



The

RUSTY

HOOK

Seattle ILWU

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PACIFIC COAST PENSIONERS ASSOCIATION

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The Evolution of Container Ports: Automation and the Legacy of the 1960 Mechanization and Modernization Agreement

In today's maritime industry, technological advancements are reshaping the way cargo is handled, loaded, and transported across the globe. The automation of container ports has brought a great change to shipping, which forms the backbone of global trade. However, with this rapid modernization, concerns about job security and the future of the workforce remain a critical conversation, especially for longshore workers whose livelihoods and pensions depend on the vitality of the industry.

For members of the ILWU, this shift is more than just a technological evolution; it is a legacy issue. The 1960 Mechanization and Modernization (M&M) Agreement, forged between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA), serves as a guiding light in ensuring that the gains of progress do not come at the cost of workers' rights and security.

The Age of Automation

Automation in container ports revolves around technologies such as automated cranes, self-driving vehicles, and artificial intelligence systems that optimize the movement of cargo. Ports like Rotterdam in the Netherlands and Los Angeles in the United States exemplify the high-tech transformation of maritime logistics.

Yet, the efficiency brought by automation often comes at the expense of traditional jobs. Tasks once performed by large teams of workers are now managed by a fraction of the workforce operating in high-tech control rooms or monitoring systems remotely. This reality places immense pressure on ensuring job preservation and fair compensation during this transition.

The M&M Agreement: A Historical Safeguard

1. When the M&M Agreement was signed in 1960, it was a groundbreaking response to technological disruption. Containerization—then an emerging trend—

threatened the jobs of longshore workers accustomed to handling break bulk cargo, where goods were manually loaded and unloaded piece by piece. The agreement balanced the need for modernization with job protection and worker benefits.

Key elements of the M&M Agreement included:

1. **Job Security Through Compensation:** Workers displaced by automation or mechanization received generous severance packages or were transitioned to other roles.
2. **Pension Protections:** Contributions to pension funds were safeguarded, ensuring financial security for retired members.

Shared Gains: Workers received a share of the financial benefits derived from mechanization, recognizing their role in enabling the industry's growth.

This agreement remains a cornerstone of labor relations, providing a blueprint for how unions and employers can navigate the challenges of technological change.

Break Bulk Cargo: A Critical Pillar

While containerization dominates modern shipping, break bulk cargo—items too large or irregular to fit in standard containers—still plays a vital role in the industry. Machinery, vehicles, steel, and lumber are often transported in this manner. This niche sector demands specialized skills and labor, ensuring that certain jobs cannot be entirely replaced by automation.

The continued handling of break bulk cargo offers a silver lining for job preservation. As global trade diversifies and certain goods resist containerization, there remains a demand for the expertise and physical labor longshore workers provide. Advocating for investments in break bulk infrastructure and ensuring fair labor practices in this segment can help sustain the industry's workforce.

Protecting Workers and Pensions

The relevance of the M&M Agreement becomes even

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Seattle ILWU Pension Club

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- Secretary Treasurer:** Kathleen Brown
- Recording Secretary:** Sally Roach
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- Trustee:** Sally Roach
- Trustee:** W. T. Lassiter
- PSDC Delegate:** Dan McKisson
- Convention Delegate:** Joe Toro
- PCPA Exec Board:** Joe Toro
- Historian:** Cyndi Kendall
- Sick Committee:** W. T. Lassiter
- Lunch Committee:** Mary Fuller
- Rusty Hook:** Curt Cunningham
- Final Dispatch:** Molly Gorski

Meetings

The monthly meetings are held on the first Monday of the month at 11:00am, unless there is a holiday, then the second Monday of the month.

Seattle Pensioner Club Forms

Membership Renewal: ilwu19.com/joinapp

Change of Address: ilwu19.com/address

The Rusty Hook

Online PDF Version: ilwu19.com/rustyhook

Content Submission: rustyhook@ilwu19.com

Subscriptions: ilwu19.com/address

ILWU-PMA Benefit Plan

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Send your questions about the Benefit Plan to;
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more critical as automation accelerates. The ILWU and PMA must continually revisit its principles to address emerging technologies and their implications for workers. Pension funds, a lifeline for retirees, require ongoing protection and contributions from employers to adapt to the changing economic landscape. For active members and retirees, a multi-pronged approach is essential:

Retraining Programs: Workers should be offered training opportunities to transition into roles that leverage automation, such as operating and maintaining automated systems.

Union Advocacy: The ILWU must continue to negotiate agreements that share the benefits of automation with workers, ensuring they are not left behind.

Preserving Legacy Practices: Break bulk cargo handling, though less dominant, should be recognized and supported as a critical component of job preservation.

A Balanced Future

The modernization of ports is inevitable, but so is the need to ensure a fair and equitable transition for workers. The 1960 M&M Agreement demonstrates that it is possible to embrace technological change while protecting the livelihoods of those who power the industry. Today's challenge is to build on that foundation, adapting it to the realities of automation and the evolving global economy.

As retired members of the ILWU, we have a vested interest in how these changes unfold. Our pensions, rooted in decades of hard work, depend on the continued strength of the workforce and the maritime industry. By championing policies that protect jobs, invest in retraining, and preserve essential cargo handling roles like break bulk, we can ensure a future where progress benefits everyone.

The road ahead may be uncertain, but the spirit of solidarity and innovation that defined the 1960 M&M Agreement remains a beacon of hope. By staying engaged and informed, we can advocate for solutions that honor the past while securing the future for generations of longshore workers to come.

The Cruise Ship Industry:

While the cruise ship industry on the West Coast operates on a seasonal basis, it remains an essential component of ILWU work. Cruise terminals generate significant labor opportunities, requiring skilled

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“Someone asked me, if I were stranded on a deserted island what book would I bring: ‘How to Build a Boat.’”

—Steven Wright

AN INJURY TO ONE IS AN INJURY TO ALL

longshore workers for passenger services, baggage handling, and provisioning vessels. As the cruise industry continues to recover and grow post-pandemic, it offers a steady, albeit cyclical, source of jobs that complements container terminal operations. Moving forward, the ILWU's adaptability to these shifts, including potential automation in cruise terminal logistics, will be critical in ensuring the union's relevance and securing its members' roles across all facets of maritime labor.

Conclusion: A Legacy That Shapes the Future

The 1960 M&M Agreement was a pivotal moment in the history of the ILWU, demonstrating the union's ability to navigate change while safeguarding the rights and livelihoods of its members. Sixty-five years later, the principles of adaptability and negotiation that defined the M&M Agreement remain as vital as ever. As the maritime industry continues to evolve with new technologies and shifting economic demands, the ILWU's proactive approach to addressing automation, diversification of work, and labor rights ensures that it remains a cornerstone of West Coast ports. The enduring relevance of the M&M Agreement serves as a reminder of the union's resilience and vision, guiding the ILWU toward a future that honors its storied past while embracing the challenges ahead.

September Membership Meeting

The meeting was called to order at 11:00am by President MARY FULLER.

Guest speaker - MARK ELVERSTON, the newly-elected President of Local 19, introduced himself. He said he's part of the new crew. He said his first priority is to bring in more autos and breakbulk. There will be more cruise ship work in 2025 and 2026. In 2027 there will be three more new lines calling at Seattle.

There will be 32 "B" members moving to the "A" side in December. There are now 620 "A" members. They have not deregistered anyone in five years. They are now instituting new rules for not working; Seattle came off the low work opportunity port list on July 5th of this year. MARK said that members have to be accountable for their actions. They will be dealing with the drug issue and members who are not working. Question was asked about the Seaport Alliance. MARK said that Seaport Alliance is Tacoma-centric. We have to change what comes to Seattle. We are trying to get breakbulk. We need to have our people at these conferences with breakbulk and cruise ships. We are far behind on breakbulk facilities. Question was asked about SSA being split into four companies. MARK said that's on the West Coast; the East Coast is different. He said

that SSA has been bought out by a hedge fund, so everything has changed. Change upstairs is what has to happen. You have to be proud of the work you do. After negotiations, Maersk left for Tacoma.

President's Report - was given by President MARY FULLER. We pay CURT CUNNINGHAM \$150 for creating each issue of the Rusty Hook for a total of \$600 a year.

The art work for the Bloody Thursday poster was very nice, and MARY will have it framed and hung in the Hall.

Sick and Wellness Committee Report - was presented by BILL LASSITER, who reminded us to please call each other.

History Committee Report - Historian CYNDI KENDALL reported that the missing pictures have been returned. The second obituary book is finished; that's now six or seven books completed. We will need a secure place to store these books so they do not walk out of the hall.

New Business - JOE TORO said that the new President of Local 19 is doing a good job. He suggested that we send a nice letter of support to him and offer him help if he would like our input.

BILL PROCTOR addressed the club regarding the purpose of the PCPA and then spoke on the Palestine and Gaza issue. LARRY MCNAB spoke in support of Israel.

The meeting was adjourned at 12:10 p.m.

October Membership Meeting

The meeting was called to order at 11:00am by President MARY FULLER.

Communications - Notice was given for the ILWU Pensioners Convention next year in San Francisco to be held September 14 through September 17, 2025

Guest speakers - Andrew Heddon from the Harry Bridges Chair of Labor Studies (HBCLS) said that last year was their busiest year ever! There are more scholarships and the new intern program is bustling! The HBCLS at the UW is the largest college labor center in the State. They honored ZACK PATTON at the banquet, who is an alum of the HBCLS and is one of the Young Workers in the ILWU. He brought stickers and buttons to distribute.

MARK ELVERSTON, was the next speaker. He said that it's the end of the cruise ship season. There is shore power at Pier 66 now and in October it will be at Pier 91. There are two car ships calling at T-46. The ILWU went to a breakbulk (BB) conference two years ago and handed out business cards. Last Friday was the 16th BB ship this year. He will go to the Houston BB conference in two weeks.

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They had a great meeting with SSA Pacific. The BB manager said that Seattle has never been a BB port. The Coast Guard will be out in December or earlier. A new cruise line, MSC, will be coming in. They are looking at car storage terminals. Seattle is now a seasonal port, the only one on the West Coast. There's no movement at Pier 5. T-18 is pretty busy. Hopefully we won't be a low-opportunity port again. We are getting overflow from Husky Terminal. There was discussion of "B" men going over to "A". There was discussion of putting breakbulk into containers. We need to diversify. We had 8-12 cruise ships a week, we have 15-16 a week now, and our goal is 21 a week. MARK said there is lots happening behind the scenes.

Regarding Christmas for Kids, Local 19 donated a fishing trip. He said to check out the Crane Daddy video on YouTube regarding the recent accident in LA of the crane coming off the track. He will be representing Local 19 in Australia next month. He got a call to go back and support the ILA.

President's Report - was given by President MARY FULLER. She said that at the Pensioners Convention, they got 99.9% of the work done by Tuesday, so they left Wednesday morning. Wednesday morning after they left, BILL PROCTOR was there and made a motion to ask the ILWU to investigate any funds that may be invested in Israel, and it passed. The PCPA will therefore be asking the ILWU to look into where the money is invested.

Vice-President's Report - was given by VP JOE TORO. He said he has been to the Boeing picket lines. He didn't know they lost their pension 16 years ago; they gave it up for money. JOE emphasized that we under no circumstances should ever allow our pension to be bought. It is not wise to give up long term security for a short time gain. JOE spoke with his long-time friend ILA member KEN RILEY of from South Carolina and they both agreed that Solidarity is extremely important between our two unions.

JOE mentioned that we need to work on establishing a violence-free atmosphere. In keeping with that, he humorously presented boxing gloves to the Pensioners Club. Everyone had a good laugh.

Convention Delegate Report - was given by Delegate JOE TORO. At the convention he read the Pensioners Preamble: The purpose of the Pensioners is to aid and assist the Union.

MARY then gave a report on the Pensioners Club in Seattle.

Information was given on the \$94 million lawsuit award, which has been reduced to \$20.5 million.

Around \$1 million has been donated to the ILWU by other unions; the solidarity is amazing! Hopefully we will invest in leadership that will make better decisions in the future. Poor choices can ruin us; this needs to be watched carefully. JOE said it was a great convention. It's good to get to know each other. We have no actual power, but we have a voice. The new guys don't understand, and we need to teach them so the union continues for the future. JOE was voted in as E-Board for PCPA.

JOE then said the Convention was very informative. It started on the 15th and ended on the 18th. JOE said that all of the business was handled by the 17th and JOE decided to leave to save costs because on the 18th it was just a breakfast and then delegates began to leave for home.

Sick and Wellness Committee Report - was presented by BILL LASSITER and implored members to please call each other. CYNDI KENDALL said she had called one of our members on the list, and he was so thrilled that she did; please call each other.

After the reports concluded STEVE NOE played a tune on his ukelele for JOE TORO'S birthday.

New Business - It was M/S/C to donate \$500 to the Boeing Strike Fund. MARK DOWNS spoke that we need to have solidarity with Boeing; please picket and donate in support. CYNDI KENDALL said that KOMO has a poll online about the Boeing strike; please take the poll and vote for unions. LARRY MCNAB said we could go to the Union Hall at Boeing for information and directions to the picket lines. LARRY said he has information on Everett locations.

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A Shot for Brotherhood

By Lash Barr

A retired longshoreman walks into a tavern. He orders two shots, downs them both, and leaves.

The next day, he comes back, orders two shots, drinks them, and heads out again.

This routine continues for weeks, until one day, the bartender's curiosity gets the better of him. "Hey," he asks, "why do you always order two shots?"

The longshoreman nods and says, "Well, my partner and I used to drink together every night, we are now both retired and he lives across the country. So, I drink one for me, and one for him."

Things go on like this for a while. But one day, the longshoreman walks in and orders just one shot. The bartender, concerned, asks, "Did something happen to your partner? Is he okay?"

The longshoreman smiles and says, "Oh, he is just fine. I just quit drinking."

Boeing's 33,000 Machinists union members will be back at work on Tuesday November 12th, after an eight-week strike.

The strike, which began Sept. 13, ended on the first week of November when 59% supported the new contract. Machinists secured a 38% general wage increase over the next four years and a \$12,000 ratification bonus. The strike lasted for 53 days and was only a few days shorter than the last work stoppage in 2008, which lasted 57 days.

The meeting was adjourned at 1:20pm

November Membership Meeting

President MARY FULLER opened the meeting at 11:00am.

Speakers - COSETTE HILL was the first speaker. She is the Secretary/Treasurer of the ILBA. She is selling raffle tickets and introduced Elizabeth Stegriy-Burke to explain the raffle. Elizabeth said they have put together four raffle baskets. There are two nice fishing trips, a cat basket, and a dog basket. COSETTE said she is looking into the white Stetson hats that were suggested previously. The store will be open Thursdays at the Hall.

MARK ELVERSTON, President of Local 19, was the next speaker. He said that eight members are moving to the IP Board, and 24 more are on the way. There are 203 now. He went to the Houston break bulk conference two weeks ago. He said we don't need a one-berth container terminal. There are lots of cars here now. They would like to see a temporary warehouse at the end of T-30. There is a NW Seaport Alliance meeting and he will ask what the plan is for Seattle. Some of our members are leaving soon for New Zealand for the MUA Conference. Canadian Foremen Local No. 514 are on strike and are locked out. For more info type in "Canadian Foremen ILWU lockout" in your favorite search engine to get updates. There is no travel privileges for "B" members. The first hoot owl shift since 2018 was worked on December 1st.

They are always putting in for more registration. Cunard Line is coming to Pier 91 and will go to Pier 66 in 2026. More cruise ships are coming, along with the *Riviera*, a large ship with MSC.

Deregistration is proceeding for members who are not coming to work.

Communications The Harry Bridges Annual Awards Celebration was held 11/10/2024. It was asked if the Club should buy another table? It was M/S to buy a second table; there were ten signed up so far to attend.

Final Dispatch

PENSIONERS

Arnie Scheving 19
 Jerry Hoover 19
 Donald Fred Rizzo 19
 Jeffrey Head 19
 Cary F. Boden 19
 Bennie Jeffries IV 19
 John E. Kilcup 52
 Maria M. Knigge 19
 Thomas Tucker 19
 William Dilly 19

Harry Muirhead III 19
 Gregory Ross 19
 Pete Givorge Jr. 19
 William Sodden 19
 Robert McDonald 19
 Alexandra Laguire 19

SPOUSES

JoAnn M. Moshier 19
 Melodese Sorentino 19
 Alannah Calvert Lamo 98
 Carolyn Hansen 52

Retirees

Michael G. Garcia 19	Jon Sidor 98
Jeffrey Nelson 19	Denise Felhosi 19
Donny Adler 19	Eric Pinder 19
Robert Telschow 19	John Crofoot 19
Stephanie Williams 19	Robert Jeter 19
Rick Chinn 98	Rick Hinchcliffe 19

Sick Committee

Be sure to get plenty of exercise and take care of your health. We want you to be healthy and enjoy your retirement. You have worked hard to earn it.

If you are in need of some socializing please come to one of the meetings. We'd love to see you.

If any of our Brothers and Sisters would like a call or visit instead; please give me a call at (206) 938-3207 cell; (206) 605-8479. W. T. LASSITER.

Puget Sound Advocates for Retirement Action

psara.org

Working across generations for social justice, economic security, dignity, and a healthy planet for all of us.

Check out their newsletter;

The Retiree Advocate

psara.org/newsletter

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JOHN FISHER spoke against spending the \$600. Discussion followed. After the vote, the motion failed.

President's Report - was given by President MARY FULLER. There was discussion on raising the price of the luncheon from \$30 to \$40; this was M/S/C. Food prices have gone up. We need to authorize Christmas gifts for ANDREA, DELANI, COSETTE, TERESA, and the secretaries. The gifts will be \$300 each.

Vice-President's Report - was given by VP JOE TORO. CURT CUNNINGHAM talked with him, and he would like input from Pensioners on what we would like to see in the Rusty Hook. You can send suggestions to rustyhook@ilwu19.com. You don't have to write anything just give him a subject or something you would like and CURT will write an article about it. MARK DOWNS suggested there be more information on strikes going on.

JOE, MARK and others took the \$500 donation from the Pensioners to the Boeing strikers and picketed with them. They were very appreciative of the support. The pension Boeing workers gave up was for money; the new guys gave it up because of fear that Boeing would move. Boeing moved anyway. Boeing threatened they would move if the guys don't accept this contract as well. The new workers don't get a pension at Boeing. The older workers had their pension frozen on their last contract.

Convention Delegate Report - was given by JOE TORO. The PCPA Convention for 2026 will be here in Seattle. It will be at the Red Lion Inn. JOE is working with MARY on getting reservations.

Sick and Wellness Committee Report - was presented by BILL LASSITER. He suggested members try and call five people a month. MARY typed up a list of names and phone numbers to make it easier. If you need a copy send her an e-mail or give her a call.

New Business - JOHN FISHER suggested that we adopt a family for Christmas this year and donate \$1,200 for that family. After discussion the topic was tabled until the December meeting, when more information would be brought in. JEFF VIGNA suggested that names be put in a pool and we draw a name rather than picking a particular family.

Meeting was adjourned at 1:00pm.

Happy New Year!!!

The ILWU Seattle Pensioner's Club wishes everyone a joyful holiday season and a prosperous new year. We have so much to be thankful for, especially the efforts of those who founded this great union and the many that followed, fighting to secure the benefits we all enjoy today.

We also want to extend our gratitude to all the members of Locals 19 and 52 for their continued financial support for paying all the costs of the printing and mailing of this newsletter. Thanks to their generosity, The RUSTY HOOK remains accessible to all our readers, beyond just an online format.

Did you know that anyone in the ILWU family can join the Pensioner's Club? You don't have to be a retiree. We do a lot of unseen work and support Locals 19, 52, & 98.

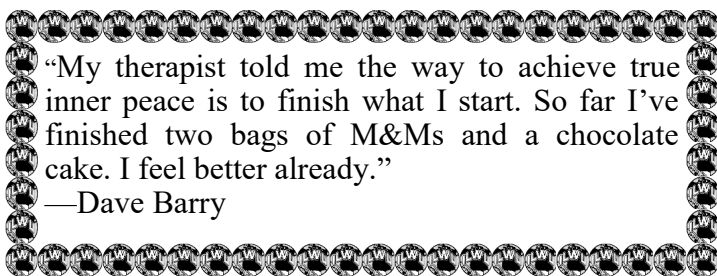
The Pensioner's Club publishes the RUSTY HOOK four times a year. If you have any stories about the waterfront, please send them to us. If appropriate, we will publish it. You can send your stories via regular mail or directly to the editor at rustyhook@ilwu19.com or e-mail the President of the Pensioners at pensioners@ilwu19.com. Even if you just suggest a topic the editor can write about would be greatly appreciated. It is extremely difficult to figure out what is of interest to our members and what would you want in the newsletter so please send in suggestions and ideas.

The amount to join the Pensioner's club is \$30.00 a year due in January. The dues you pay help support the following organizations; The Harry Bridges Center for Labor Studies, The Labor Archives at the University of Washington, The ILWU Pacific Coast Pensioners Association, The ILWU Local 19 Christmas for Kids, Bloody Thursday Picnic and events, Sending a delegate to the ILWU Longshore Caucus, The ILWU Pensioners Annual Luncheon, The ILWU Local 19 food bank, Plus other charities that help the needs of our local communities.

The monthly meetings are held on the first Monday of the month, unless there is a holiday, then the second Monday of the month. The meetings begin at 11:00 am. So please come join us.

The annual Pensioner's Luncheon will be held on Tuesday, May 27, 2025. At the same location as last year, the Alki Masonic Lodge in West Seattle. You can buy tickets at the door, no credit cards please. The admission price is \$40.00 per person. It will be the same menu, and the same great people. Come join us. Thank you all for your membership and continued support. We wouldn't be here without you.

In Solidarity,
Seattle ILWU Pensioner's Club PCPA



Canadian ILWU Foremen Lockout

Source - Maritime Executive.com

In November 2024, the foremen of the International Longshore and Warehouse Union (ILWU) Local 514 went on strike, disrupting operations at British Columbia's largest ports, including Vancouver and Prince Rupert. The labor action followed a prolonged contract dispute with the British Columbia Maritime Employers Association (BCMEA). The union, representing approximately 700 foremen, demanded better terms, especially regarding job security amidst increasing automation at the ports

The strike began on November 4th after the union issued a 72-hour notice. In response, the BCMEA implemented a coastwide lockout, effectively halting cargo operations across the province. Mediation efforts failed as both parties accused each other of unwillingness to negotiate in good faith. The dispute escalated, impacting not only the ports but also the broader Canadian supply chain, as rail and trucking operations were disrupted

By mid-November, the federal government intervened, citing severe economic consequences. Labor Minister Steven MacKinnon directed the Canada Industrial Relations Board to mandate both parties to resume work and enter binding arbitration. Operations at the ports resumed on November 14th, but the backlog of shipments caused by the 10-day disruption that will take weeks to clear

Currently, both the union and employers remain at odds, with arbitration proceedings scheduled to address unresolved issues. The union has challenged the government's back-to-work order, emphasizing concerns over port automation and job security, which they view as existential threats to their members' roles. The situation highlights ongoing tensions in industries facing automation and underscores the challenges of balancing labor rights with economic pressures in critical infrastructure sectors.

The Origin of the Word "Stevedore"

By Curt Cunningham

Have you ever wondered where the word stevedore comes from? It's certainly an unusual term to be associated with the loading and unloading of cargo ships. Adding to the mystery, its spelling doesn't seem to match its pronunciation—it almost feels like it should be spelled "stevadore."

To uncover the origins of this peculiar word, we turn to a fascinating article published in the *Alexandria Gazette* on March 8, 1836. The article explores several humorous and creative theories about the word's origins, shared by individuals who were clearly having fun with their speculations.

The first theory suggests the word comes from a man named Steven Door, who was known for his work loading and unloading ships. According to this account, his name was shortened to Steve and combined with his last name, Door, with a slight alteration giving us the word stevedore.

The second theory is even more colorful. It involves a sea captain who had a beautiful wife whom he adored—and insisted everyone else adore as well. Whenever Stephen, a hardworking member of the crew, entered her presence, the captain would exclaim, "Steve, adore!" Supposedly, this phrase eventually evolved into stevedore.

Of course, these playful explanations are more fanciful than factual, and the article acknowledges this with a third theory that was no less amusing. This one claims the word comes from the phrase "tare within doors," though no further details are provided about how exactly this might relate to cargo handling.

Amused by these accounts, I took the liberty of asking our time-traveling Local 19 member, Steve Adore, if he had ever ventured back to the early 1800s to leave his mark as the originator of the word. He just smiled, shuffled his cards, and returned to his game of Tonk with a few friends while waiting for a replacement job that morning.

Returning to the article, the writer finally sought a more credible answer. Consulting Webster's Dictionary of 1836, he found stevedore defined simply as "one whose occupation is to stow goods, packages, etc., in a ship's hold." However, Webster didn't explain the word's origin. Instead, he noted that the Spanish word *estibar* means "to stow." He also cited similar terms in other languages: Old Danish: *stuver*, Old Dutch: *stuwen*, Old German: *stauen*, and Old Saxon: *stow*.

The author concluded that Webster's dictionary, while comprehensive, left much to be desired in tracing the precise origin of stevedore.

Ultimately, the article's writer presented his own conclusion: the word stevedore likely derives from the Spanish term *estivador* (or in modern Spanish, *estibador*), meaning one who stows cargo. This explanation, rooted in linguistic history, seems the most plausible—unless, of course, Steve Adore himself had a hand in its creation.

"I prefer not to think before speaking. I like being as surprised as everyone else by what comes out of my mouth."

—Anonymous

Welfare & Benefit Director's Report

By Andrea Stevenson

ILWU-PMA Welfare Plan Proof of 2025 Medicare Part B Premium-Medicare Eligibles

For many Medicare-eligible participants, Medicare Part B premiums change January 1 of each year. To ensure you are reimbursed the correct premium, Medicare Eligibles (including pensioners, beneficiaries, spouses, and disabled adult children) must submit a copy of their 2025 Medicare Part B Social Security notice to the Benefit Plans Office (BPO) no later than May 31, 2025. However, please note that more time may be allowed for those experiencing extenuating circumstances which might delay their ability to timely submit their 2025 Social Security notice (e.g., hospitalization, out of the country for an extended period of time, etc.).

Medicare has increased the standard monthly premium for Medicare Part B enrollees to \$185.00 for 2025, an increase of \$10.30 from the 2024 premium of \$174.70. For those paying the standard Medicare Part B monthly premium, you will notice this increase in premium cost in your monthly Pension check beginning in 2025.

Please note the Plan will only reimburse premiums being paid by members. If a third party is paying your premium, you are not eligible for reimbursement and should notify the Benefit Plans Office.

The Social Security Administration mails you a letter towards the end of November or the beginning of December with your upcoming premium rate for the following year. Please provide the Benefit Plans Office with a copy of the Social Security letter showing your 2025 Part B premium as soon as possible. Be sure to write your Registration Number next to the name to ensure efficient and accurate processing.

If you misplaced or do not have your letter/notice, contact the Social Security Administration at 1-800-772-1213 to request another copy. You may also go online to www.ssa.gov and print out a copy of your 'Benefit Verification letter'.

Letters/notices received by May 31, 2025, will receive retroactive adjustment to January 2025. Letters/notices received after May 31, 2025, will be reimbursed based on the month of receipt and no retroactive adjustment will be made (unless otherwise allowed by the Benefit Plans Office as noted in the first paragraph). Because Medicare Part B reimbursement payments are tax exempt, any overpayments will be collected.

Please submit your letter/notice as soon as possible. You may also fax your letter/notice to 415-749-1400 to expedite delivery. Due to the high volume of Medicare Part B premium documents the BPO will be

receiving, please allow up to 60 days before calling to check status of your monthly reimbursement.

If you have any questions, please contact the Benefit Plans Office at 888-372-4598, extension 390.

Please be sure you open ALL mail regarding your ILWU-PMA Benefit Plans.

This includes correspondence pertaining to medical, dental, vision, prescription plan and pension. If something does not make sense or your bill does not look like it was paid correctly (i.e.: remaining balances unpaid or no payments at all) please contact WA Area Welfare Director, ANDREA STEVENSON. Do not hesitate to call (206) 938-6720 (office), (206) 938-6726 (Fax) or email astevenson@benefitplans.org. Please always include your longshore registration number and a telephone number, anywhere in your paperwork, so I can contact you. The San Francisco Benefit Plans phone number is: (888) 372-4598.

Tales Tossed up by the Tide

The Adventures of Steve Adore

The next adventure I planned was to travel back to Portland, Oregon, to see what life on the waterfront was like there in the 1870s. I set my machine for June 7, 1872, feeling the familiar churn of excitement and anticipation as I prepared for a journey through time. In an instant, I was transported there, landing in a narrow alley just off the waterfront.

As I stepped out of the alley, I was struck by the sights, sounds, and smells of the bustling docks. Afternoon light glinted off the river, and the sky was tinged with smoke from the multitude of stacks on steamers tied up along the docks. Steam hissed from almost every building along the waterfront, rising in plumes against a chaotic skyline of masts, industrial buildings, and the distant iron bridge spanning the river.

Most of the waterfront was occupied by vast, arch-roofed wharf buildings—some stretching over two hundred feet toward the water and reaching fifty feet in height. They rested on systematically placed pilings, supported by logs in a way that seemed both ingenious and haphazard. The business district had an odd, temporary look, with small, cheaply built structures of unimpressive architecture. But further up the bluff, I could see neat rows of cottages and churches, framed by the bluff's green and the soft outlines of a few scattered trees—a glimpse of Portland's quieter side.

Down along the river's edge was the bone yard of the O. R. & N. Co., filled with weather-beaten remnants of old ships and worn-out river crafts. Families lived on some of these beached vessels, and they seemed to have set up makeshift homes. The smoky scent of food cooking drifted over, mingling with the fresh river air.

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I watched women washing garments—bright red and white clothes hung out to dry, flapping in the breeze.

While I took in the scene, my attention was drawn to a group of people gathered on the shore, talking excitedly as they peered down into the water. As I drew closer, I caught snippets of their conversation.

“How long has she been down there?” a man asked.

“Since last night,” someone replied.

“Well, she’s not worth much now,” muttered another, turning away with an expression of distaste.

The callousness of the remark struck me, and I turned to a nearby stevedore, his rough hands stained from years of hard labor, to ask who they were talking about. He gave me a look of pity and shook his head.

“Wouldn’t know if she had any friends,” he muttered, puzzled at my curiosity.

It dawned on me that this “she” they spoke of was likely a woman who had taken her life in these dark waters—a story I’d heard echoed from the docks when I was back east on my last adventure. The sadness of it settled over me. I could almost imagine her lonely walk through the empty streets at night, driven by some nameless sorrow toward the riverbank. Perhaps her last thoughts were a jumble of despair and regret, quickly lost in the rush of cold water.

A stir in the crowd broke me from my thoughts as I realized they were lifting something out of the river. I steeled myself for the sight, inching closer. As the form rose from the water, I felt a mixture of dread and morbid curiosity—only to watch, with both relief and absurdity, as a sodden sack of potatoes was heaved up onto the shore.

I shook off the strange mixture of relief and embarrassment, letting out a breath I hadn’t realized I was holding.

In the distance, I spotted the stevedore again, heading down the street, and decided to follow him, hoping to get a more personal account of life on the waterfront. He seemed gruff and wary, but when I caught up and introduced myself, he softened just enough to let me ask him some questions.

“My name’s Steve,” I told him. I then had to think up something he would believe so I said; “I’m a writer from New York, and I used to do longshore work



back there before I starting writing. I’m hoping to learn more about life on the docks out here.”

After a long, appraising look, he gave a nod and offered his name, James. As we found a bench overlooking the river, he started talking, gradually warming to my questions. He shared stories of growing up in Astoria, where his father had also worked as a stevedore. Like many men who worked the docks, he’d been shanghaied once—abducted by a crimp while drinking at a bar in Astoria. He spent nearly a year at sea before being dumped here in Portland, where he’d eventually found work. He then told me that since he had no family anymore back on the coast he’d stay here and make a go of it.

He chuckled dryly when I mentioned I knew a little about being shanghaied myself. “No kidding?” he said, with a sidelong look. But my reaction must have convinced him because he went on, telling me about the daily grind of the docks: low pay, grueling work, and the constant risk of injury.

By the end of our talk, James seemed more relaxed, even offering to introduce me to his gang if I met him the next morning. “We’ll see if you can handle a day of work out here,” he said with a half-smile.

With that, we parted ways, and I made sure to steer clear of any bars as I found a place to stay for the night. The crimps in Portland had a ruthless reputation, and I didn’t intend to put that reputation to the test.

The next morning, I found James waiting for me. A pale dawn light cast shadows across the wharf, and I could feel the chill of the river seeping through the morning mist. The docks were quiet at this hour, with only a few figures stirring, and I had a nagging sense that James was testing me, seeing if I’d actually show up.

When he saw me, he gave a quick nod and motioned me to follow him down to a dock where a few rough-looking men were already gathering in front of the gate. His gang was a mix of weather-beaten, toughened dockworkers, some with tattoos and scars that hinted at hard lives. As we approached, James introduced me, but their responses were wary. They eyed me with suspicion, probably wondering what a “writer from New York” was doing here on the docks.

“You sure he’s cut out for this Jimmy?” one of them grumbled, his eyes narrowed.

James shrugged. “Guess we’ll find out soon enough.” He looked at me, a challenge in his gaze. “Show ’em what you got, Steve.”

The gang was well known to the foremen as hard workers and during the shape up they were all picked.

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The foreman stopped me as the rest walked through the gate and said “not you.” James turned around and said, “He’s with us and I will take responsibility if he bungles it up.” The foreman while giving me a look that I will never forget let me pass. James then said in a low and serious voice, “You better be what you said you were or you will be tossed into the river after we finish beating you senseless.” I took a big gulp and said. “I can hold my own.”

They led me to a line of cargo crates stacked haphazardly along the dock. I realized they wanted to see if I could lift one—a test I hadn’t expected so soon. Without a word, I grabbed one of the crates and lifted it onto my shoulder, gritting my teeth. The wood dug into my skin, but I held my ground. I saw a few surprised glances exchanged in the group, and someone gave a small nod of approval.

“Alright, he’ll do,” James said, breaking the silence. The men muttered in agreement, and I felt a surge of relief. For now, I was one of them.

The work was brutal. I spent the day hauling crates, unloading the ship, and securing heavy loads onto carts bound for the city. My hands and back screamed by midday, but I didn’t let on—I needed to earn their respect if I was going to survive here. When we finally stopped to collect our wages, I couldn’t wait to put my aching body to rest.

But as we counted our pay, I overheard something that struck me as odd. One of the workers was muttering to himself, counting his coins, brow furrowed in frustration. “Short again,” he grumbled.

“What’s that about?” I asked, keeping my voice low.

“Foreman’s got sticky fingers,” he said, without looking at me. “Takes his cut before he hands over the pay. Ain’t much we can do about it.”

The foreman—a stocky man named O’Hare—was standing not far from us, arms crossed, eyes like a hawk as he watched us count our wages. I could feel his gaze linger on me longer than anyone else. When our eyes met, he gave me a cold, calculating look. It didn’t take long to understand: O’Hare was a ruthless man who’d do anything to keep his workers in line.

After the men dispersed, I caught up to James. “He’s stealing from you, isn’t he?”

James gave a grim nod. “We all know it. Problem is, you don’t call out a man like O’Hare. Not unless you’re looking to get hurt.”

As I lay on the bed in my room that night, I kept replaying the injustice in my mind and wondered what I should do. Do I help them or just go back to my time putting this behind me, but I knew down deep if I did I would regret not doing anything about it. Still, something about the whole situation grated on me. Maybe that’s why I made my decision as I lay

staring at the ceiling: I’d stay on for as long as it took to figure out a way to set things right.

The next day, O’Hare seemed to be watching me more closely. His calculating stares were sharper, and he had a way of showing up just as I was lifting something heavy or in the middle of the most exhausting tasks. By midday, I felt his glare on me as I took a moment to catch my breath.

“What’s the matter, New York?” he sneered. “Getting soft?”

I kept my expression neutral, knowing I couldn’t let him see any weakness. But I also couldn’t hold back. “I’m not the one who has to steal from the workers to feel strong,” I shot back, barely above a murmur.

O’Hare’s face went pale, then purple. He took a step forward, his fists clenched. “You got a big mouth, don’t you? Maybe I need to teach you what happens to men who think they’re too smart for their own good.”

The other men around us went quiet, watching with wary eyes. O’Hare lunged forward, and before I knew it, we were locked in a brawl.

The fight was brutal and fast. I dodged his first swing and landed a solid punch to his jaw. He stumbled but recovered quickly, throwing a punch that caught me in the ribs and sent pain shooting through my side. I threw my weight into him, and we grappled, crashing into a stack of crates and scattering tools across the dock. The men around us started shouting, some urging me on, others just watching in stunned silence.

O’Hare tried to grab a crowbar, but one of James’s men kicked it out of his reach, evening the odds. That distraction was enough for me to deliver a hard punch to his stomach, making him double over. Just then, one of his goons swung a club in my direction, aiming for my head. I barely managed to duck, but before he could swing again, two of the dockworkers grabbed him and hauled him back.

The fight finally broke off, both of us battered and bruised, but I could see the respect in the eyes of the men around me. O’Hare glared at me, blood trickling from his lip, but he didn’t make another move.

“This ain’t over, New York,” he hissed before slinking away.

I knew he meant it, and I also knew I’d have to watch my back from now on.

The next day, I was in the hold watching a load of cargo come out and when it was high above the deck, I heard a faint snapping sound—a rope, frayed and worn, was suddenly about to give. With a sudden jerk, the rope snapped, and the cargo swung dangerously. I barely managed to jump out of the way as it came crashing down, sending a cloud of dust and

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debris across the deck. My heart was pounding, and I felt a flash of fear followed quickly by anger. Now I know why O'Hare had earlier looked down at me with a smirk tugging at his mouth. It was no coincidence.

O'Hare's smirk vanished when he saw I'd survived, but the message was clear: I was a marked man.

That day, a storm rolled in, fierce and unrelenting. The wind howled, waves crashing against the dock as rain poured down. The men scrambled to secure the ships, the storm an all-too-real reminder of the dangers faced daily.

Amid the chaos, I saw O'Hare arguing with the captain of a ship, gesturing toward the workers who were frantically trying to save the cargo. I couldn't hear their words, but I saw something in the captain's expression shift. A moment later, the captain turned to his crew and began shouting orders, calling them to his side. O'Hare looked furious, and I knew I'd see no more of his threats tonight.

It was then that I saw my chance and decided to act. I went straight to the captain and told him everything I'd seen—the pay theft, the intimidation, and the accident that cost the captain a lot of money. Word spread fast about what I did, and by morning, the

gang was ready to confront O'Hare.

The next morning, O'Hare tried to come down hard on the men, barking orders and pretending nothing had happened, but they didn't budge. With the weight of the gang against him, he finally cracked, and the captain who was watching came over and fired the foreman. The men were granted a bit more security and they would now receive their full pay, a small step forward in a harsh world, but it was a step they'd earned.

My time in 1870s Portland was drawing to a close. I stood on the banks of the Willamette one last time, watching the early morning light glint on the water. The faces of James and the gang drifted through my mind as I thought about the lives they'd led, the risks they'd faced daily, and the bond that held them together. I hadn't expected to become part of their history, but I felt a strange satisfaction in knowing I helped them take a stand.

As I activated the device and felt the familiar pull of time drawing me back to my own century, I knew one thing for sure: the strength of those men, their resilience, and their courage would stay with me the rest of my life.



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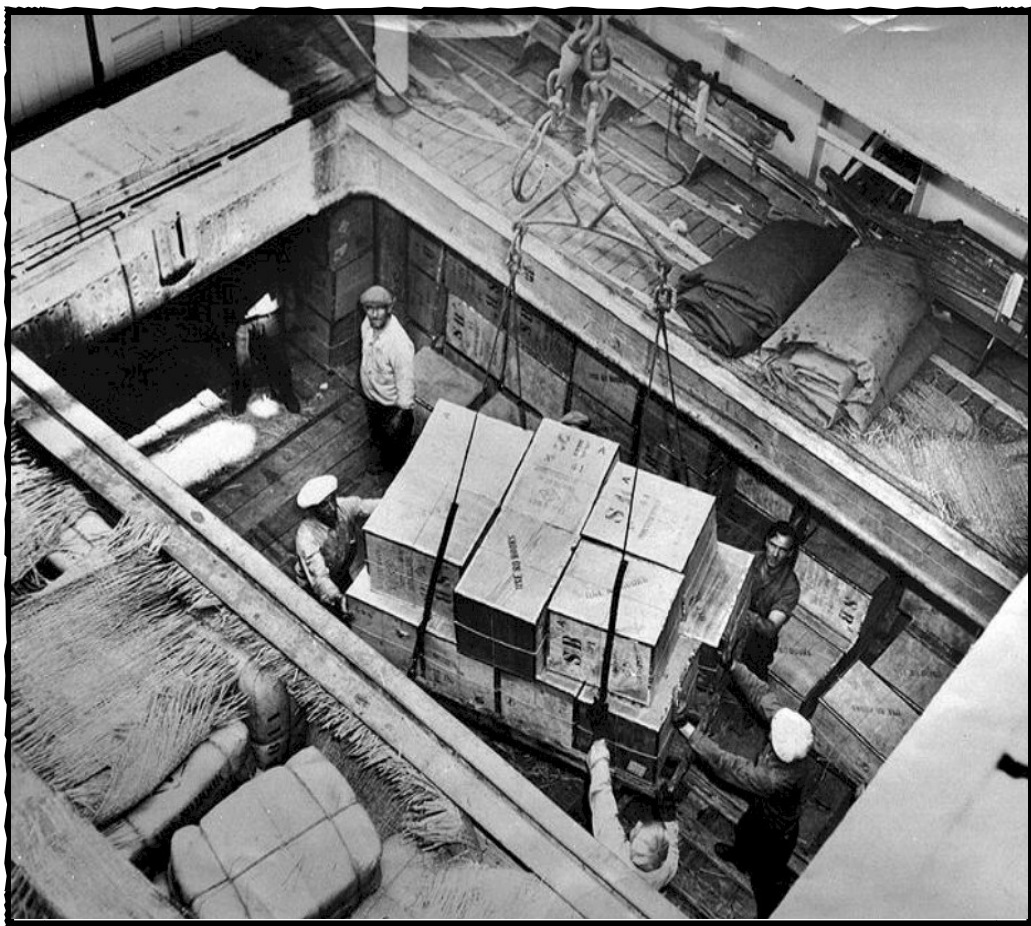
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Lest We Forget

Forget not the Longshoremen of the
waterfront
Whose work put strength to the test
To the men who's backs grew tired and
sore
But the very next job would ask for more
Box by box and bail by bail
The ships were loaded without fail
The stout hearted men gave labor and grit
With unflinching effort, they never quit
By men from good working stock
From fishermen, farmers, and lumbermen
too
They raised their family in the spirit of
labor
They shirked no job, they paid their dues
To those unsung heroes of the labor force
Whose noble efforts set a course
A course that many men would follow
Through their labor and sorrow
The longshore legends that culminated
Were a colorful lore indeed
Their accomplishments were etched with
a personal pride
That sustained the workers, down deep
inside
Deep in the feeling of brotherhood
That engendered an action within
Working the job they deigned to do
With a productive spirit for me and for
you
They worked "The Front" they gave their
lives
In retrospect with no regret
So as we remember are fallen brothers and
sisters
Let us be vigilant, Lest we forget.