEAN**, \$30.00 for 2019 dues and \$30.00 donation to the Rusty Hook. thank you so much **KAREN**. From **RICH ULRICH**, \$30.00 for 2019 dues and \$20.00 donation to the Rusty Hook. Thanks a lot **RICH**. From **MRS. ALMER**, \$100.00 donation to the Rusty Hook in memory of her husband, **ROBERT ALMER**. I am so sorry this thank you took so long to get into the Rusty Hook. No one could find your first name and I like to be personal especially about something so personal. RIP **ROBERT** and you will be missed. Thank you also **MRS. ALMER**.

◆◆◆

Final Dispatch

*Albert Reece Jr., ILWU 52:
Tim Sipes, ILWU 19:
Era Mae Wieand, ILWU 52:
Anton Oblack, ILWU 19:
Kelly Hanke, ILWU 19:
Bruce Wallace, ILWU 52:
Mervin Johnston, ILWU 98:
Johnny King, ILWU 19:
John Stavros, ILWU 19.*

Andrea Stevenson, continued

to request a copy of your BDF. The Plan office will mail a copy to you with a blank BDF. If you agree with your current form no further action is needed. If you are not satisfied with the information on your form, you can fill out the blank one and mail it back to the Plan office. (Note: Only members have a death benefit with the ILWU-PMA Benefit Plans. Not widows, widowers or surviving children of members.) Please be sure you open ALL mail in regards to your ILWU-PMA Benefit Plans. Any correspondence with medical, dental, vision or prescription bills. If any part of your bill doesn't look right (i.e.: remaining balances unpaid or no payments at all) let me know. DO NOT HESITATE to email, fax or mail me your paperwork to look over. Please always include your longshore registration number and a telephone number anywhere on your paperwork.

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*

Terminal 46: Cargo & Cruise: What we know, and what we don't.

By John Persak, 57598

In the last issue of the Rusty Hook, we gave a rundown of the recent history involving our fight to keep our marine terminals open for ILWU jurisdiction. A functioning supply chain that is supported by first-last mile infrastructure for freight transportation, and land set aside to support marine operations, is the environment that is necessary for our work to survive in an urban environment. The industrial lands surrounding us is a scarce resource that needs a conservation movement, just we we do for lands for hunting, fishing, recreation, and wilderness.

And yet, as you drive north on the new Alaska Way, near the all but gone viaduct, you see an empty space to the west, and empty doesn't begin to describe the feeling when you are looking at 89 acres of terminal pavement and boomed up hammerheads. As Local 19 president Rich Austin told a 94.9 KUOW reporter recently, we can't afford to waste this natural resource that is a natural deep water berth.

Just as we heard that a sports arena was a "done deal" back in 2012, we are hearing, in a softer tone that cruise is inevitable at T46, and cargo's days are numbered, if it ever appears again.

What we know: the Port issued an "RFQ", a call for terminal operators to put in proposals. The short list of three that came back: SSA/MSC/Royal Caribbean; Ports America; and "Global Ports Holding Plc", an outfit from the U.K.

What we know: the Seaport Alliance negotiated a early lease termination agreement with TTI. This was done without meaningful input, and was signed and notarized literally hours after the NWSA managing members took it up in public.

What we know: SSA does not want international cargo calling at T46, i.e. competition.

What we know: T46 is capable of handling breakbulk and domestic container cargo.

What we know: The Port of Seattle (as separate from the Seaport Alliance) must actually pick from the three proposals, create a design, and go through a public process, including votes at the Commission level, before the first new piling goes in.

What we know: The Port must do a full Environmental Impact Statement, which will push completion time back significantly. Community groups and other stakeholders in industry will certainly demand it.

What we know: The Port of Seattle must get permits from the City of Seattle. For better or worse, the relationship between the two agencies is uneasy at best, and it has been for a long time.

What we know: That if the cranes leave T46, and are not purchased by the Port/NWSA, and we lose the terminal infrastructure for cargo, the door for cargo will close.

What we know: that the Commissioners have stated in public many times that T46 can go back to cargo or partial cargo if the market permits.

What we don't know: How hard will developers use this opportunity to get rid of industrial lands and begin to strangle T30 in addition to T46; how receptive the city will be after all the hell they took for denying an arena street vacation to save T46; how long an EIS process can drag out; what kind of legacy are long time Port interests trying to create; how much will the public will support more cruise.

One more thing we do know: we, our union, and everyone before us has had to struggle to maintain what we have. The actives and the pensioners will need to unite and show up when the call to action comes. Solidarity will win the day, but we have to make that choice.

An Injury to one is an injury to all!

52nd Annual PCPA Convention, Vancouver, BC, Canada, September 15-18, 2019

Please join us for a convention filled with fellowship, fun, meeting new friends and old friends, a good hotel at a great location, delicious food, and of course, business meetings.

Where: Holiday Inn Vancouver Centre, 711 W. Broadway Ave, Vancouver, B.C., V5Z-3Y2 tel: 604-879-0511. **Rates** are \$189 (Cdn) per night +taxes, parking \$15/day.

- **Sunday night barbecue dinner at the local union office**
- **Monday—Harbour cruise around the port and sightseeing along Indian Arm with a salmon/chicken buffet lunch (12-4pm)**
- **Casino tour (depending on participation)**
- **Breakfast buffet served Monday and Tuesday**
- **Hospitality room**
- **Tuesday luncheon and evening banquet and dance**
- **3 blocks from transit station to and from airport or downtown shopping**
- **Lots of local area shopping and restaurants**

Convention Cost \$40.00 US/\$50.00 Cdn per person, Cheques payable to: ILWU Pensioners Organization, Vancouver BC, no later than August 15th 2019

CONVENTION REGISTRATION FORM, ILWU PCPA 52nd ANNUAL CONVENTION, SEPTEMBER 15, 16, 17, & 18, 2019. MAIL TO:

**ILWU Pensioners Organization Vancouver, Attn : Ted Grewcutt
438 Elmer Street, New Westminster, BC CANADA, V3L-4M5**

I _____ We _____ will be attending the 52nd Annual PCPA Convention
Name of Organization: _____

Member Name: _____ Spouse: _____

Address: _____

Phone/cell: _____

attending E-Board meeting Sunday, Sep 15th (lunch inc.) _____

attending BBQ Sunday evening: _____

attending Harbour Cruise Monday (buffet lunch): _____

attending Casino Tour, Monday: _____

attending banquet and dance, Tuesday, Sep 17th: _____

Prime Rib: _____ # Chicken: _____ # Salmon: _____

Dietary Needs: _____

Questions, please call Ted Grewcutt, 606-522-7049, or tgrewcut@shaw.ca

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Primary Election Endorsements

Tuesday, August 6th, is election day.

Ballots typically arrive in mid July. The following are ILWU Local 19's endorsements for the 2019 Primary:

Port of Seattle: Fred Felleman

Port of Seattle: Sam Cho

Kent City Council Pos. 3: Sarah Franklin

Seattle City Council D1: Lisa Herbold

Seattle City Council D2: Tammy Morales

Seattle City Council D3: no endorsement at this time

Seattle City Council D4: Emily Meyers

Seattle City Council D5: Deborah Juarez

Seattle City Council D6: no endorsement at this time

Seattle City Council D7: Andrew Lewis

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
Jefferson Square 4700 42nd Ave. S.W. #551
Seattle, WA 98116

206.938.6720