

# AN INJURY TO ONE IS AN INJURY TO ALL



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*In  
Memory*  
**Art Mink**

## Meeting Dates

October	3
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## **Blinkered Pessimism**

By Dave Chaddock

Can we continue to have friendly relations with China? In his new book *A CONTEST FOR SUPREMACY*, Aaron Friedberg argues that, as China gets stronger, we have to worry about its possible threat. Although it radiates an aura of close cooperation, Friedberg feels it is probably trying to deceive us. Most likely it hopes to "dampen and delay" any U.S. response to its "rising power" (P. 167).

To be sure, all through history if dominant powers were not actually at war then they were preparing for the next one. And it has always been especially dangerous when a rising power begins to pose a threat to a dominant one. In 1933 while Japan and Germany were both seeking their "place in the sun", H.G. Wells peered into the future. He imagined that Japan's assault upon China would peter out, and that there would be only a small localized war in Europe around 1940. He failed to foresee the horrors of World War Two. (See his book *The SHAPE of THINGS to COME.*)

Now Friedberg looks at China's "century of humiliation" from 1840 to 1949, its domination by foreign invaders, and he concludes that, even more than Germany, it should have a reason to seek compensatory "preponderance". This period of being pushed around and abused only "adds urgency to its pursuit of power" (P. 158).

But China begs to disagree. It has just issued a

White Paper pledging never to abandon its policy of peaceful development, with its spokesman Dai Bingguo declaring: "The Chinese people, after suffering tremendously...would by no means bring the same suffering to people of other countries." (*CHINA DAILY*, 9-16).

Friedberg argues that those who would trust such a White Paper have a bad case of "willful, blinkered optimism." (P. xii)

However, this White Paper is not the product of a single person (such as Wells) working alone in his study. This is something that has been learned in many years of practice and struggle, of feeling one's way and learning from mistakes. And it is also a product, as Dai says, of "calm analysis" of the current world situation in which development "once fragmented, is now interconnected as a whole." China cannot develop in isolation from the rest of the world, nor can the rest of the world develop without China.

With the rest of the world, China is doing an awful lot of buying and selling, an awful lot of trade, which of course is the bread and butter of us longshoremen. Yes, trade with China and the U.S. is a bit out of whack, more exports to the U.S. than imports to China. But almost all of China's trade surplus is with the U.S. Its imports are not to be sneezed at. It is estimated that its imports have created over 14 million jobs in exporting regions since it joined the WTO in

*Continued on page 2*

*Continued from pg. 1*

2001. And it could have imported a lot more from us except that there are 31 categories of controlled items that cannot be freely exported to China, things like lasers, optical fibers, photoelectric technology. This is because China is treated as a potential enemy. Friedman is not alone, it seems, in having deep dark suspicions about China.

It is not China's fault that the U.S. has no savings, puts too much of its economy into finance, has an overstretched military, and is addicted to military spending.

China's much more modest military expenses, and its failure to have any of its troops stationed abroad except for those in UN peacekeeping missions, has paid off. It consistently performs the remarkable feat of feeding 20% of the world's population on only 8% of the arable land. In 2005 China's per capita income was 24.9% of the world average. Today, only a few years later, it has reached 46.8% of the world average (BEIJING REVIEW, 9-15).

And now China is about to help the spendthrift U.S. escape from its dilemma. It is about to engineer a massive shift in the basic motoring force of its economy. It is going to be saving a lot less and therefore will have less funds to buy U.S. savings bonds. It will be less of a crutch for U.S. indebtedness. Its consumers, rapidly reaching higher incomes, will want to buy more and more stuff. And its investors will help other countries, including the U.S., to get cracking. China recently placed a \$5 billion order for 10,000 motor homes from MVP RV of Riverside Ca. (NYT, 7-7). Chinese investors sweep through New York City on a weekly basis. A Chinese company will occupy six floors at the new World Trade Center. China Construction will be extending the 7<sup>th</sup> Avenue subway Line and working on major bridge projects, hiring union workers. And this is only a hint of what could come (NYT, 8-11). China expert Stephen Roach puts it this way: "After building the greatest export machine the world has ever seen", as China transforms to a more consumer-based economy "it will likely spark the greatest consumption story in modern history" (CD Mag, 9-16).

Surely the doom and gloom of Mr. Friedberg is unwarranted.

A good part of his problem is due to the fact that, like many Americans, he does not understand the issue of Taiwan. When Harry Truman put the 7th Fleet in the Taiwan Strait at the start of the Korean War, delaying the completion of the Chinese Civil War, it was

analogous to some foreign invader coming along and severing Florida from the U.S. The Korean War had as much (or more) to do with China than with Korea (I am telling this story in a series of books but the first volume only got up to 1895 and Vol. 2 will be lucky to get past 1919!)

Any steps that China may take to regain Taiwan cannot be termed aggression. But as

Friedberg pictures it, if we do not stand up to China in the Western Pacific "our military presence could be reduced to a few bases on a handful of small islands" while China "would be able to bring Taiwan to terms" (pp. 6-7). Thus we must stay strong to carry on the legacy of Chiang Kai Shek, continue to meddle in Chinese internal affairs, and build more F-16s in Texas! And incidentally "dampen and delay" the co-operative economic development of the world!

A recent report from Kinmen (We used to call it Quemoy) shows how things are progressing in a peaceful direction. In a sheltered harbor so close to the Chinese mainland that you can swim to it sits this little island, heavily fortified with tunnels and hardened gun emplacements, where 80,000 troops posed a renewed threat to attack the mainland in 1958. Today the place is described as having a "growing dependence on economic ties with China" and museum signs that used to speak of "Communist bandits" now refer to the "People's Liberation Army" (NYT, 9-17).

There is every indication that Taiwan and the mainland will be re-united without war. And Friedberg's cries of alarm will be as antiquated as the concrete obstacles placed along the shores of Kinmen over 50 years ago.

### CORRESPONDANCE

Hello, Pensioners

I am trying to trace my uncle Larry (Lawrence Manning) who lived in Seattle from 1927 until his death in 1954. I know he worked as a longshoreman in those later years. He was originally from Castlewarren, county Kilkenny, Ireland and was born in 1906. It seems he got divorced after 1947. My dad said his wife had run off with his best friend while he was away visiting his parents in Ireland in May/June 1947.

Would anyone there have any memory of him or be able to point me in the right direction??

Thanks for your time,

Alice Manning

Dublin, Ireland alicemanningis@gmail.com

## Conversations With Harry

By Ian Kennedy

As usual, I was running behind, and got into San Francisco with no time to spare. Grabbed a cab to take me directly to the bar and Harry. Sue saw me come in dragging my suitcase behind me. She took my bag, saying "it would be in the storage room." Harry was alone and looked agitated and kept glancing at the clock. He looked up as I approached. "Thought you weren't going to get here." he growled.

"Sorry," I responded, "I've had a lot going on and I'm not going to miss any rallies if I can help it." Sue came up with a pitcher of beer and set it on the table. "Well, now that you're here, maybe this guy will relax a little." She's patting Harry on the shoulder as she speaks. Harry pours the beer, "O.K. fill me in."

I smile, "We finally have a leader who will stand up and put himself on the line. In the past, I've angered local leaders, insinuating that some of them should step up to the plate and go to jail if it comes to that. McEllrath didn't need anyone to push him. He was on the spot."

"OK, OK, start from the beginning, who is doing what?" "EGT is a combine of three major grain shippers, one is a US company, the other two are Korean and Japanese. The US company, Bunge, is the major holder." I paused to have a drink of my beer. Harry started fidgeting, "Come on, come on, get on with it." he said. "EGT got millions in concessions from the state and the port. The contract with the port states that they, (the port,) have an agreement with the ILWU that all workers would be ILWU. When EGT started to build the grain terminal, instead of using local labor, they imported workers. When they started to test the equipment, they brought in scabs. In the meantime Local 21 has been trying to negotiate with them. EGT claims it would cost the company a couple million dollars to hire ILWU labor but has since said that number was pulled from the air. (Bunge's profits last year was in the billions.) and couldn't afford it." I poured the last of the beer into my glass and waved to Sue, while Harry sat, waiting for me to continue. "EGT, in an attempt to appease the Port of Longview, hired a company that used Operating Engineers local 701 from Oregon, to man the terminal. Then sued the Port to get the "Union" requirement removed from the contract. The Press is playing this as a dispute between two Unions, not as an attempt by a rich conglomerate to beat down the working class and put more money into the pockets of the rich."

"And what is the Union doing to correct the

actions of the corporation?" Harry asked. "Well," I responded, after filling my glass once again. There have been demonstrations from Portland north. Portland, Longview, Tacoma, Seattle and Bellingham. Trains heading into the terminal have been blocked, and turned back. Very early one morning, several individuals tore down the fence into the terminal, opened the hatches of the grain cars and disconnected the individual cars. The press claimed the guards were beaten, when actually they were told to stay in the guard shed, out of the way."

"And what are the police doing while these actions take place?" Harry asked. "Generally the Union folks are nonviolent while the Law enforcement people have been getting more and more aggressive, using mace, clubs, and have started using rubber bullets."

"The NRLB has jumped into the fray on the side of EGT and the AFLCIO have looked upon it as a dispute between two Unions and don't want to get involved. The courts are hitting the Union with big fines while the police are arresting wives and mothers for blocking the trains." I flag Sue down and order another Pitcher, as I drain my glass. "This is an important fight," I continue. "The ramifications are beyond imagination. If we go down on this, all the grain elevators are gone. And they make up 20% of our health and welfare. We can't sit idly by while the Union is torn apart. Everyone has got to hit the bricks, and in this case, sit on the tracks. This is something us old folks can do." I sat back with a sigh as Harry switches to whiskey with a milk back.

"This is turning the clock back, almost, to the nineteen thirties. Aren't these Police in a union? Do they think they're not going to pay the price when no one will support them?" Harry asked.

*Continued on page 6*



**The Manhattan**, not the island, but a tanker modified to carry grain from the West Coast. As reminisced by Frank Corbit.

Pier 25 had the only "big" grain facility that handled corn, wheat, and other commodities as market commanded.

"Man that was a big ship. The Manhattan at that time it was the biggest ship to come into Seattle. Some of the crew had bicycles to peddle from the crew's quarters to the bow. The ship was over 1,000 feet long. Three and 1/3 football fields end to end." When I walked the distance I sure could feel it. When the day was done I stretched out on the couch my leg muscles would tingle."

To load the ship there was a lot of preparation work by a lot of people. The Gear locker had made special supports for the grain pipes. From the elevators pipe we extended them with fiberglass pipes about 30 feet long. Some holds could not be reached so we got as close as we could and loaded up the deck, with a pile of grain about five feet high. There were extra stevedores ready to rake the grain to the hole. This was not a fast operation but they wanted as much grain as possible before they turned the ship.

The elevator crew and staff, even the farmer that was sending grain made visits to see the ship and the loading of the vessel.

"We tried shooting the grain thru the air at a wooden backstop and letting it fall into the holds. The hold was an oblong opening space about 2' by 3' That was not too successful." A real challenge. I remember one day we used a wheel borrow and stevedores with shovels to load the wheel borrow and dump it, in the correct tank. A very slow process.

The shipping company wanted tonnage on the ship rather than hourly production. I think the men felt bad that things could not go better. Most all of the men were happy because of the employment opportunity. A call back was better than going to the hall for a new job.

Some causal foremen that were on the job were hoping to be released so they could "get on the list" and have greater opportunity to make a foreman's job.

On the bulk carriers that carried grains, it seemed that we could load and lower the ship by maybe 12 inches in a shift. We were nowhere near doing that weight in a day. *Continued on page 6*

-----NEWS FLASH-----

Panama Canal Pilots Affiliate With the International Longshore and Warehouse Union.

## Final Dispatch

### PENSIONERS

Leroy Bishop Jr. 52  
Mickey Brady 19  
Richard Spellacy 19  
Russell Everitt 19  
John Michael Meaney 19  
Frank Corbit 98  
Warren L. Maurice 52

### SURVIVORS

Lorene Van Brocklin 52  
Ruby Williams 19  
Edna J. Armstrong 19  
Sylvia Jacobson 19  
Lucy A. Dike 52

## 2011 PCPA Convention Report

This year the PCPA 2011 convention was hosted by the Washington area and held at the Doubletree Airport Hotel in Seatac. Ian Kennedy and Carl Woeck were the co-chairs.

The Executive Board met on Sunday, the 18th of September, with the convention convening the next day. The morning was taken up with speeches by Representative Jim McDermott, two officers from the Rite-Aid division of Local 26, and Jeff Johnson, President of the Washington State Labor Council.

Ron Magden, Labor Historian, (Tacoma and Seattle Longshore History,) did a film and slide history of the longshore struggle. He was followed by two youngsters who are working to keep Social Security and Medicare intact.

The afternoon was taken up with tours. The first was to the Flight Museum and the Ballard Locks. The second was a Labor History Tour that covered major labor events in Seattle's past. And of course there was the trip to the casino. Everyone had a great time regardless of the trip they chose.

Tuesday morning brought speeches by Bob McEllrath on the attacks on Labor and the ILWU in Longview, Tay Yoshitani, Port of Seattle CEO, and Fred Krausert, National Secretary of the Maritime Union of Australia Veterans. We continued with Robby Stern, President of PSAPA, and Mark Dudzic, both speaking on the single payer health plan.

We kicked off the afternoon with a rousing performance by the labor singers, Rebel Voices. Followed by a presentation by Jim Gregory, holder of the Harry Bridges Chair at the University of Washington.

With all this, we still managed to elect officers and complete all our business so the we could adjourn by noon on Wednesday. The four coast officers remained the same, Rich Austin, President; George Cobbs, Vice-President; John Munson, Recording Secretary; and Ian Kennedy, Treasurer.

## Eggs and Apples

By Jon Halgren

This took place in the period before the seven-day dispatch. On Saturday, the foremen would get their jobs for Saturday night, & hoot, Sunday day, Sunday night, hoot, and the Monday dayshift.

When I called that Saturday, about 2:20 PM, I said my name and the Dispatcher said, “ nothing doing for Sunday”. I felt disappointment. That disappointment was short lived. When he said, “Monday, you will be the dock foremen, against the Cool Packer, at Pier 28, 8:00 gangs.

That ended the conversation, as the Dispatcher was loaded with work, dispatching six shifts to about 90 people.

At coffee, Johnnie, a longshoreman, some times called a dispatcher, because he had loads of information, on Saturday he told me there would be four gangs. Two would be loading fruit, and two would be working eggs. They were not hard-boiled. Eggs were something new for export going thru the Port of Seattle. The Super cargo, that would be working the ship, said the same thing as John.

The manning on the dock against the ship was, 4 bull drivers, 4 extra bull drivers and 2 truckers.

Monday morning as I walked onto the dock I noticed, a refer semi backing into a load/unload doorway. Then I became aware that was the last available door.

There was no cargo on the dock at 7:00. I could tell this was going to be a unloading the trucks and load the ship. The shipper did not want any cargo on the dock thru lunch or at quitting time.

The ship would be loading number 2, 3, 4, & 5, to start. Apples would loaded in 1, 2, & 5, 3, & 4, would get the eggs. The ships structure was such that holds 3 & 4, would allow for good stowage, and hopefully less damage.

At 8:00, the hatch bulldrivers picked up a gang gearbox and delivered it near the hatch they would be working. Then each driver picked up a robot and placed it near the swinging crane that would be hoisting cargo into the hatch. Ready for cargo.

The dock supervisor clerk and a checker were receiving both eggs, and apples, now the drivers were told which row to work and were rolling.

About 9:00, the trucks were starting the second delivery. I heard someone scream, “NO, NO, NO that is not acceptable”. There was a big commotion. I went over to see what the problem was.

The buyer of the product refused to accept a load. The truck left and when things settled

down I asked about the problem. The problem was the box cover had a drawing of an Indian princess sitting, and that is unacceptable to the buyer of the cargo. In our society no problem, but the buyer had specified certain conditions. In his culture women are not to be portrayed in that way. They are not to be on display, for advertisements.

There were specifications, to maintain a certain temperature while in storage, the inside of the boxes was to be paper liners, no plastic or styrofoam. It seemed that they were ahead of the U S in protecting the environment.

I talked with the truck driver of the first rejected load, asking where he took the load. “The boss is working on a deal to sell it to a buyer shipping to Europe next week.”

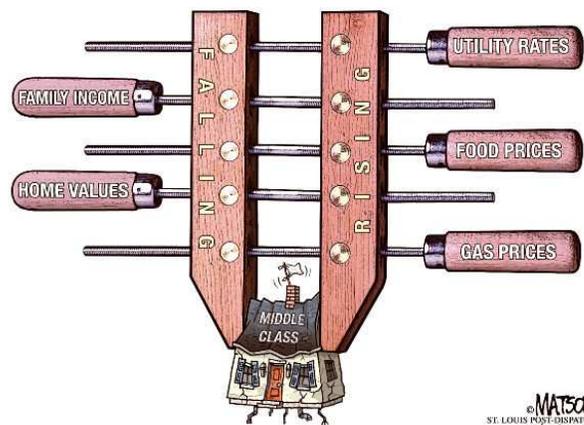
At morning coffee time it was announced that the gang in hatch #2 would go to early lunch and relieve hatch 4. The eggs were coming in faster than the apples and #4 would take more time than #2.

The height of the egg hatch required going 8 boxes high. The stevedores would make a row of 2 cases high and then stand on those to get the top of the other row. To protect the eggs the gear locker had fabricated boards the width of the cases and the cases were protected. Photographs were taken in great number; perhaps it was for eventual insurance claims.

It is time for the gang in #2 to go to 11:00 lunch. Produce of apples for #2 had to be cleared off the dock, and the trailer doors closed, so the temperature could be maintained. Eggs were going well into #3, & #4.

Apples continued to be loaded into #5. Two pallets, were placed on the robot, with each lift by the whirly the loads were smoothly going into the hold. All hands were doing their best to have zero damage and have a good production rate.

*Continued on page 6*



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## AN INJURY TO ONE IS AN INJURY TO ALL

### Lift it up! PICK IT UP NOW!

By Jon Halgren 55817

I remember working with Frank Corbit. We were at Alaska Steam, Pier 42, in the lower hold loading 40 foot containers. I think the jumbo gear could pick up to 30 tons.

With the jumbo (boom used to lift cargo) a 40 footer was coming in. There was a stevedore at each corner for the purpose of helping to get it in place.

The deck man that gave signals could not see all four corners of the container. We would shout directions.

"Ok it looks good to me, I am landing it." said the deckman. He then said, "unhook it and we will get another."

I heard Frank, say, "Do not unhook, Pick it up!" It seemed like a discussion was taking place. The deckman said that it looks good. Frank called again, "Pick it up!"

Then I heard, Son o\_ a B\_\_\_\_\_! Please pick it up!

Ever so slowly the container started going up.

The deck man said it looked good what was wrong? Frank hollered, "It was on my toe."

Of the four stevedores working in the hold, Frank was the only one that had on steel toed shoes. Were his toes sliced, or crushed? Frank sat down and slowly took off his shoe. There was no color on his sock. Good.

Then the sock was removed, no blood no bruising we were pleased.

Frank put on his sock and shoe and it was time to go back to work.

### Eggs and Apples *Continued from page 5*

I was curious about the cargo of egg and apples going to Saudi. I asked the Buyer why, and how was Seattle was selected as the port of loading. Eggs and apples are healthy foods and a Saudi Princess was trying to have an egg and apple for each child in the nation.

That is a wonderful goal. I had a belief that all children in the modern world had enough to keep them healthy.

Why Seattle? The buyer explained: good cooperation between all the parties, truckers, growers, warehouses, longshoremen, companies and the port. It is a pleasure to be here working, I have good transportation in to the port, and communications are first class, so basically no problems. I like Seattle.

RUSTY HOOK / Fall 2011

### CWH *Continued from page 3*

I responded, "When the state of Wisconsin went after the Public Employees Unions, they offered to exempt the police and firefighters from the anti-union legislation. The Law enforcement and Firefighter Unions knew that the offer was just a divide and conquer strategy, and stood with the workers." I pointed out.

Sue came over, wiped at a corner of the table, "Harry, isn't it about time?" He glanced up, gave a slight nod, and started to put on his top coat.

"I do have some good news." I reported. He looks over at me, "What's that?" he asked. "The Panama Canal Pilots have affiliated with the ILWU." Harry smiles at the news. I continue, "It was two years in the making, but is a great accomplishment by our International Officers."

Smiling, Harry waves as he exits, "Give my girl a good tip, will ya?" Sue, still standing at our table, winks as she hands me the bill. As I hand over the money, she offers "I'll get your bag and meet you at the door."

### The Manhattan *Continued from page 4*

A mobile crane could not be used for loading because of the obstructions protruding from the elevator's spouts. Weight capacity of the dock also had to be considered. Many options were considered but it came to manpower moving the grain to the correct opening.

All things considered the loading went well from the view point of the elevator and the ship. The longshoremen went home with a good paycheck. So everyone was happy.

### CORRESPONDANCE

From ROD CLUPHF, \$40.00 for Rusty Hook, no note  
Thank you ROD.

From JOE SULLIVAN, \$100.00 for Rusty Hook, no note  
Thank you JOE.



## AN INJURY TO ONE IS AN INJURY TO ALL

### CORRESPONDANCE

From TED LEONARD, \$100.00 for Rusty Hook, no note  
Thank you TED.

From BILL & MARY FAIRBANKS, \$44.00 for Rusty Hook, no note  
Thank you BILL & MARY

From BILL & SHARON ARTHUR, \$100.00 for Rusty Hook, and sending a big thank you for all the benefits from the ILWU. They appreciate it and so do we.  
Thank YOU BILL & SHARON

From DONN WALVATNE, \$44.00 for Rusty Hook and he paid his dues for the year. He sends a short note letting us know he is living the dream in God's country (Twisp, WA). DONN also enjoys reading the Rusty Hook.  
Thank you DON.

From GERALD ROOKER, \$100.00 for Rusty Hook, no note.  
Thank you GERALD

From AL FORSYTH, \$100.00 for Rusty Hook, who we all know as the "Dancing Supercargo". Sounds like Al is living life to the fullest. He has been to Africa twice since retiring, just got back from Israel, goes fishing with KEVEN O'BREIN every summer in Alaska, and spends his winters either in Puerto Vallarta or Guadalajara, Mexico. WOW!!!

From DALE MORTENSEN, \$100.00 to catch up on his dues and the rest for the Rusty Hook.  
Thank you DALE.

From MARCIE PETERSON, \$50.00 for Rusty Hook. MARCIE is a member of Local 4, Vancouver, WA. She looks forward to each issue and after reading it she takes the Rusty Hook to the hall for all her sisters & brothers to read. A BIG thank you to you MARCIE and we will keep the issues coming.

From BILL LEWIS, \$500.00 for wherever it will help. BILL liked seeing all the "old" faces at the luncheon.  
Thank you BILL

From IRIS VINJE, \$100.00 for Rusty Hook and to use as needed. IRIS is a young 87 years young and doing quite well.  
Thank you IRIS

From JOAN SAMPLES, \$10.00 to Rusty Hook. No Note.  
Thank you JOAN.

From DONALD REIDEL, \$100.00 to Rusty Hook. DONALD is from Port Angeles and can't remember if he sent any money last year. So he sent \$100.00 this year and a big thank you for all the Seattle members.  
Thank you DONALD.

From MARVIN GRIFFIN, \$140.00, to cover all his assessments of \$10.00 per year paid to PCPA, and the rest to Rusty Hook. MARVIN has been a member since 1988 and still going strong.  
Thank you MARVIN.

From BENNIE JEFFRIES, \$10.00 to Rusty Hook.  
Thank you Bennie!

From PHIL BUGINNIS, \$16.00 to Rusty Hook.  
Thank you too, Phil.

From CLIFF & COLLEEN VINJE, \$100.00 to the Pensioner's Club and \$50.00 to PAC.  
Thank you very much Cliff and Colleen. The money will be well used.

From KAYO MORENO, \$100.00 to the Pensioner's Club.  
Thank you Kayo and it was good to hear from you.

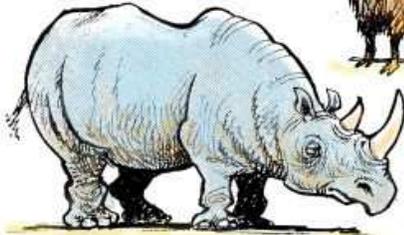
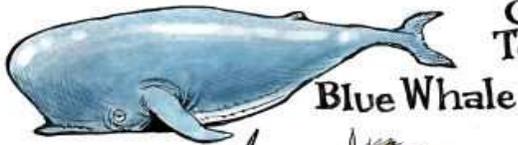
From CHARLIE KEPPNER, \$56.00 to pay for 2 years of dues and \$144.00 to the Rusty Hook.  
Thank you very much CHARLIE. Hope everything is going good in Montana.

From XXXX XXXX, \$16.00 to Rusty Hook.  
Thank you.

A BIG thank you to everyone who sent money in for The Rusty Hook and to catch up on dues.  
Thank you, Thank you, Thank you. Your money is this clubs life line.

The Rusty Hook Editorial Staff.

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**Middle Class Family**



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