

ELECT JEFF ENGELS FOR LD-24 COMMITTEEMAN

"A Voice for The Working Class"

Hello Brothers and Sisters,

My name is Jeff Engels, and I am running for Committeeman for LD 24 at the Re-org on Jan. 14, taking place at the Quilcene Community Center, 294962 hwy. 101, at 1200. I would appreciate your support. I am a third generation Washingtonian currently living in Port Townsend after spending most of my life in both rural and urban King County.

I have spent my entire life working on and around the Waterfront including 20 years at sea on ships, ferries, and tugboats. I have spent the last 19 years working as a Union official, first as a business agent representing tugboat workers and then as Regional Director for the Inlandboatmen's Union, the Marine Division of the ILWU. For the last 13 years I have served as the West Coast Coordinator for the International Transport Workers Federation ITF (www.itfglobal.org) organizing and representing Seafarers from around the World (see back page).

I have applied my organizing, public speaking, and coalition building skills developed on the Waterfront in the broader movement for economic and social justice, including helping to build and organize during and after the WTO struggle in Seattle as part of the long fight against the Neo-Liberal agenda of Union busting, deregulation, privatization and outsourcing.

I am also a PCO and was a delegate to the Democratic National Convention this summer in Philadelphia where I represented both CD 6 and my Union, The International Longshore Warehouse Union. Like many of you, I was shocked and disturbed with the election of Donald Trump. I have decided to offer my skills and experience of fighting for the working class to the Democratic Party here on the beautiful Olympic Peninsula.

We are entering a dangerous era for America. Together we must roll-up our sleeves and begin to do the hard organizing work necessary to bring back working class families from LD 24 into the Democratic Party. Unless we reach out to rural and working class voters with a strong message of economic populism (which includes maintaining and helping to create sustainable living wage jobs) we are in big trouble.

Please help me in this struggle by giving me your vote.

In Solidarity,



Jeff Engels PCO 709

"Jeff represents the best of multiple movements—his Union, his community and the Democratic Party. I would follow him anywhere"

- **Larry Cohen**, former President of CWA and current Chair of "Our Revolution"

"Jeff Engels is a powerful voice for the Democratic values we share. He is dedicated to pursuing social and economic justice through bottom-up action"

- **Wilma Hackman**, PCO Jefferson County 303

"Jeff is exactly what the Democratic Party needs right now. He is the most effective Organizer I have had the pleasure of working with"

- **Dean McGrath**, President ILWU Tacoma

"He brings the experience and passion for Organizing and Campaigning that we need in LD 24 to rebuild our Party"

- **Virginia Shogren**, Clallam County Democrats Co-Chair

An Injury To One Is An Injury To All



ILWU solidarity helps Hanjin seafarers defend their right to shore leave

Crewmembers on foreign-flagged vessels arriving at West Coast ports have frequently sought help from ILWU members and International Transport Workers' Federation (ITF) inspectors.

"Sometimes we discover that crewmembers haven't been paid correctly, or other times they report abusive working conditions, but sometimes it comes down to respecting their right to shore leave after working weeks or months at sea," said ITF Coordinator Jeff Engels in Seattle.

This history of helping seafarers explains how a brief, spontaneous solidarity action by ILWU members at the Port of Seattle on the evening of September 26, helped crewmembers aboard the Hanjin vessel Marine who were denied shore leave by officials at U.S. Customs and Border Protection (CBP).

Spontaneous solidarity

"The solidarity action on September 26 was a spontaneous response by ILWU members who saw the frustration of those crew members who were locked aboard their ship for several weeks," said Local 19 President Rich Austin, Jr.

ILWU members responded quickly to the sight of crewmembers aboard the Marine who dangled a homemade banner emblazoned with the words, "We deserve shore leave" and "Thank you ILWU." Dozens of ILWU members who were working on the Seattle dock briefly cheered for the crew and blew horns on vehicles that were operating alongside the container vessel around 6pm.

Support from ITF officials

The solidarity action won praise from leaders of the International Transport Workers' Federation (ITF), who said the refusal to grant shore leave to seafarers on Hanjin ships calling at U.S. ports amounted to a denial of human rights.

ITF First Vice Chair and ILWU Vice President (Mainland) Ray Familathe said, "Preventing these seafarers from going ashore denies them a basic right, especially after they've been on a ship for weeks or months." Familathe said the ILWU urged the U.S. Customs and Border Protection to review decisions made by some regional officials who enacted the lockdown against seafarers. Familathe, who previously served as an Inspector/Coordinator for the ITF, added, "members of Congress asked CBP for an explanation and change of policy."

Customs officials said the shore leave was denied because of fears that Hanjin's recent bankruptcy might encourage some seafarers to jump ship. Those fears haven't been realized and the ILWU solidarity action and follow-up work appears to have encouraged CBP officials to reconsider their blanket prohibition against shore leave – confirmed when crewmembers on the next Hanjin vessel that docked in Seattle on October 14 were allowed shore leave.

Monitoring conditions

ITF West Coast Coordinator Jeff Engels and ITF Inspector Stefan Mueller closely monitored working conditions aboard Hanjin vessels after the company declared bankruptcy on August 31. ITF officials also worked closely with the Federation of Korean Seafarers' Unions and Korean Shipowners' Association, who formed a joint taskforce to ensure that food, water and other provisions were put aboard, along with special insurance coverage to see that wages and pension benefits would be guaranteed for seafarers.

Weeks without shore leave

"We want to ensure that crewmembers are being paid fairly and served good food, which has been the case on every Hanjin vessel we've inspected so far," Engels said. He was, however, concerned about conditions aboard the Hanjin Marine in September, because that vessel had been waiting offshore for several weeks before it docked in



ITF Inspector Jeff Engels (right) with the crew of the Hanjin Seattle after they were granted shore leave.

Seattle. To make matters worse, crewmembers aboard the Marine and other Hanjin vessels had been previously stranded offshore in Southern California and denied shore leave there.

Change for the better

"When Customs officials changed course by allowing crewmembers aboard the Hanjin Vessel Seattle to go ashore on October 14, it signaled that the agency was open to a more flexible and compassionate approach," said Engels, who believes that ILWU solidarity and support from lawmakers in Washington played an important role in encouraging the change in shore leave. But he wanted to make sure that Hanjin crewmembers would get shore leave at other ports, so after the vessel Seattle departed the Puget Sound and travelled south to the Port of Long Beach in late October, Inspector Stefan Mueller was ready and waiting to help.

"When I came up the gangway to do my inspection, five crewmembers were already heading down with their shore leave," he said. Mueller completed a thorough inspection and interviewed the Captain and crew, which

allowed him to verify that all hands were paid up and fresh provisions had recently been put aboard.

Both Engels and Mueller agree that it's too early to know if the CBP policy on shore leave for Hanjin crewmembers will continue, so both plan to monitor the issue.

Tradition of solidarity

The ILWU was founded on a tradition of solidarity for all workers, especially those in the maritime industry. Sailors had already organized unions aboard vessels long before dockworkers succeeded in doing so. In 1934, longshore workers were day-laborers without rights and subject to terrible abuse. The West Coast Waterfront Strike in the summer of 1934 sought to improve conditions for all maritime workers, including seafarers as well and longshore workers.

"The ILWU's history is based on solidarity and when we say an injury to one is an injury to all, we mean it," said ILWU International President Bob McEllrath who added, "all of us have a responsibility to keep that tradition alive."