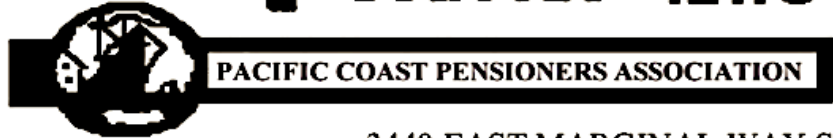




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**Club MEETING DATES:**

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

[www.rustyhook.org](http://www.rustyhook.org)

# Flood of Protest Stuns Trump Regime

*By Dave Chaddock*

When he shook hands with the leader of the Minneapolis police union Bob Kroll as Kroll praised him for putting “handcuffs on the criminals instead of us” Donald Trump no doubt assumed he was merely carving another notch on his “Law and Order” billy club. But now, after the horrific death of George Floyd at the hands of the Minneapolis police, a scene recorded for millions to watch, nine members of the Minneapolis City Council (a veto proof majority) have voted to completely dismantle the police department of their city in order to “create a new system of public safety” (NYT,6-8). It’s not that they want to

do away with policing, as their stance has been pictured. Not at all. But they believe that the problem is so deep and endemic that mere reform will not be enough. The system has to be taken apart down to the roots and assembled anew. Police currently employed who are willing to support the new structure may be retained. But the future in Minneapolis, in tune with the heartfelt demands of protesters who have been in the streets for two weeks, is a total rejection of Trump’s uncritical endorsement of the status quo.

Again, when Trump supporter Senator Tom Cotton submitted an op-ed article to the New York Times called “Send in the Troops” it caused so much alarm among the news staff that the editorial page editor was forced to resign. One of the key demands of protesters is that more funds should be provided for community services that would lessen the need for police intervention. Furthermore, the police have already been criticized by protesters for acting more and more like a military force, with overwhelming firepower, tear gas, etc., even when crowds are peaceful and have neutralized a minority of window-breakers and looters. *(continued on Page 2)*

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## **Flood of Protest, from page 1**

And then, after a peaceful crowd of protesters near the White House was cleared away (by force, backed up by troops on horseback, in order for Trump to pose awkwardly holding a Bible in front of St. Johns Episcopal Church, Muriel E. Bowser, the Mayor of Washington, right in the area where protesters had been unceremoniously evicted, had a message printed on the street, in big yellow letters visible from high above: BLACK LIVES MATTER. She also re-named a street in the area Black Lives Matter Avenue. And she arranged for searchlights to broadcast the same slogan on nearby buildings at night.

How is it that demonstrations could have been continued every night for two weeks, getting bigger and bigger, in cities big and small, all over the United States? As the protests grew, people found more and more reasons to continue. President Trump likes to talk about how “great” America is. But does he understand the secret of just how it was that the U.S. first began to be rich and powerful, first began to be “great”? In his book aptly titled The Half Has Never Been Told, Edward E. Baptist points out the vital importance of the cotton crop to the strength of the U.S. economy. Cotton grew to over 40% of U.S. exports and created huge profits for planters in the South and mills in the North. And it was the use of slave labor that made the cotton crop so profitable. Slave Labor was very efficient. Getting people to work without paying them sure saves a lot of money. All that was required was an absence of con-science. Whipping people until they produced more and more bales of cotton had proved in practice to be a great success. By 1836 almost half the economic activity of the United States was derived from cotton (Baptist, 322).

Patrick Henry may have cried “Give me liberty or give me death” but his love of liberty was not extended to his many slaves as he launched “diligent patrols” to prevent any of them from accepting British offers of freedom (James W. Loewen, Lies My Teacher Told Me, 146).

In 1807, for every immigrant arriving from Europe, four arrivals came from Africa in the belly of a ship (Baptist, 41). Due to the successful slave revolt in Haiti and the subsequent defeat Napoleon suffered, Jefferson was able to get the Louisiana Purchase, and then after Jackson shipped off all the Indians from the South (they had an annoying tendency to shelter runaway slaves) to Oklahoma, a vast territory was opened for cotton growing.

Enslaved dockworkers in New Orleans would wrestle the bales of cotton off steamboats (the ones that did not explode en route) and load them on carts to be transported into the city to be weighed and marked. Then they would be brought back to the levee to be loaded on ocean-going vessels ( Walter Johnson, River of Dark Dreams, 256).

After the Civil War there was a period of terrorism for blacks in the South causing many to flee to the North. I bought a little book in 1969 called 100 Years of Lynchings. It listed 5,000 examples, mostly hangings, but 39 cases were of victims burned alive. I taught school for one year in Lake City, Florida, and was interested to learn that “three unknown Negroes” were lynched in that fair city on Nov 19, 1893, and then there was a total of six more all on one day, May 21, 1911.

For an excellent account of the situation faced by black people in the more recent past I recommend Just Mercy by Bryan Stevenson. He points out that blacks are “constantly being suspected, accused, watched, doubted, distrusted” (301), that black children are getting criminal records for behavior that affluent kids engage in with impunity. In 1980 the U.S. spent \$6.9 billion on prisons, whereas we spend nearly \$80 billion today. Between 1990 and 2005 a new prison was opened every ten days. And American prisons have become warehouses for the mentally ill. Over 50% of inmates have a diagnosed mental illness, and guards aren’t trained to understand them.

**###**

## **Notes from Andrea Stevenson**

### **ILWU-PMA Benefit Plans offices**

#### **San Francisco**

By order of the State of California, San Francisco's ILWU-PMA Benefit Plans main office has remained closed starting March 16, 2020 to current. Tentatively, opening day is June 15, 2020 and will depend on public health advisories. Benefit Plans staff continue to work remotely. Pension checks will continue to be deposited and mailed on time, weekly and accident claims will be honored, medical claims are being processed.

Messages left on San Francisco's voicemail will be returned, (415) 673-8500. San Francisco Fax lines are being monitored, documents submitted via fax will be received by Benefit Plans staff: Fax: (415) 749-1400 or (415) 749-1321

#### **Washington – Andrea Stevenson, Area Welfare Director**

The WA Area ILWU-PMA Benefit Plans office remains closed to foot traffic until San Francisco's main office 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](mailto:astevenson@benefitplans.org).

Mailing address: 21907 64<sup>th</sup> Ave W. #130  
Mountlake Terrace, WA 98043.

#### **5-6-20 from the Medicare Website**

*Continued on Page 10*

## **Juneteenth: Port shutdowns**

*(reprinted and edited from The Stand, June 18th, 2020)*

June 29th is Juneteenth, the annual commemoration of the ending of slavery in the United States. This year, June 19 arrived amid historic anti-racism protests, a surge in support for the Black Lives Matter movement, and renewed efforts to reform and demilitarize policing in this country.

Union members were urged to participate in the celebrations, actions and events. The International Longshore and Warehouse Union (ILWU) is celebrated Juneteenth by shutting down all 29 West Coast ports. Every port from Bellingham to San Diego will be shut down during the day shift in observance of Juneteenth on Friday.

“On June 19, ILWU workers and their local unions up and down the West Coast will take action to reject racism, hate, and intolerance at this unprecedented moment in history,” reads a statement from the ILWU. “As we stop work on Juneteenth, we do so in honor of our African American brothers and sisters and in recognition of the fact that we still have much to achieve as a society in order to carry out the promise of freedom in this country. On Juneteenth, we recommit ourselves to that promise.”

#### **ILWU International President Willie Adams:**

*“Juneteenth has long been recognized by the African-American community, but for many others it was unknown until now – as our nation, in the wake of George Floyd’s murder, refocuses on ways to address ongoing, systemic racial injustice. Thousands of dockworkers will stop work for the first shift on June 19, 2020, to show their commitment to the cause of racial equality and social justice. We’re approaching June 19 in the spirit of our Union’s founders, including some who gave their lives in 1934. We still live by their creed: ‘an injury to one is an injury to all.’”*

## **History of Seattle Longshore Union, 1909 edition**

**by George Noonan**

*George Noonan's accounts of Pacific Coast longshore unions are the finest caliber of history. He may have been a short man in stature, but he was a giant in educating his union brothers and sisters about their past. Though I never met him, I have appreciated the materials he brought together immensely.*

*Born on San Juan Island in 1869 Noonan joined the Steamship Protection Union in 1889 in British Columbia. From 1889 until his death in 1943 Noonan alternated between sailing and longshoring in Port Townsend, Astoria, Seattle and Tacoma. Beginning in 1923 Noonan filed accounts of the early histories of Seattle, Tacoma, Astoria, Portland and Port Townsend at the local public libraries. Every year he would go to the libraries and add materials to his boxes. He never missed a year. All have been lost except the Seattle and Tacoma histories.*

Transcribed January 21, 2015 by Ron Magden

Statements are made that the Longshoremen of Seattle had made several attempts to organize prior to 1886 but the writer has no knowledge of this but the writer is aware of the fact that the longshore work on Puget Sound on all vessels belonging to Pacific Coast Steamship Company [PCSC] in the California trade was performed by the Victoria longshoremen who were carried around to the different Puget Sound ports on the run. Victoria being the first port of call coming north and the last going, hence they remained on the ship until the ship arrived back in Victoria after calling at the different ports of Puget Sound.

In those days the Alaska vessels of the PCSC used to start from Portland, Ore. and all the California freight consigned to Alaska was landed at Port Townsend by the Frisco liners and reloaded again by the Alaska liners who called on Port Townsend for their cargo.

The wages paid in those days as far as the writer is aware were fifty cents per hour in Victoria and thirty cents per hour, meals and sleeping quarters while going around the Sound.

Sometime about 1883 or perhaps earlier the practice of bringing Victoria longshoremen around the Sound was stopped owing to the passing by Congress of the Alien Contract Labor Law.

From this dates the efforts probably to organize the waterfront workers of Seattle altho it may have taken two or three years from that date to accomplish it. The rate of wages in Seattle in those days was thirty cents per hour straight for trimming coal. A large amount of coal was loaded in Seattle at this time. The three colliers namely Umatilla, Walla Walla and Willamette plied steadily between Seattle and Frisco in the coal trade while a large fleet of sailing vessels sailed out of Seattle in the California coal trade. General cargo wages averaged thirty cents per hour.

In the summer of 1886 the longshoremen of Seattle who were carried around the Sound by the PCSC after the Victoria men had ceased coming to the American side made a demand for forty cents per hour straight [time] from that Company. The demand was conceded. From that time dates the only authentic information available as to the organization of the Seattle Longshoremen. For certain it is that our only reliable information dates from that period.

On June 12<sup>th</sup> 1886 the day a number of longshoremen of Seattle gathered in the shack of Terrey King an old timer on the waterfront in Seattle. On that date the Stevedores, Longshoremen and Riggers Union of Seattle was organized in King's shack. Henry P. Nelson being elected first president.

In the summer of 1887 the Union demanded that the wages for trimming coal be increased to forty cents. After a short strike the demand was conceded by the Oregon Improvement Co. The Union had thus far been successful in raising its wages.

In the late summer of 1887 R. E. Wyley, C. S. Smith, J. Harrison, Geo. Noonan, and Jim Lewis raised strong

**Continued on page 5**

## **History of Seattle Longshore Union, from page 4**

objections to Seattle men working south bound Alaska freight at Port Townsend, holding that as they were residents of Port Townsend they were justly entitled to the work there. Within the following two years Tacoma and Vancouver B. C. followed suit and by 1889 the practice of carrying longshoremen to work other ports than their own home port had practically ceased.

In June 1889 after the great Seattle fire the Union made a demand for fifty cents straight [time] which was conceded in all Puget Sound ports on the American side. Grain on deep water ships was fifty-five cents straight and one dollar per hour overtime.

On November the 9<sup>th</sup> 1889 Articles of Incorporation of the Stevedores, Longshoremen and Riggers Union were filed in Olympia. This instrument, the author believes, was the last document filed under the Territory of Washington. Being filed a few days before the admission of Washington to the Union as a State.

About 1890 the City of Seattle deeded a waterfront lot to the Union upon which a hall and a reading room were erected. This hall stood directly at the foot of Main Street.

The Union continued with marked success until Feb 1894 when during the hard times PCSC cut the wages to forty cents. The Union refused to accept the cut and went out on strike. The result was a defeat for the Union and from that time to April 1900 there was no active longshoremen 's organization on the Seattle waterfront.

Sometime in April 1900 Local 163 of the ILA [International Longshoreman's Association] was organized. Previous to this the old Stevedores, Longshoremen and Riggers Union at the foot of Main Street sold the hall to another organization, but the City of Seattle refused to recognize the transfer and the hall was torn down and removed. Local 163 continued for a year or so after. In 1903 J. A. Madsen of Portland Ore, who was the official representative of the ILM&TA [International

Longshoremen's Marine and Transport workers' Association], preferred charges against [Local] 163, the result of which was the revocation of the charter.

Another Local of the ILM&TA was organized, the number being 484 or 486. The writer is not certain of the number. Chas. Hoyt, who was a member of Local 163, being elected its 1<sup>st</sup> Sec. Bro. Hoyt it may be mentioned here was at one time the Sec. of the Stevedores, Longshoremen and Riggers Union of Tacoma then known as the No. 1s.

It has been stated the cause of the trouble between Local 163 and the International was that C. H. James, Sec of 163 , and J. A. Madsen were at outs and that personal feelings had a lot to do with the troubles between 163 and the International. Be that as it may the writer is not certain of that fact. But the writer is certain of the fact that Bro Madsen was a very active worker for the organization of the Coast at that period. Bro Madsen at that time held membership in Local 265 in Portland Ore., now known as Local Local 38-6, and was also a vice-president of the International, the ILM&TA. He was largely instrumental getting the Pacific Coast Branch of the ILM&TA organized in 1902. The said Branch being the predecessor of the present Pacific Coast District of the ILA and it may be truthfully said that he was the sole author of Pacific Coast Autonomy. However much we may differ with him we must concede those facts.

Sometime late in 1903 or early in 1904 some members of the old Stevedores, Longshoremen and Riggers Union among whom were Dan Connell and Jerry Nevins reorganized it and a short time after received a charter from the ILM&TA being known as Local 552. Local 484 or 486 consolidated with them.

In the winter of 1905 the Sailors' Union started open warfare against the ILM&TA compelling all Locals in Ports where they had the upper hand to send their charters back to the ILM&TA. At that time former Local 163 had

made several attempts to get its charter back but failed. When the warfare between the Sailors and the Longshoremen organizations [peaked] in 1905, Andrew Furuseth, Sec of the Sailors' Union, started a

**Continued on Page 10**

## ***It Is A Good Day***

*The hook isn't hanging, I hear the clinging and clanging of the gear locker crew doing their thing*

*According to the clock, it is approaching coffee time on the dock, it is a good day for long-shoring.*

*Watching the ships roll, in and I watch them roll out again, it is a good day for long-shoring.*

*Inclemented weather, sunshine and rain, whatever, it is a good day for long-shoring.*

*Marking twain and marking time, that is a part of maritime, it is a good day for long-shoring.*

*A new day and a new opportunity, nothing like a good gang doing their thing, it is a good day for long-shoring.*

*It maybe a rust bucket and on it's last leg, it is a good day for long-shoring.*

*It maybe filled with leaks and taking on water, but it still moved the peg, it is a good day for long-shoring.*

*The hook isn't hanging, even though we have a "Jet Pilot" in the crane. It is a good day for long-shoring . So don't let the hook hang. Let us finish. It is a good day.*

—James Barnett, Seattle Pensioner

## ***Recent Retirees***

*Darren Ofsthun, Local 19*

*Daryl Smith, Local 19*

*Rosemarie Wiegman, Local 98*

*Gerald Collen, Local 98*

*Tommy Brown, Local 19*

*Congratulations, Brothers and Sisters,  
you earned it!*

## ***Pensioner's Correspondence***

Rusty Hook Correspondence  
JUNE, 2020

From SAM & PAT HUNIUI, \$100.00 donation to the Rusty Hook in memory of their son BROTHER SAMMY E HUNIUI. He has gone to the Longshore hall in the sky for final dispatch. Gone but not forgotten. We love you, Dad & Mom. Thank you so much SAM & PAT. My heart goes out to you. From DON REIDEL, \$10.00 for 2020 lifetime dues and \$90.00 donation to the Rusty Hook. Thank you DON. From BARB LOFTHUS, \$30.00 for 2020 dues and \$170.00 donation to the Rusty Hook. Thank you so much BARB.

From CHARLES KOLE, \$100.00 donation to the Rusty Hook. Thank you, thank you CHUCK. From URSULA ALEXANDER, \$30.00 for 2020 dues and \$170.00 donation to the Rusty Hook. Thanks so much URSULA. From DON WALVATNE, \$30.00 for 2020 dues and \$170.00 donation to the Rusty Hook. Thanks DONNIE. From PEPE McDONALD, \$100.00 donation to the Rusty Hook. Thanks PEPE.

From RON THORNBERRY, \$50.00 donation to the Rusty Hook. Thank you RON. From PAT SULLIVAN, \$30.00 for 2020 dues and \$70.00 donation to the Rusty Hook. Thank you PAT. From BRAD RAMELS, \$200.00 donation to the Rusty Hook. Thank you so much BRAD. From FRANK SEARLES, \$10.00 for 2020 lifetime dues and \$90.00 donation to the Rusty Hook. Thanks FRANK. From LARRY SPAFFORD, \$30.00 for 2020 dues and \$30.00 donation to the Rusty Hook. Thanks LARRY.

From JOHN FERN, \$10.00 for 2020 lifetime dues and \$90.00 donation to the Rusty Hook. Thank you JOHN. From DAVE CHADDOCK, \$30.00 for

*An Injury to one is an injury to all!*

2020 dues and \$70.00 donation to the Rusty Hook. Thank you so much DAVE.

From DAVE STULLER, \$90.00 for 2020, 2021, & 2022 dues and \$10.00 donation to the Rusty Hook. Thanks DAVE. From BILL SODDEN, \$30.00 for 2020 dues and \$100.00 donation to the Rusty Hook. We are Glad you enjoy the Rusty Hook. Thank you BILL.

ΔΔΔΔΔ

## Notes from the Hall,

by John Persak

This summer will continue to be a struggle, as cargo volumes continue to decline, but will hopefully stabilize in the coming months. With the decimation of the cruise season, the ability to survive the Winter with the money earned from the summer months will be lean, particularly for our B and casuals.

Dispatch continues to function with the temporary alterations, as social distancing protocols are strengthened, and the requirement to wear a face covering has been more pronounced, even prior to Inslee's order that all persons do so in public spaces. In the past three weeks, infection rates have doubled in King County, mirroring the "second wave" spikes of rates in the rest of the country, although, not as severe, due to precautions taken in advance. Because King County has moved to a "phase 2" reopening strategy, the executive board will be able to meet physically in the warehouse, where there is room for health protocols.

The news on the reopening on the West Seattle Bridge is slow. The City of Seattle (SDOT) has determined that it is technically feasible to repair the high rise bridge to squeeze more use out of it, and has begun the work of shoring the structure to avoid further deterioration. However, the costs of

doing so are still being determined, and will be weighed against the overall costs of replacement, and whether or not it is money well invested, balanced against the crucial need for that corridor. We will not see the results of this until at least September.

In the meantime, our fellow workers who need access to T5 are still afforded access to the lower Spokane bridge on an as needed basis. The unfortunate news is that Matson will be leaving the Port of Seattle to relocate in Tacoma. There is some uncertainty as to whether or not the bridge is a factor, but we do know that productivity was not a factor in their decision. Plummeting cargo volumes has pressured the marine cargo handlers to eliminate redundancies in their overhead, which is what capitalist enterprises tend to do in these times.

The new cranes, four of them, are slated to arrive at Terminal 5 sometime in the Spring, and Phase 1 of the new modernized Terminal 5 is supposed to be operational in June of 2021. Our hope is that the industry will stabilize enough to keep Phase 2 on the table, since we advocated vigorously to make sure cargo would again happen at T5, after APL was let out of their lease in a very "forgiving" deal, a vacancy that has been perceived as a signal to other interests that T5 ought to be repurposed for something else. Not going to happen.

The District Council conducted two rounds of political candidate interviews for the State Legislature. This election will be important for us, as we move forward our legislation to ensure that public money will not be used to subsidize automated terminals. The employers are free to spend their money, but taxpayer money should not be used to eliminate taxpayer jobs. Watch for our endorsements, as this November will be the most important election date in all of our lifetimes for a host of reasons.

In Solidarity, John Persak, #57598



## **Conversations with Harry**

*Commentary by Ian Kennedy*

After my last trip to San Francisco and meeting with Harry, I have been in constant contact with Sue, sending her a check to keep her going while I got a “Go Fund Me” up and running. The fund has proved to keep her current on her monthly expenses and will hopefully keep coming in until she is on her feet again.

I’ve asked her to keep track of Harry’s coming and going through the shut down, and had her set a time for the two of us to get together. This she did, so I had to figure out how to do this and not come in contact with other human beings. My solution was to drive down, I figured it would take about 15 hours. I let Sue know that I would get in Thursday but wasn’t sure what time I’d get in, but sure it would be before Harry.

Wednesday I made sure to sleep in, hoping I wouldn’t get too tired driving. Loaded up on finger food so I wouldn’t have to stop to eat. By three o’clock, I was getting antsy and decided to hit the road. I used to make the drive between Seattle and Los Angeles stopping only for food and gas, (In my younger days.) I hoped this wouldn’t be too hard. As I had plenty of time, I kept my speed close to the limit, stopping a few times to stretch my legs and get gas. As I approached San Francisco, I decided to do a little sight seeing to eat up some time.

It took me some time to get Sue’s attention and for her to open the door. “Boy, do you look like hell.’ She greets me. I smile and respond, “You must be kidding!” She sits me down at our

regular table, “What do you want to drink? I’ll make you some lunch.” And she hustles off to the kitchen. She returns in a few minutes with a plate full of fried chicken and hot coffee. “Eat up, why are you here so soon. You still look like hell.” She sits down with a big smile on her face. I respond, “I got tired of sitting around at home, so I took off early. I must admit, I am tired though.” “Why don’t you go up to my rooms and take a nap? I’ll wake you before Harry shows up. The sheets are clean, so go get some sleep.” I took her up on her offer, after polishing off most of her chicken and two cups of coffee.

I woke up some time after nine, took a good wash and headed downstairs to the bar. Sue was sitting at a table going over her books. She looks up, smiles, “You look better now. Sit down, I have dinner for you in the warmer oven.” She gets up and heads for the kitchen. As she returns, she pours a cold beer and sets them down in front of me. “I want to thank you again for all you’ve done for me. I wouldn’t have been able to keep the bar without all you did.” I respond, “I didn’t do that much, it was the donors that did it.”

Sue and I swapped stories on how we were handling the virus, trying to stay sane, when Harry appeared at the door, taking off his jacket as he approached the table, a big smile on his face as Sue heads to the bar for a pitcher of beer. Harry sits down, “I wasn’t sure you would actually make it, are the airlines flying?” “No,” I responded, as Sue sits down with the pitcher and three glasses, pours the beer and holds up her glass, “To a welcome back and a thanks for you help.” We touch glasses and drink. I drain my glass and respond to Harry’s query, “I drove, making as few stops as possible.” Harry nods, and asks, What is happening with you the Union



**Harry, from Page 10**

and the country in general?" he asks.

"Well," I respond, "the country in general. The Virus has hit Trump hard because he has cut funding on health care to the point the system is unable to function the way it should. And his denial of the virus for such a long time. He has regularly been below 50% in ratings. The big question is can the Democrats take the needed swing states that gave Trump the White House." We've emptied the pitcher and Sue is just setting down a fresh one, "Biden seems to be losing his glow, though he will probably beat Trump in the vote count. The big need is to win the Senate, and that's too early to get into." I finish my beer and refill the glass.

"As for the Union, as you know, Willie Adams is the President and that the election has been challenged and the NLRB is now involved. I haven't heard if they have taken any action yet. Panama Division has pulled out of the Union over the voting, Willie is trying to win them back."

"What about the Law Suite?" Harry asks. I sit back and refill my glass with yet a third pitcher that Sue had just set down. "I think I told you that the Judge didn't like the dollar award the jury gave ICTSI and reduced it from 98 million 12 or 13 million. The Company was happy with that and wants a new trial over the settlement. That should take a couple of years more." Again, I refill my glass, "The one thing that I'm glad to see is that President Willie sent a letter to the Governor of the state of Minnesota calling for justice in the murder of George Floyd by officers of the Minneapolis Police Officers." Harry straightens up, "Good, the Union stands for equal rights and justice regardless of race, sex, religion or choice of partners. But it also stands democratic governance and should let it's voice be heard around the world. We stood tall against

Japan even before we got into the war. We stood tall against Apartheid in South Africa. We need to take stands when ever, how ever called on." Harry nods, "Tell your members, stand tall against Dictators and bullies, stand together, remember only our motto." He empties his glass, stands, putting on his jacket, he asks, "How and when are you going home?"

"I thought I'd take off right after I clear with Sue." I respond. She looks at me, "Your crazy, you need some sleep. Why don't you spend the night and go early in the morning? I have the room, and a pull out couch." She smiles as she gives a hug. — — Ian Kennedy

△△△△△

## Final Dispatch

<i>Roger Olson</i>	<i>Local 52</i>
<i>Pat Gilchrist</i>	<i>Local 19</i>
<i>Harry Getz</i>	<i>Local 19</i>
<i>John Mackner</i>	<i>Local 52</i>
<i>Tommy Morrison</i>	<i>Local 19</i>
<i>Carl Burke</i>	<i>Local 19</i>
<i>Al Kendrick</i>	<i>Local 19</i>
<i>Terry Hinch</i>	<i>Local 52</i>
<i>Bill Spell</i>	<i>Local 98</i>
<i>Bob Everitt</i>	<i>Local 52</i>
<i>Edward Camacho</i>	<i>Local 19</i>
<i>Ralph Bolson</i>	<i>Local 19</i>
<i>Sammy E. Huniu</i>	<i>Local 19</i>
<i>Russ Alexander</i>	<i>Local 19</i>
<i>Mike Hansen</i>	<i>Local 19</i>

Be on the lookout, so you can stop scams before they happen. **Here are recent Coronavirus scams to watch for:**

- Robocalls offering you respiratory masks they'll never send
- Social media posts fraudulently seeking donations for non-existent charities, or claiming to give you stimulus funds if you enter your bank account information
- Fake testing kits, cures, "immunity" pills, and offers for protective equipment

#### **6-4-20 from the Medicare Website**

- Remember, if you need to see your doctor, please call their office first. Medicare has expanded coverage of **telehealth services** during the COVID-19 pandemic, for common office visits, mental health counseling, and preventive health screenings.

Visit **[Medicare.gov/fraud](https://www.medicare.gov/fraud)** for more information and tips on preventing Medicare scams and fraud.

*In Solidarity~ Andrea Stevenson (57049)  
WA Area ILWU-PMA Benefit Plans Director*

#### **RESOURCES FOR INFORMATION ON COVID 19 STATE AND COUNTY HEALTH MEASURES AND OTHER INFORMATION:**

*King Co.* <https://publichealthinsider.com/>

*Sno. Co.* <https://www.snohd.org/484/Novel-Coronavirus-2019>

*Piece Co.* <https://www.tpchd.org/healthy-people/human-coronavirus>

*Skagit Co.* <https://www.skagitcounty.net/Departments/Home>

*Thurston Co.* <https://www.thurstoncountywa.gov/phss/Pages/coronavirus.aspx>

*WA State:* <https://www.doh.wa.gov/Emergencies/Coronavirus>

## **History of Seattle Longshore Union, from page 5**

merciless warfare against all Locals of the ILM&TA that he could reach, crushing them with an iron hand. The Locals in Portland, Astoria, Victoria B. C. Crockett, Cal and San Diego were the only Locals left. The Sailors' Union also organized the Pacific Coast Federation composed of Local 163 of Seattle which had its charter taken and the Locals that they had forced out of the ILM&TA. A convention was called at Seattle by this body in May 1905. Mr. C. H. James mentioned already as the Sec. of Local 163 was elected General Sec. of the new organization. After the organization had been running for some time the aforesaid Mr. James decamped with the funds of the organization, a very miserable ending for the man who had so denounced Bro. Madsen.

Sometime previous to this Geo. Kennedy Fin. Sec. of Local 163 decamped with some of the funds of the Local and in a very short time the Pacific Coast Federation of Longshoremen as a general organization had ceased to exist. It may be mentioned here that the celebrated Local 163 was known as Local 1 of the so-called Federation. During those troublesome times Geo. Noonan of 536 of Astoria Ore. was the pres. and Jerry Hurley of 264 of Portland was Secretary of this Pacific Coast Branch while Bro. Madsen and Chas. J. Kelley of the Riggers and Stevedores of San Francisco represented the ILM&TA on this Coast. While Daniel J. Keefe of Chicago and the late Henry C. Barto were the Pres. and Sec. respectfully of the ILM&TA.

The different Locals around the Sound that had withdrawn from the ILM&TA held a convention at Seattle and formed the Longshoremen of the Pacific Coast. Previous to this Local 552 of Seattle and former Local 163 amalgamated and took a charter from the Longshoremen of the Pacific Coast. 552 returning its charter to the ILM&TA.

Some 18 months later the Oregon Locals withdrew from the ILM&TA.

***Continued on Page 11***

*An Injury to one is an injury to all!*

## **History of Seattle Longshore Union, from page 5**

called a convention in Portland and organized the Pacific Coast Association of Longshoremen.

Sometime later Dan J. Keefe resigned as Pres. of the ILM&TA and was succeeded by T. V. O'Connor. Sec. Barto had resigned about two years previous, being succeeded by John J. Joyce the present incumbent.

In the fall of 1908 the Longshoremen of the Pacific and the Pacific Coast Association of Longshoremen met in convention in Portland Ore. and amalgamated under the name of the Longshoremen's Union of the Pacific. At this convention Bro Williams of the Lumberhandlers of Frisco was elected Pres and C. T. Fouch of Local 6 of Portland was elected Sec. Treas. About this time the ILM&TA decided to give up its title ILM&TA and go back to the old one of ILA.

In the fall of 1908 the AF of L met in convention in Denver Col. Pres. Williams of the LUP personally attended the convention for the purpose of getting them to grant the LUP a charter. His efforts however proved fruitless.

In the fall of 1909 the LUP assembled at its 2<sup>nd</sup> convention at San Francisco. T. V. O'Connor, Pres. of the ILA attended the convention and after negotiating with the LUP the LUP affiliated with the ILA. being known as Local 38, Pacific Coast District. Shortly afterward charters were issued to all Locals they being known as serial numbers of Local 38. Later the late John Keene of San Francisco became Pres. and J. A. Madsen Sec Treas. of the PCD. The headquarters at that time being Portland Ore. Later they were moved to Seattle. The Seattle Local on receiving its charter was known as Local 38 series 12 of the ILA

*(There may be some slight errors in this record but on the whole it is a correct one.)*



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**BLOODY THURSDAY MEMORIAL SERVICE**  
**SUNDAY, JULY 5, 2020 10:00 AM**  
**LAKEVIEW CEMETERY, 1554 - 15th Ave East; Seattle, WA**

A memorial service on Sunday, July 5, 2020, at 10:00 am for SHELVEY DAFFRON (killed Point Wells) and OLAF HELLAND (killed Pier 91). These two were killed in the Seattle area while on picket duty in the 1934 strike. It has been a tradition since 1934 to visit Shelvy Daffron grave site on this day to pay our respects to all the Brothers killed in the 1934 coastwise strike for their supreme sacrifice.

*SHELVEY DAFFRON, Seattle longshoreman*  
*OLAF HELLAND, Seattle Seaman*  
*RICHARD PARKER, Los Angeles longshoreman*  
*JOHN KNUTSEN, Los Angeles longshoreman*  
*NICKOLAS BORDOISE, San Francisco longshoreman*  
*HOWARD SPERRY, San Francisco longshoreman*  
*BRUCE LUNDBERG, Hong Kong seaman*

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