



International Longshore  
Warehouse Union Local 19  
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Newsletter for the Local 19 Rank and File

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## **To all Members and Casuals of the ILWU;**

It is important that we teach and learn what the ILWU is all about by living up to it's principles and solidarity of what this great union stands for. We must learn and exercise the good tradition of this body the ILWU.

A body has many parts working together to achieve the same goal. If one part is not working properly it causes the body to break down or malfunction. So lets keep this ILWU body strong with education, respect, good relations with your fellow brothers and sisters in labor. We must work together to preserve this great union. It's in our hands to set and prepare for the future of our union the ILWU.

Lets not take for granted what many brothers and sisters died for to give us what we enjoy today. It's our time to do our share to keep the Hook strong.

Here is a short list that all members and casuals should live by.

1. Do the job that you are assigned to that day.
2. No profound language used over the work radio.
3. If you are for any reason fired from your job. Do not leave until your business agent arrives.
4. If you feel for any reason your foreman, supervisor or fellow co-worker is treating you unfairly. You have the right to report it to a union official right away.
5. Unfair treatment;
  - a. Spoken to in a profound way.
  - b. Hurried to do your job.
  - c. Doing a job that you were not assigned to that day.
  - d. Taking orders or work duties from someone other than your foreman. Rude or sexually explicit comments.

The Waterfront is a very dangerous place to work and all of our brothers and sisters have a desire to go home to their family's safe and alive at the end of the day or night. It is very important that we all work together and insure the safety of everyone, from the "A" registered to the "B" registered to the Identified and unidentified casuals.

Our purpose is that everyone is treated fairly and with respect and to get the job done in a safe and professional manner.

Gabriel Prawl  
Chairman  
ILWU Local 19 Education Committee



## **Bloody Thursday**

### **WHAT IT MEANS**

*From the Waterfront Worker July 1935*

As we approach the first anniversary of July 5, 1934, known all up and down the coast as "Bloody Thursday", it is well to pause for a moment and analyze the importance of this day not only to the maritime workers but all workers.

Although July 5, 1934 was the biggest and most carefully prepared attack by the Waterfront Employers and Industrial Association to drive the strikers back to work by sheer body force, it was only one of such attacks that had been made on the maritime strikers on the coast. In San Pedro, Portland and Seattle, attacks by the police had already been made and courageously met by marine strikers, who were determined that nothing would break their solidarity in their fight for better wages and conditions for all striking unions.

All of us now remember that the attacks were always followed by a proposed settlement. In each large port the employers attempted to terrify and demoralize the strikers by these attacks, but the lines held solid, knowing full well that a united front was the only way to successfully carry on the fight for their demands.

In commemoration of these brothers who lost their lives in these attacks, and in order to impress the fact that we do not forget, the July 5th demonstration must be made a broad a mighty one.

Further, as the strikers had to meet the onslaught of police and thugs armed with guns, tear gas and clubs, so now must the workers in the unions meet the attacks of the employers and the labor fakers, who are armed with weapons no less deadly, that of poisonous propaganda, poured out through the newspapers radio and agents like Pedro Pete and Scharrenberg.

July 5, 1935 must be our answer to these new attacks. As the ranks of last year withstood all attempts to the tactics of sellout, separate agreements and crucial attacks, so now must we withstand the attacks on militant unionists, Rank & File control, and the increased unity not existing among all maritime unions.

The martyrs of the 1934 strike have not given their lives in vain. the better conditions, the strengthening of all maritime and waterfront unions through one consistent militant action on the job, the breakdown of the fink hall and blacklist system, all these are glorious and solid gains that have come to the maritime workers. To this extent have our dead brothers been avenged and July 5th should not only be a day for sorrowing.

In Tacoma as this is being written, the National Guard occupies the city of Tacoma. Tear and vomit gas, clubs and bayonets, are being used to intimidate the striking timber workers. The longshoremen have struck in protest at the city being placed under martial law by the order of the lumber barons, not by the orders of the people, Weyerhaeuser, the largest of the lumber barons recently paid \$200,000 ransom for the return of his son, but the sons of striking workers are gassed, and their demands for higher wages and better conditions refused. Weyerhaeuser's children never had to be fed on 40 cents an hour.

In Eureka, two workers have already been killed and many injured because they struck against miserable wages and conditions. A detachment of the National Guard is already at Eureka and Gov. Morriam has promised more if the employers there need them.

In Seattle, the Committee of 500, an open vigilante Committee, is waiting for the call to action. A similar committee of 1000 is now being formed in San Francisco. In San Pedro, since the police shot their friend Friedl, two gangsters of which Friedl was the head, have been attacking militant rank and filers.

It is to protest against this treatment of Union men that we must July 5th a huge demonstration,

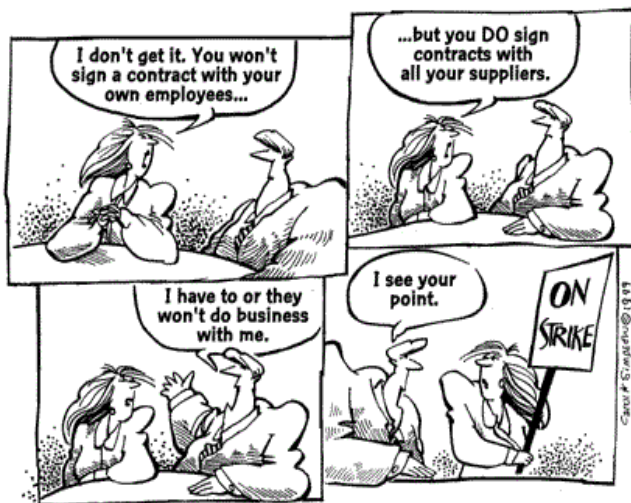
along with the commemoration of these brothers who gave their lives during the last year's struggle. We must show the Industrial Associations the vigilante committees, and the waterfront employers that we will not be intimidated by force, or fooled by RED SCARE propaganda. We must acquaint the public of the true facts by a large July 5th parade and public meeting, and make it known to all that these brothers, in not only maritime unions but all unions who lost their lives through militant struggle, and will be remembered by the workers for all time, nor will their murderers be forgotten.

## Rally at the National Governor's Association

The National Governors' Association will hold its annual business meeting in Seattle on July 17-19. The governors of all 50 states plus U.S. commonwealths and territories will be there, hobnobbing with prominent federal government officials (President Bush is an invited guest) and over 1000 other special guests. The NGA isn't shy about its priorities: governors will spend the weekend discussing downsizing, offshoring and privatization with the corporate CEOs whose sponsorship buys them special access. Meanwhile, labor, environmental groups and other public interest groups aren't invited.

On July 17. State employees are inviting the unin-  
vited to rally in downtown Seattle. This year, there's a lot on the line for public employees, and there's a lot on the line for our country. While state budgets are drained by misplaced tax-cuts and misguided foreign policy, we the people are paying the price. It's time for labor and civil society to stand together as we make sure our elected officials and candidates hear our agenda for America. In Seattle we will call upon the Governors and their guests to let us in the door. We will call on them to stand with us against the privatization of our vital public services, to guarantee access to health care for all, and to guarantee working people a real voice in the decisions that affect our lives.

It is important that we get as many of us as possible to attend this rally. Bring your friends and family and lets show our strength!!!!



## US ships and ports "99% ISPS compliant"

THE US Coast Guard says it is ready for the July 1 implementation date for the International Ship and Port Facility Security Code and the national Maritime Transportation Security Act which require ports and vessels to control access, monitor activity, and screen personnel, baggage, cargo, and vehicles. The USCG says that security plans have been received from 99% of required US vessels and facilities. It notes that Alternative Security Programs have been used by two-thirds of the vessels that submitted plans and that initial reviews have been completed on most facility and vessel plans.

In addition Area Maritime Security Committees have been established in all US port areas.

The USCG says it is ready to board every vessel, at sea or at the dock, on its first visit to a US port on or after July 1 and is also prepared to take additional security precautions or deny entry into US. waters for non-compliant vessels on a case by case basis.

It says it is tracking vessels coming from non-compliant ports and such vessels may be subject to delays until their security status can be verified through a USCG boarding.

## From the Safety Committee

At the meeting of the Local 19/PMA safety committee on June 8th, 2004, the following items of interest were brought to light.

Discussed and held for further action were several items.

Under the heading of Crane safety 5 items were discussed and held.

1) T-18 crane 70, it was reported that work on the big bumps (6 of them) at the hinge point was at that time under repair. Cranes 71 and 72 are to have the hinge points repaired "as soon as SSA has a 2 day window with no ship calls". Let's not hold our breath till that comes to pass. If you as a crane operator feel the jolt you receive while crossing the hinge point compromises your health and safety, you are within your rights to stand by until the situation is resolved to you or the arbitrators liking!

2) T-18 cranes. Was reported by an SSA, I. A.M. mechanic, that when stack gas is blown against the cab of the crane, the "air cleaner" is ineffective.

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From page 3

Crane operators guard your health and that of others by refusing to put up with this shortcoming of the 50 series cranes. Don't compromise your health for SSA's profit margin.

3) T-46 80 series cranes, the configuration of the window grating system continues to be a sore spot, and generally it is felt by our employers that "we'll never be able to please everyone". If you find your lines of vision are compromised by this situation, exercise your rights under the agreement and try to work with the company to resolve the matter on the spot, then if it is not handled to your satisfaction, you may stand by for the B.A. and possibly the LRC and arbitrator.

4) T-18 Crane 72, it was reported that a kinked wire on this crane has been replaced. Of course the I. A.M. mechanic for SSA tried to lay this kinked wire on operator error, but, we might argue that perhaps an error during installation, could be the cause.

5) Radar, PMA continues to argue that the OSHA codes cover this matter and that our safety code is out of line with OSHA. They contend that 19 feet distance from the radar provides safety to our operators. We inform them time and again that our safety code, part of our contract with PMA, calls for radar to be off during vessel loading and discharge. ....We should demand nothing less.

Terminal Security and Hazmat Evacuation procedures were discussed with the employer taking a fairly cool attitude toward matters of safety for our workforce.

It was pointed out by our side that personnel accompanying the "chase boats" that tend to boats that are off-loaded to the water, just come up the dockside ladders and apparently show absolutely no-one any form of Identification, and that for the most part,

what is required of over the road truckers, falls way short of the hoops through which we may soon be forced to jump in order to maintain our jobs on the waterfront.

On the matter of Hazmat Evacuation procedures it was reported by the employer that a sub-committee, which met in Tacoma, has suggested that this should be a function of the ship. In other words, if one of us suspects a hazardous situation exists with a punctured tank, a leaking container, etc. Then we go to our foreman, he must run down a ships mate, who would then have to chase down someone that can give permission to use the ships P.A. system to inform us that we should evacuate the ship. We told them this was "bullshit" and in those terms, and that the company for which we work should shoulder this responsibility, as we are all aware of how much the ships, owners and our employers care for our safety.....not much really!

Submitted by:

Bill Proctor, Alternate Crane Safety Rep.

## **THE LOCAL 19 "70th Anniversary" "Bloody Thursday" Memorial Picnic**

**July 5th, 2001**

Will be held at;

**Vasa Park & Resort**

**3560 W Lake Sammamish Rd SE Bellevue**

Go east on I-90 to exit #13

(West Lake Sammamish Rd SE – Hwy. 901).

From the off-ramp take a left and stay in the left lane heading North on Lake Sammamish Rd for 1 mile

until you see a large building painted "barn red" on the left side of the road.

**10:00 am – 7:00 pm**

**Food served 11:00 am – 4:00 pm**

### **Events;**

A Picnic and Potluck

Raffle – Hand made "ILWU" quilt

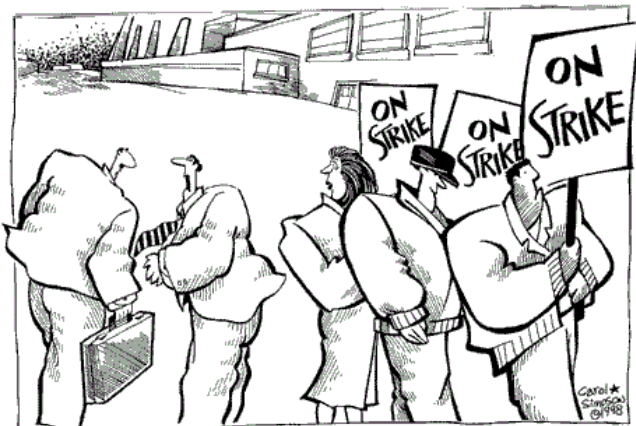
Activities – Basketball, Volleyball, Horseshoes

Lake Fishing and Boat Launch

Swimming (life guard on duty) & Waterslides

R/V and Tent Sites Available

Glass not permitted on premises



"Can't we just buy out the union and  
downsize it like we do everything else?"

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Visit Local 19's unofficial website at  
**[www.ilwu19.com](http://www.ilwu19.com)**