



PUBLISHED BY
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Volume 28, Number 4
Fall 2020



Club MEETING DATES:

All meetings are cancelled
until further notice due to
the COVID-19 outbreak

www.rustyhook.org

**COVID-19 EXPOSES
TRUMP'S INCOMPETENCE**

By Dave Chaddock

According to a widely believed narrative in the United States, China was grossly negligent when Covid-19 first emerged. It has a system which tries to hide mistakes and disasters, we are told. It failed to warn the rest of the world. And when a doctor tried to sound the alarm, he was arrested by the police, and later he himself caught the virus and died. If only China had taken action sooner many lives could have been saved. Trump calls it the "China virus" and maintains that China should have and could have wiped it out. Therefore he blames China for the many Covid-19 deaths in the United States.

But China argues that U.S. critics are "armchair quarterbacks." They are blaming China for failing to take action in January based on evidence that did not become clear until April. (See *China Daily*, 5-8-20). Yes, Dr. Li Wenliang, an ophthalmologist, alerted some of his medical friends about alarming E-mails he had seen regarding cases of pneumonia of unknown origin. At this point, research into the virus had just begun. Its infectiousness and lethal ferocity and its ability to proceed by stealth had yet to be determined. *NY Times* reporter Raymond Zhong noted on Jan. 28th that there were legitimate reasons to be on the alert for "scaremongering fabrications which can cause panic." Dr.Li was aware of the need for discretion and told his friends to keep mum but somehow the word leaked out. Li was reprimanded by local police who feared a false alarm but an investigation on March 19 concluded that Li should not have been sanctioned. Unfortunately Li himself succumbed to the virus on Feb. 7th. In an interview on January 31 he explained: "Since at the time the authorities hadn't yet confirmed the virus could be transmitted between humans . . .I was so careless and thought the unexplained pneumonia was still quite far away

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from me. So I didn't wear an N-95 mask" (*NewsChina*, 4-1). Li was later named one of 14 martyrs fighting Covid-19, 12 of whom were frontline medics infected while diagnosing and treating patients (*CD*, 4-3-20).

Responding to the charge that it failed to warn the rest of the world, China points out that it notified the World Health Organization on December 31. Starting on January 3rd, it sent alerts to Hong Kong, Taiwan, and the U.S. And on January 12, it revealed the genome sequence of Covid-19 to the WHO (*Beijing Review*, 4-16). These early warnings were issued when confirmed cases were very low in number and "officials were trying to gauge the extent of the problem" (*Wall St Journal*, 8-18). Zhang Jinnong, head of Xiehe Hospital Emergency Department, had a few cases in late December, but was "relatively unconcerned at first, because there were no signs of the virus spreading between people." On January 18, an investigating team was sent to Wuhan, which included virus expert Zhong Nanshan, who announced on Jan. 20 that the virus was indeed spreading between people" (*WSJ*, 3-7). On January 23, as confirmed cases reached 571, China took an unprecedented step. It announced that the 11 million people in Wuhan, a population equivalent to that of New York and Los Angeles combined, would be subjected to lockdown. Now although this move did not completely eliminate the virus, it certainly showed who was boss! Experts who were initially skeptical of the Chinese approach, began to be impressed. Peter Hotez, Dean of Tropical Medicine at Baylor, declared: "China has done extraordinary things to mostly contain the virus within Hubei" (*CD*, 2-21). Geovanni Rezza, chief epidemiologist at Italy's National Health Institute: "There's no question they were able to combat the epidemic efficiently" (*WSJ*, 3-11). After a fact-finding WHO mission in February, Bruce Aylward, team leader, urged the rest of the world to access Chinese expertise: "They know what they are doing and they are really good at it. If I have Covid-19, I want to be treated in China" (*CD*, 3-27).

But curiously, the more experts in the rest of the world were in awe of China, the more Trump acted as if he had nothing to learn. For months he took no precautionary measures as the situation in the U.S. got more threatening. A comparison is instructive. South Korea got its first case of the virus on Jan. 19th and the U.S. on Jan. 20th. By May 13, S. Korea had suffered 258 Covid deaths, whereas the U.S. toll was 80,000. The death rate in the U.S. in proportion to its population, was 35 times higher! (*CD*, 5-15). In the Veteran's Home in Paramus NJ, which had 314 residents in late March, 72 had died from Covid by May 12 (*NYT*, 5-12). In the Holyoke Soldiers Home in Massachusetts, where 310 veterans had been residing, there were 89 Covid victims by May (*NYT*, 5-25).

Elizabeth Rosenthal, editor of *Kaiser Health News*, in an op-ed article in May, argues that the U.S. health system in a crisis is "set up to fail." Every single player is required to have a profitable business model. Ocean liners do not make profits from their life preservers and life rafts but they are required to have them "even though most ships do not get swamped by rogue waves or hit icebergs." Without an over-riding national leadership (which Trump did not provide) "what we got was a messy, uncoordinated under-response." (*NYT*, 5-8). In a March 16 conference call Trump told governors that they should try getting respirators and ventilators on their own. What followed was a "nation-wide free-for-all" as distributors played states off one another to drive up the price" (*WSJ* 9-1). In Maryland, Governor Larry Hogan, who happened to have a Korean wife as an interpreter, was able to negotiate a deal on the phone with two S. Korean labs to acquire testing kits. The hospital system in Springfield Ma. resorted to a stealth transaction to acquire masks arranged by "someone who knew someone" at an unknown location in an unnamed state. Getaway vehicles were disguised as food delivery trucks which, to avoid detection, picked different routes to return to Massachusetts (*NYT*, 4-21).

Once China had gotten its Covid problem under control, it turned its attention to helping the rest of the world. Already the leader in producing

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Notes from Andrea Stevenson

ILWU-PMA Benefit Plans offices

San Francisco

By order of the State of California, ILWU-PMA Benefit Plans has closed our San Francisco main office. Benefit Plans staff are working at times in the office and still some remotely. Pension checks will be deposited and mailed on time, weekly and accident claims will be honored, medical claims are being processed. Messages left on our main phone line voicemail will be returned. Multiple messages on the same topic will delay our response:

Telephone: (415) 673-8500

Fax lines are being monitored, documents submitted via fax will be received by Benefit Plans staff: Fax: (415) 749-1400 or (415) 749-1321

The WA Area ILWU-PMA Benefit Plans office remains closed to foot traffic until San Francisco's main office completely reopens. If you need to personally see me, please let me know and I will try to accommodate the request.

In the meantime, I am continuing to work remotely. Office number (206) 938-6720, fax number (206) 938-6726, email address: astevenson@benefitplans.org. Mailing address: 21907 64th Ave W. #130 Mountlake Terrace, WA 98043.

6.17.20 from Medicare Website Guard your Medicare number: Scammers may use the COVID-19 pandemic as an opportunity to steal your identity and commit Medicare fraud. In some cases, they might tell you they'll send a Coronavirus test, masks, or other items in exchange for your Medicare Number or personal information. Don't fall for it; it's a scam.

It's important to always guard your Medicare Number and check your Medicare Summary Notice (MSN) for errors. Only give your

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masks, by March it was turning out 116 million masks a day, about 12 times more than previously (NYT, 3-24). Italy had made a plea for medical equipment but not a single EU country responded. Only China came to the rescue with masks and ventilators. (BR,3-19). China began sending aid to 50 different African countries. Each month this assistance included 30 million testing kits, 10,000 ventilators, and 80 million masks (BR, 6-25). Peter Navarro, Trump's cohort, announcing that the U.S. was not too proud to buy Chinese masks and equipment, but what it did not want to absorb was Chinese propaganda telling how well it had done because he knew that the Chinese Communist Party had made the crisis "far more serious than it otherwise would have been" (NYT, 3-24). Right at this point my weekly copy of *Beijing Review* stopped coming for three months. I have no proof that this was Navarro's doing, but the timing is suspicious!

Despite being insulted, Beijing sent a commercial aircraft, with 80 tons of gloves, masks, and medical supplies to New York, landing on March 29. It was the first of 22 flights through early April (NYT, 3-30). While Trump continues to provoke China, kicking out Chinese reporters, and closing a consulate, China is forced to respond, but it continues to insist that the whole world wants China and the U.S. to work together rather than at cross purposes. As Chinese industrialist Jack Ma, referring to Covid-19, declared: "We are living in the same forest and a burning fire can ruin all of us . . . Only with co-operation, mutual assistance and unity can we find a way out" (BR, 3-26).

#####

ILWU Washington Area District Council Washington State Political Endorsements

The importance of this election year for the ILWU cannot be over emphasized. On the state level, we will be pursuing our legislation to prohibit the use of taxpayer money for container terminal automation. Our coastwise contact opens up during the next POTUS term, and continuing to have a president who would gleefully take an opportunity to use the federal government to smash the ILWU would be a disaster and a risk we simply cannot afford. It is incumbent upon us to influence who gets elected into government, and what they decide once there are elected.

Walking away from this duty means ceding power to the employers, who are involved as a matter of course. To not “do” politics is merely being political without intention and direction, and ceding power to those that would prefer we eliminate health and welfare, pensions, and the good wages that support us, our families, and our community.

The Washington Area District Council (formerly Puget Sound District Council) is our state political organization. Every election cycle, the WADC issues endorsements for state and port races, and recommendations to the IEB for federal offices. These are as follows:

State Races:

Leg Dist/Pos./Candidate

5	HS1	Bill Ramos
5	Senate	Ingrid Anderson
6	HS1	Zack Zappone
10	Senate	Helen Price Johnson
11	HS1	Zack Hudgins
11	Senate	Bob Hasegawa
13	HS1	Tom Dent
19	Senate	Dean Takko
19	HS1	Marianna Everson
19	HS2	Brian Blake

State District Races:

Leg Dist/Pos./Candidate

25	HS1	Jamie Smith
25	HS2	Brian Duthie
25	Senate	Julie Door
26	HS1	Carrie Hesch
26	HS2	Joy Stanford
27	HS1	Laurie Jinkins
27	HS2	Jake Fey
27	Senate	Jeannie Darneille
28	HS1	Mari Leavitt
28	HS2	Dan Bronoske
28	Senate	T’wina Gobies
29	HS1	Melanie Morgan
29	HS2	Steve Kirby
30	HS1	Jamila Taylor
30	HS2	Jesse Johnson
32	HS1	Cindy Ryu
35	HS1	Dan Griffey
35	HS2	Darcy Huffman
36	HS1	Noel Frame
37	HS2	Kirsten Harris-Talley
43	HS1	Nicole Macri
43	HS2	Frank Chopp
46	HS1	Gerry Pollet
Governor		Jay Inslee
Lt Governor		Denny Heck
Attorney General		Bob Ferguson
Sec of State		Gael Tarleton
State Treasurer		Mike Pellicotti

Federal (Recommendations to IEB):

US President/VP	Biden/Harris
CD #1	Susan DelBene
CD #2	Rich Larsen
CD #3	Carolyn Long
CD #6	Derek Kilmer
CD #7	Pramila Jayapal
CD #8	Kim Schrier
CD #9	Adam Smith
CD #10	Marilyn Strickland

First Woman Crane Operator at the Port of Seattle by Kevin Catherine Castle

[Editor's Note: This essay is being republished here from Historylink.org, under "fair use".] This essay is part of HistoryLink's People's History collection. People's Histories include personal memoirs and reminiscences, letters and other historical documents, interviews and oral histories, reprints from historical and current publications, original essays, commentary and interpretation, and expressions of personal opinion, many of which have been submitted by our visitors. They have not been verified by HistoryLink.org and do not necessarily represent its views. This essay made possible by Seattle Office of Arts & Culture King County.

In 1980, a year after graduating from the University of Washington, Kevin Catherine Castle was in the first group of women to join International Longshore and Warehouse Union (ILWU) Seattle Local 19, loading and unloading ships on Seattle's Elliott Bay waterfront. Over the next two decades she advanced, through seniority, to become the first woman to operate a container crane at the Port of Seattle. This is her account of her career on the docks and in the cabs of the 15-story-tall cranes, maneuvering 60-ton containers on and off huge cargo ships.

Initiation

My career as a dockworker began when I graduated from the UW with one of the least marketable degrees offered, a B.A. in history. I had worked on the waterfront as a casual ship's clerk during the summers while I was in college, a paperwork job that involved counting and sorting cargo. Because of this experience I was in good position when the International Longshore and Warehouse Union/Pacific Maritime Association, (ILWU/PMA) began hiring longshore workers in May of 1980, the year after my graduation. The longshore industry in Seattle had never hired women before. Now, affirmative action laws dictated that some of their new hires be women. I and 12 other women were the first to be registered in the Port of Seattle. The workforce at that time hovered around a thousand.

We were, in other words, a drop in the ocean.

On one of my first jobs my partners and I were tasked with bundling lumber and otherwise preparing it to be loaded onto a cargo vessel. We belly wrapped the boards together with plastic straps and secured them with bands. The foreman asked me to go get the "henway." I searched through the tools and implements laid out on the dock apron. I didn't want to look stupid, but I was stumped. "What's a henway?" I finally asked. "Oh about two pounds," he answered. (What's a hen weigh?). My initiation.

Mastering the Skills

Longshoring is considered unskilled work but it is made up of myriad skills. It utilizes all manner of tools, gear, light and heavy machinery. Yet there is no training. Jobs are as complex and as varied as driving a forklift and moving cartons of electrical goods from a 40-foot container onto a warehouse floor, transporting containers from the dock to the crane with a semi and hand-stowing boxes in the hold of a ship, driving a winch to load pallets of apples onto ships bound for Asia and lashing towers of containers to the deck of a ship. None of us knew what we were doing. And that was true for some of the 150 men we were hired with as well. This made for some comedic moments.

But many of the men resented that they had to work with women and were not about to share their knowledge with us. Many didn't want women to succeed as stevedores, forklift and semi drivers. They jeered us, hurled foul language at us, threatened us. As a woman, I sometimes felt like an immigrant in a hostile country. Our situation at times was precarious. But we stayed. This was a union job, one you could raise a family on. The ILWU had won handsome wages and benefits for its workforce. Few careers could duplicate what we enjoyed.

As the years passed I mastered the skills that dockworkers employ, mostly through observation, trial and error, and with some guidance from enlightened men. I also learned skills in other divisions, like the ship's clerks who now utilized computers to process and guide cargo from the pier gates to the ship. I learned that the men's bark was, on the whole, worse than their bite and they learned that I was tougher than my 5'3" frame suggested.

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First Woman Crane Operator,

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History Being Made

Nineteen years passed and then one day I got the news that I was eligible for crane training. I could scarcely believe that I had enough seniority! To work from 15 stories high? Join the ranks of the "jet pilots" who made containers fly onto ships? I was thrilled and scared at the same time. It was a daunting prospect but I was ready for a challenge. The two-week training I received proved to be woefully inadequate. Crane operators that I talked to told me it took years to master the dynamics of driving. I was forced to learn through trial and error, on-the-job training. This would handicap me at first. As expected, the mistakes I made would be talked about and magnified by some in the workforce. But, surprisingly, others cheered me on, captivated by the history that was being made. Whatever the reception I received, I was up above now, looking down.

I remember vividly my first day on the job as a full-fledged crane driver. At that time there were no elevators. I had to walk all 150 feet up to my work station. Each step was a latticework of steel with a view of the dock and water below. As I pulled myself up the ladders and stairs, the sounds of semis and strads grew more and more distant. The grumble of gears changing, the smell of diesel fumes, and the blue clouds of exhaust faded. The figures of the men as they assembled for work beneath me appeared smaller and smaller. When I finally reached the top of the machine and pulled the air into my lungs I could see the mountains and the entire sweep of Elliott Bay.

Into the Gondola

I entered the glass gondola suspended from the crane's boom. I pulled the steel door closed and folded myself into the driver's seat. Beneath my forearms were polished steel panels studded with buttons, blinking domes, and switches. A large lever rose from either side, topped by handles that I would clutch for the four hour shift. I bent forward,

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Pensioner's Correspondence

Rusty Hook Correspondence Sept, 2020

From **RON GUSTIN**, \$30.00 for 2020 dues and \$70.00 donation to the Rusty Hook. Sorry this took so long to get in the paper. We really do appreciate it. Thanks so much **RON**.

From **HARRIET & NINA CASO**, \$100.00 donation to the Rusty Hook in memory of **BROTHER DANNY CASO & BROTHER PETER CASO**. Thank you so much **HARRIET & NINA**. The Caso's will be missed. From **CHRISTOPHER MOORE**, \$30.00 for 2020 dues and \$70.00 donation to the Rusty Hook. Thank you so much **CHRISTOPHER & VILMA**.

From **DON BRADY**, \$30.00 for 2020 dues and \$70.00 donation to the Rusty Hook. Thanks **DON**. From **EUGENE CROTTY**, \$30.00 for 2020 dues. Thanks **EUGENE**. From **ALEXANDER EARLE**, \$30.00 for 2020 dues and \$20.00 donation to the Rusty Hook. Thank you **ALEXANDER**.

From **DAN PHILIO**, \$60.00 for 2020 & 2021 dues and \$40.00 donation to the Rusty Hook. He's a new member and still active. You don't have to be retired to join the Pensioner's Club.

Living The Maritime Dream

It is a beautiful thing to be a part of the maritime dream.

Guided in and out of harbors.

Using ship's pilots and tugboats, bringing ships along dockside where they are

tied with massive cords of ropes.

Disembarking passengers and precious cargo.

Don't think it is all over as the empty vessel rises in the water.

Reversing the process as we adjust to the changing of the tide.

We begin filling the ship with every maritime worker's pride.

When the vessel is filled, inspected and deemed sea-worthy,

All hands on deck and all hatches are sealed.

Some lucky longshore gang has the privilege of letting it go

and then waiting for another vessel filled with precious cargo.

It is a beautiful thing to live the maritime dream.

Longshoremen love to do it over, again and again.

—James Barnett, Seattle Pensioner

The Ten Guiding Principles of the ILWU

The ILWU began with a set of cardinal principles upon which it continues to operate. These were memorialized by the union's Tenth Biennial Convention held in San Francisco in 1953.

I A Union is built on its members. The strength, understanding and unity of the membership can determine the union's course and its advancements. The members who work, who make up the union and pay its dues can best determine their own destiny. If the facts are honestly presented to the members in the ranks, they will best judge what should be done and how it should be done. In brief, it is the membership of the union which is the best judge of its own welfare; not the officers, not the employers, not the politicians and the fair weather friends of labor. Above all, this approach is based on the conviction that given the truth and an opportunity to determine their own course of action, the rank and file in 99 cases out of 100 will take the right path in their own interests and in the interests of all the people.

II Labor unity is at all times the key for a successful economic advancement. Anything that detracts from labor unity hurts all labor. Any group of workers which decides to put itself above other workers through craft unionism or through cozy deals at the expense of others will in the long run gain but little and inevitably will lose both its substance and its friends. No matter how difficult the going, a union must fight in every possible way to advance the principle of labor unity.

III Workers are indivisible. There can be no discrimination because of race, color, creed, national origin, religious or political belief, sex, gender preference, or sexual orientation. Any division among the workers can help no one but the employers. Discrimination of worker against worker is suicide. Discrimination is a weapon of the boss. Its entire history is proof that it has served no other purpose than to pit worker against worker to their own destruction.

IV "To help any worker in distress" must be a daily guide in the life of every trade union and its individual members. Labor solidarity means just that. Unions have to accept the fact that the solidarity of labor stands above all else, including even the so-called sanctity of the contract. We cannot adopt for ourselves the policies of union leaders who insist that because they have a contract, their members are compelled to perform work even behind a picket line. Every picket line must be respected as though it were our own.

V Any union, if it is to fulfill its appointed task, must put aside all internal differences and issues to combine for the common cause of advancing the welfare of the membership. No union can successfully fulfill its purpose in life if it allows itself to be distracted by any issue which causes division in its ranks and undermines the unity which all labor must have in the face of the employer.

VI The days are long gone when a union can consider dealing with single employers. The powerful financial interests of the country are bound together in every conceivable type of united organization to promote their own welfare and to resist the demands of labor. Labor can no more win with the ancient weapons of taking on a single employer in industry any more than it can hope to win through the worn-out dream of withholding its skill until an employer sues for peace. The employers of this country are part of a well-organized, carefully coordinated, effective fighting machine. They can be met only on equal terms, which requires industry-wide bargaining and the most extensive economic strength of organized labor.

VII Just as water flows to its lowest level, so do wages if the bulk of the workers are left unorganized. The day of craft unionism – the aristocracy of labor – was over when mass production methods were introduced. To organize the unorganized must be a cardinal principle of any union worth its salt; and to accomplish this is not merely in the interest of the unorganized, it is for the benefit of the organized as well.

VIII The basic aspiration and desires of the workers throughout the world are the same.

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Conversations with Harry

Commentary by Ian Kennedy

I'd been in touch with Sue the last couple of weeks, and we decided that I would drive down as she has a fenced area behind the Bar that I could park my car in. I took two days, packed three meals so I wouldn't have to stop at restaurants and take a chance with Covid 19. Once I got to the Redwoods, I found a good place to stop, stretch out as best I could, and got some rest. Arriving in San Francisco in time for dinner. Sue cooked up a great meal consisting of Pork Chops with a salad including apple. After dinner she convinced me to take a nap and she would wake if Harry showed up.

I awoke the next morning to find Sue already with breakfast and tea. She's getting to know all my likes. As I eat, she is telling me about how quiet the Bar has been. That people are staying at home with hopes the virus will go away. She's showing some signs of depression as well as concerns over the cost of the bar. I asked her about the "go-fund-me" and she tells me the money is still coming through but fears it will dry up.

After assuring her that the money will come, letting her tell me about all the things she can think of, I help arrange the bar for all the customers that won't come. I took a cab up to the International Building but found it closed. I then got a bus going to the Embarcadero and wondered around, enjoying a shrimp dinner before getting a cab back to the Bar. I found business was keeping Sue struggling to keep up, so I grabbed an apron and started waiting on tables.

The rush had subsided and I was just going to sit-down and have a beer when Harry appeared at the door. He looks around, spots me and lights up a big smile. walks over, gives me a hug, "Thanks for the beer." He says, as he takes my glass, taking a sip as he sits down. "Aren't you drinking?" He asks with a smile, taking another sip. Sue, having seen what just happened, comes over and gives Harry a big hug. She turns heading for the bar. Before Harry and I can get comfortable, Sue is back with a pitcher and two glasses. She pours, filling the two glasses then fills Harry's glass. She

raises her glass, "A toast, to my comrades and to better times." We drain the glasses and look to her to refill them. She looks at us, shakes her head, "You're on your own now boys." She fills her glass, sit back with a smile on her face, that is until she notices a couple walk in. She gets up and goes over to take their order.

Harry fills our glasses, sits back and asks, "What has been going on in your world? He asks. I shrug, "as you know, we don't get out much either than for medical reasons. The Washington Area is hosting the PCPA Convention next year, Carl Woeck and myself are the Co-Chairs. Though we had selected the Hotel a year ago, we only had one meeting before we got hit with The Virus. We've had one meeting by Zoom last week." Harry interrupts, "What the hell is Zoom?" He asks. Smiling, I respond, "Zoom is a way to communicate face to face over the Internet." Finish off my beer and refill my glass, then continue, "As I was saying, we had a meeting just to get people used to the system and to get them thinking about our programs that we will need, buses and awards.

I've also been involved with meetings at the University. The Bridges Labor Center as well as the Labor Archives. We're trying to figure out how we can hold the Banquet on the Internet. Other than that, I don't know anything." I sit back, empty the pitcher into my glass and drain it. Looking around, I see Sue coming with another pitcher. She sits and fills all our glasses. "It's good to have you guys here, even if it's for such a short time." She smiles and chugs her beer.

Harry is watching her, "How have you been getting along?" he asks. Sue smiles and waits a few seconds before responding. "To be honest, some days are hard and I may not have anyone in for a day or two." She pauses, then continues, "But then there are days like today when I can't keep up and need help." She shrugs.

Harry repeats her shrug, "Sorry I can't be of any help, but keep the kid working." He gets up and heads for the door. Sue looks at me. "You might as well get some sleep if you're going to get an early start tomorrow." She gives me a hug, then starts to clear the table. #####

The Ten Guiding Principles of the ILWU, From page 7

Workers are workers the world over. International solidarity, particularly to maritime workers, is essential to their protection and a guarantee of reserve economic power in times of strife.

IX A new type of unionism is called for which does not confine its ambitions and demands only to wages. Conditions of work, security of employment and adequate provisions for the workers and their families in times of need are of equal, if not greater importance, than the hourly wage.

X Jurisdictional warfare and jurisdictional raiding must be outlawed by labor itself. Nothing can do as much damage to the ranks of labor and to the principle of labor unity and solidarity as jurisdictional bickering and raiding among unions. Both public support and strike victories and jeopardized by jurisdictional warfare. This code for rank and file unionism is implemented by the membership's participation in organization, negotiations, strike machinery, contract enforcement and every other aspect of union life. Thus, its discipline springs out of participation, conviction and the right of the membership to decide its own course of action. The above principles and steps to implement them, and an informed and alert membership make the union what it is.

Rusty Hook Publication Schedule for 2020-21

- Winter 2020 Issue: submission deadline is December 1st, to be published on December 14th (note change).
- For Spring 2021, submission deadline is March 1st, to be published on March 15th, 2021 (note change).
- Summer 2021 Issue: submission deadline is June 15th, to be published in June 28th.
- Fall 2021 Issue: submission deadline is September 14th, to be published on September 28st.
- Winter 2021 Issue: submission deadline is November 30th, to be published on December 12th.

Recent retirees

Regan Keo, Local 19; Michael Baker, Local 19; Mark Taylor, Local 19; Dana Schmitz, Local 19; Mike Hebblethwaite, Local 98; James Sybouts, Local 19; Calvin Cairns, Local 19; Michael DeLeo, Local 52; Vladimir Tchelouchkin, Local 98; Albert Johnson, Local 19; Dennis Sorentino, Local 52; Dale Hanke, 19; Shawn Brennan, Local 19; William Smith, Local 19; Robert West, Local 98; Nancy Glaser, Local 98; Jeffrey Lee, Local 19; Dabula Getahun, Local 19; Stan Paddock Local 19.

Final Dispatch

<i>Kenneth Field</i>	<i>Local 52</i>	<i>10/16/19</i>
<i>William Peck</i>	<i>Local 52</i>	<i>10/31/19</i>
<i>Leonard Hudson</i>	<i>Local 98</i>	<i>11/15/19</i>
<i>Sam Black</i>	<i>Local 52</i>	<i>01/31/20</i>
<i>Harold Ross</i>	<i>Local 19</i>	<i>05/07/20</i>
<i>Grace Miller</i>	<i>Local 52</i>	<i>05/27/20</i>
<i>Isaac Kona</i>	<i>Local 19</i>	<i>06/29/20</i>
<i>Heike Meyer</i>	<i>Local 98</i>	<i>07/06/20</i>
<i>Dorsey Williams</i>	<i>Local 19</i>	<i>08/05/20</i>
<i>Ottavio Tarlao</i>	<i>Local 19</i>	<i>07/30/20</i>
<i>Richard Carlson</i>	<i>Local 19</i>	<i>07/19/20</i>
<i>John Vlastic</i>	<i>Local 98</i>	<i>07/17/20</i>
<i>Randy Wilbur</i>	<i>Local 19</i>	<i>09/14/20</i>
<i>William Tooker</i>	<i>Local 52</i>	<i>08/14/20</i>
<i>James Schwarz</i>	<i>Local 52</i>	<i>08/19/20</i>
<i>William Ulrevich</i>	<i>Local 52</i>	<i>09/05/20</i>
<i>Robert West</i>	<i>Local 98</i>	<i>09/07/20</i>

Andrea Stevenson, from Page 3

Medicare Number to participating Medicare pharmacists, primary and specialty care doctors, or people you trust to work with Medicare on your behalf. Remember, Medicare will never call you to verify your Medicare Number.

Visit [Medicare.gov/fraud](https://www.medicare.gov/fraud) for more information on protecting yourself from fraud and reporting suspected fraud.

7.22.20 from Medicare Website

Have you gotten robocalls, text messages, or emails offering free face masks? Or maybe you've seen social media posts about free COVID-19 testing kits, "cures," or protective equipment? Unfortunately, scammers are using the COVID-19 pandemic to try to steal your Medicare Number and personal information. **If anyone reaches out to get your Medicare Number or personal information in exchange for something, you can bet it's a scam.**

8.19.20 from Medicare Website

If you've been in close contact with someone who tested positive for COVID-19, you may be contacted by a contact tracer or public health worker from your state or local health department in an effort to help slow the spread of the disease. Here's what to know if you get a call:

- **A contact tracer may call** to let you know you may have been exposed to someone with COVID-19. All information you share with a contact tracer, like who you've been in contact with and your recent whereabouts, is confidential.
- **You may be asked to self-quarantine for 14 days.** This means staying home, monitoring your health, and maintaining social distance from others at all times.
- **You may be asked to monitor your health and watch for symptoms of COVID-19.** Notify your doctor if you develop symptoms, and seek medical care if your symptoms worsen or become severe.

Be aware of scammers pretending to be COVID-19 contact tracers. Legitimate contact tracers will never ask for your Medicare Number or financial information. If someone calls and asks for personal information, like your Medicare Number, **hang up and report it to us at 1-800-MEDICARE.** #####

First Woman Crane Operator, *from page 6*

feet planted on the glass floor, torso resting against my thighs, knees wide, staring down 15 stories to the container on the back of a semi. I pushed one lever to let out the cable and drop the rack that locks onto the boxes. My aim was not entirely honed but I finally managed to latch onto it. As I pulled the container up I used the other lever to push it forward on the boom and over the ship's rail.

These movements were like a simple dance, up, down, back, and forth, each arc to and from the ship taking minutes, up to a hundred times in a shift. The 60-ton containers attached to the rack swayed beneath my glass cab like pendulums. I had to manage this swing, finesse it to work for me as I loaded and unloaded as fast as possible. My speed as I traveled back and forth set the pace for the entire operation, dockside to ship and back again. This meant that the strads and semis on the dock all were moving to my rhythm. Knowing this, I felt a keen sense of responsibility. This massive machine that I operated and the workers assembled below cost the shipping and stevedoring companies dearly. My skill determined when the ship sailed, when everyone below me went home.

It took me the full shift to complete the assignment. I had moved at a relative snail's pace. "Good job," my foreman signaled over the radio nonetheless. I could barely thank him I was so drained. It would take me awhile to get my "sea legs." I would become a good crane operator, if not a jet pilot.

I was the first woman to operate a crane in the Port of Seattle. I did so for five years before retiring from the industry.

- By Kevin Catherine Castle
- Posted 7/02/2018
- HistoryLink.org Essay 20596

For more essays about local history, visit [historylink.org](https://www.historylink.org)

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An Injury to one is an injury to all!

PCPA Convention Update

Dear Sisters and Brothers,

The PCPA Convention for this year, 2020, has been cancelled due to Covid 19 virus. The Seattle Pension Club is in the planning stages of the PCPA Convention for September 13th to September 15th, 2021. The Double Tree Hotel in Seatac has been booked, the same hotel we used in 2011 for the Convention. The rate per night will be \$169.00 plus taxes.

The BIG question we need to ask the membership up and down the coast is “Will Covid 19 virus interfere with our plans?” We have no way of knowing. We are asking the membership to let us know if there were NO restrictions, How many would attend? And if there were LIMITED restrictions, How many would attend? If we have some idea of how many would attend we can go back to the Double Tree Hotel and renegotiate costs and set up. Mary Fuller will try to keep track of who will attend and who will not attend. Please contact her at mlfullfair@gmail.com.

There will be two excursions. Maybe a boat cruise on the Seattle and Tacoma waterfront, maybe a trip to the Museum of Flight, but most definitely a casino.

So, if this Convention happens in 2021, come prepared to work and party!

In solidarity,

*Seattle Pension Club
Convention Committee*

Note from the Editor: When I took over publishing the Rusty Hook two years ago, I had two jobs to do. One was to completely recreate the original design of the newsletter, as the materials used to publish it before were not accessible. The other was to get the membership list in a readable format and get it updated from 18 months of retuned mail, find a union printing house (Trade Printery), and increase the funding from Local 19 to cover the rising rates of printing and distribution. With the help of Mary Fuller, Kathleen Brown (now retired), Carol Blacker (also now retired) and some of the others at the Pensioners' Club, I was able to get the publishing streamlined so that the next people to take it over would not have to reinvent the wheel.

Unfortunately, I was not able to get control of the web domain **RUSTYHOOK.ORG**, which is owned by the same individual that owns **ILWU19.COM**, who has not responded to multiple attempts to contact him. Though he is a retired member of the local, it would be better if Local 19 and the Pensioners controlled those web domains, as they are woefully out of date in content and design. If you have any ideas on how to resolve this, please get in touch.

This is the last issue that I will publish. The next one will be done by Mary Fuller, in collaboration with Josh Turgeon, who is the current Recording Secretary at Local 19. I wish both of them luck and I hope the writers here will continue to contribute, and will support them in their efforts.

It has been an honor to take on the volunteer role to keep the newsletter going. Thank you for your support.

In Solidarity,

*John Persak
ILWU 19 #57598*

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To our members -

On behalf of the ILWU International Titled Officers, welcome to the **ILWU COVID-19 Support** website.

The ongoing pandemic has affected each and every one of us in many ways. We know this is stressful and overwhelming, especially for those that are ill with COVID-19 or losing their jobs. It is our hope that this website will provide the necessary information and support for our members and their families during this difficult time.

For further questions and support, please contact ILWU International Headquarters at 415-775-0533.

For members of the Coast Longshore Division, please contact your local office for more information.

Be well and stay safe.

VISIT: <https://www.ilwucovid19support.org>

For information in Washington State:

<https://www.doh.wa.gov/Emergencies/COVID19/DataDashboard>

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