

An injury to one is an injury to all.



In this issue:

Port Security	1
President's Report	1
1st, 2nd and 3rd Vice President's Reports	2 & 3
Local 517	2
Fishing Derby	4
In Memory	4

Special election pull-out inside!

No. 1

Providing information to our members and fellow Unionists.

May 2005



ILWU Canada

Waterfront News

Official publication of the International Longshore & Warehouse Union Canada

Keeping Canada's Ports Secure

Canada's maritime industry – the operators, carriers and port workers – are key partners in building a strong and vibrant Canadian economy. The maritime industry is responsible for over 250,000 direct and indirect jobs, handling \$100 billion worth of goods annually, driving a quarter of all Canadian trade.

As the front-line of defense in port security and a major driver in the Canadian economy, the maritime industry has been protecting Canada's waterfront for decades and is committed to continuing that role.

Canada's maritime operators, carriers and port workers are fully supportive and committed to the federal government's leadership to

develop new regulations aimed at increasing port security in Canada. However, the industry is concerned that proposed marine security regulations do not balance the critical importance of national security with the constitutional rights of port workers and economic competitiveness.

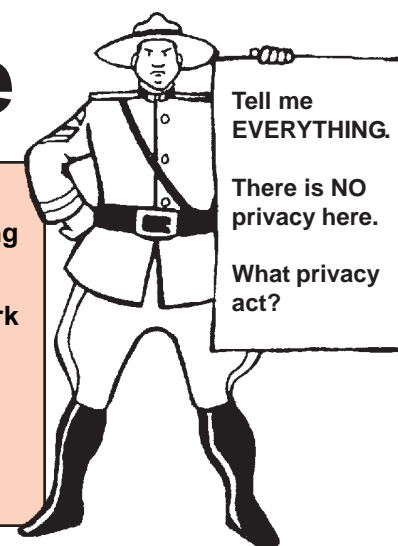
Issues Overview

The Marine Facilities Restricted Area Access Clearance Program (MFRAACP) are draft regulations under development by Transport Canada as part of the department's implementation of the International Ship and Port Facility Security (ISPS) Code.

Since the fall of 2003, Canada's maritime industry has been consulting with Transport Canada to develop regulations that will balance national security concerns with individual rights. However, the sweeping MFRAACP regulations

Our personal safety and livelihood are dependent on a safe and thriving maritime industry.

We welcome the opportunity to work in partnership with the federal government to find a workable solution that balances national security, constitutional rights, and economic competitiveness.



propose invasive and arbitrary background screening that goes well beyond assessing national security risk, going against the fundamental rights of all Canadians to privacy and fairness.

The maritime industry is urging the federal government to continue to work with the maritime industry to find a more reasonable and workable solution that improves security on Canada's waterfront without damaging the economic viability of Canada's ports or unduly compromising the privacy of those in the maritime industry.

Specific Concerns

The maritime industry has identified key concerns within the draft MFRAACP regulations:

1. **Overly invasive and excessive background checks.**

Under the proposed regulations, licensed pilots, security personnel or persons having security responsibilities and anyone at the Ports of Vancouver, Montreal and Halifax who either require access to cruise ship terminals or who require access to designated restricted areas at container terminals in addition to
(Continued on page 3.)

If undelivered, please return to 20-1880 Triumph Street, Vancouver, BC V5L 1K3

President's Message

Tom Dufresne



It's time for a change

May 17, 2005 brings us an opportunity to end the tyrannical reign of Gordon Campbell and his group of collective agreement-shredding minions.

We will also be presented with a ballot to determine the future voting practices in the province. You will be given a choice of staying with the current First Past The Post (FPTP) system of electing MLA's or changing to a system called the

Single Transferable Vote (STV). While most citizens of the province are fed up with the current system, there seems to be much confusion about the STV system and how it would work. Members are encouraged to obtain as much information as possible.

There are a number of sources where one can learn about the proposal including: www.citizensassembly.bc.ca/public; www.fairvotecanada.ca; and



<http://community.netidea.com>.

None of these sites is endorsed by the ILWU, but are presented as a source of opinions and research.

As this issue goes to press, there appears to be a good chance that the Federal Liberal government reign is coming to an end. With the revelations of systemic corruption given in testimony at the Gomery commission, the Conservative politicians, like vultures circling carrion on a hot highway, are prepared to topple the government for selfish, opportunistic reasons.

Mark your calendar for this year's fish derby - August 13/14. See page 4.



The China Factor

by Chad O'Neill

- China's population is around 1.3 billion.
- The Chinese middle class accounts for nearly 10 percent or around 120 million people; this equates to somewhere around four times the size of Canada's entire population.

What does that mean to us?

Think about it in terms of goods and services used and produced. China builds around 22 million new homes a year; according to Stats Canada housing starts in 2003 were 218,000 in the entire country. Canada has just over 20 million homes in total.

China claims that their economy should grow between 8-10 percent a year for at least another six years and probably beyond. By this calculation, China's middle class would double over this six-year time frame to 240-300 million people. The demand for goods and services should grow accordingly. Capturing a small percentage of this business would bring our ports in western Canada to the projected levels of 4 million TEU's.

Is this growth realistic?

Modern Terminals is among China's largest container operators in Hong Kong and Mainland China. They move 4 million TEU's annually with room for 1.5 million more. They have 7 container berths on 228 acres with 26 Gantry Cranes, 83 RTG's, 158 MTS, 60 Forklifts, plus numerous pieces of heavy duty equipment. Modern Terminals has started construction on a 40 percent expansion program.

The Vancouver Port Authority has modestly projected an average growth of 7 percent annually over the next 5 -10 years.

The BCMEA figures show strong increases in container traffic over the past decade. Since 1996 we have tripled our TEU's and are expecting around 8 -10 percent growth in 2005.

Opportunity for the ILWU looks good in all employment areas. I heard every seven containers (20ft.) to the port produce one job. If this statistic is accurate, then we would experience more jobs, more money to our pensions and a promising future.



1st Vice President's Report

Chad O'Neill

Thanks to ILWU members for stepping up to the plate

Earlier this year, I was in Squamish negotiating a new collective agreement for the office staff in Local 517.

The negotiating committee included Sandra Haffey and Stephanie Jamieson. I quickly realized that these sisters have been in this industry for many years as their knowledge and understanding of the union and the collective bargaining process was very evident. They played a key role in getting the job done. I want to thank them on behalf of the ILWU for the 20-plus years of service and how they were willing to step up to the plate.

I have this same opportunity in Nanaimo, as sister Virginia Pearson, brother Ed Carter from Local 517,

and I prepare for negotiations with the Nanaimo Port Authority. Even though I've just recently met them, I see similarities between them and our sisters in Squamish.

Out in Maple Ridge is Local 522—Ridge Meadows Recycling Depot. Sister Joy Gallop who has been shop steward and vice president has also been involved with almost every grievance, negotiations, recording of minutes and chairing meetings. She works full-time and has never complained about all the extra hours she puts in for the union. Out there



at the Depot, believe me, that is a challenge.

It made me think about how grateful I am for all those who stepped up to the plate before me as well as the ones who are today. This union's success will be determined by the collective efforts of all its members doing their part.

Thank you sisters and brothers for your advice and counsel,

In Solidarity,

Chad O'Neill
1st Vice President
ILWU Canada



2nd Vice President's Report

Tim Footman

Along the shore

Cruise ship season is upon us with Carnival Cruise Lines already boasting about record profits for the first quarter of 2005; yet they still persist in using their crew to unload baggage in Alaska.

This attack on longshore workers has to be stopped. Rumour has it that this practice might start at a port near you! Cruise ship passengers to Vancouver are now bypassing immigration at the airport, going directly to the ship—a great asset for the cruise ship industry. While we are being singled out on security issues in exactly the same areas, shouldn't we ask how secure the passengers' bags are?

Mark September 28-30, 2005, on your calendar; these are the confirmed dates for labour courses at the Maritime Labour Centre. Courses covered will be on Bill C-45, Labour Law and Shop Stewards. Keep in touch.

Registration is taking place due to increased productivity on the coast and an acceleration of retirees. These new recruits need our support on the job as they "do their time." We should help them out whenever possible, advising them of their rights and answering any questions they may have.

Many waterfront deaths on both coasts in the last 12 months have proved that the employers and shipping companies "push to make higher profits" have been earned by safety rules and regulations being overlooked and not adhered to. This involves YOU. Working conditions are negotiated on your behalf—let's not abuse them.

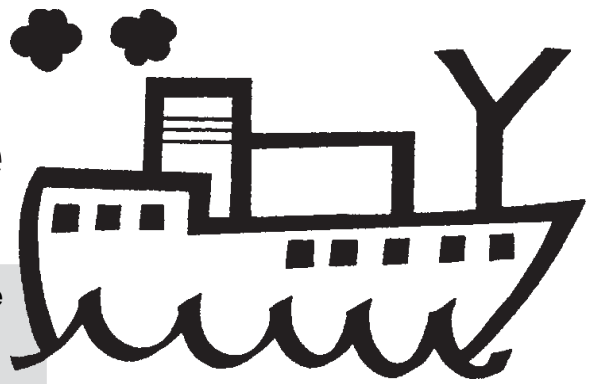
There have been increasing reports of US log barges loading under "our noses" at both Fraser Port and Vancouver Island. Now that US immigration has stopped Canadians doing work in US waters,

it is our turn to stand up and fight. Scheduled meetings with immigration are coming up.

Lastly, May 2006, the ILWU 33rd International Convention is in Vancouver. Preparations are well

underway thanks to the host committee. See you there!

Tim Footman
2nd Vice President
ILWU Canada



Smooth sailing for Local 517

Union business is proceeding fairly smoothly for Local 517, and attendance at our monthly General meetings is very good. Meetings are held on the first Wednesday of every month, except for July and August.

Local 517 members with the Port of Vancouver are in the second year of a five-year contract, which expires in December 2008, and 517 will soon be entering into negotiations for some of members in outlying areas.

We are pleased to report that Local 517 members at Fraser Surrey and at Westshore Terminals successfully negotiated new collective agreements. Thank you to both Local 502, and the officers of the Canadian Area for their assistance with these contracts.



(L-r) Local 517 members Charlene Ewankewich, Brenda Turner, Wendy Clayford, Maryann Treffers, are members of the 2006 ILWU Convention Host Committee.

We are looking forward to the big ILWU convention coming up in 2006, and we are pleased to report that there are 517 members working for the host committee.

Article prepared by Betty Perverzov for ILWU Local 517.

Here are your Local 517 Executive Members for 2005:

- Michael Gorman, President
- Juergen Baumann, 1st Vice President
- Betty Perverzov, 2nd Vice President
- Celia George, Financial Secretary
- Brenda Turner, Recording Secretary
- Wally Oyama, Trustee
- Alix Li, Membership Trustee
- Doug Mills, Trustee



Waterfront News

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Union Made!





3rd Vice President's Report

Al Le Monnier

Safety - from my point of view



Al Le Monnier (third from right) with Mike Crompton and other members of the International Safety Panel in Antwerp, Belgium, visiting a major dock under construction. January 2005.

Safety Seminar

Every two years, the Joint Safety committee of the ILWU/BCMEA Collective Agreement presents a safety seminar for all affiliates to attend. In the past we usually had five or six speakers on the agenda with the intention of covering as many subjects as possible. This year we decided on a different approach.

Through my joining the International Cargo Handling Coordination Association's (ICHCA) International Safety Panel (ISP), I was successful in inviting the chairman of the ISP, Mr. Mike Compton and the deputy chair, Mr. Andrew Webster, to do their presentations on two very important United Nations safety regulations regarding waterfront activities: The IMO's (International Maritime Organization) International Maritime Dangerous Goods code (IMDG) and the ILO's (International Labour Organization) Safety & Health Code of Practice in Ports. Both of these documents have been ratified recently and are in full effect. I had the opportunity to work on the ILO document.

The IMDG code is a comprehensive text detailing all the requirements for the transportation of dangerous goods by sea such as placards, labels, marks, and signs. It also dictates the segregation of incompatible dangerous goods on board the vessel. As you know, there were a few mishaps at sea where ships exploded and entire bays were lost due to ignorance of the IMDG code. It is of equal of importance to longshore workers as we handle dangerous goods all the time.

The Safety & Health Code of Practice in Ports establishes guidance in great detail on the full spectrum of port activity, from the gate to the hold of the ship. It covers all the main commodities handled on the dock and ship. This code is the universal standard regarding ship's gear and accessories. Mr. Compton is the main author of this text, and thus the best possible person to explain it. He is regarded around the world as the most knowledgeable person in longshore safety issues.

All of you with a genuine interest in your profession should grab this unique opportunity to attend this seminar and learn.

Cargo Regulations

We are still working on the review of all cargo handling regulations under the Canada Shipping Act which will be consolidated into one document titled 'Cargo Regulations.' The regulations will be greatly diminished in content and reference to international documents such as the IMO, ILO, and ISO (International Standard Organization). Grain loading, Timber Deck loading, Bulk Cargo, Dangerous Goods, Fumigation, and the Tackle (ship's gear) regulations are all affected. Some of our submissions appear to have been

accepted and there are improvements to our safety, but we do have concerns in other areas. We want to ensure the Port Warden concept is preserved to inspect vessels and we also want to ensure that our Wear Standards for ship's gear and loose gear including slings are also protected by these regulations by way of reference.

I want to thank brothers Howie Sthol and Steve Bushell (local 500), Steve Buckle (Local 502), and Frank Morena (Local 514) for their help in this project through the national CMAC proceedings. Terry Engler and Peter Lahay of

Local 400 are also involved in these proceedings and help us a great deal on the Security file also at CMAC.

In Solidarity,
Al LeMonnier
3rd Vice President
ILWU Canada

For more details on these issues go to the Transport Canada Web site at www.ilwu.ca go to 'Links' and click on 'Transport Canada' under the Health and Safety section. Then click on the Marine mode and then on the Canadian Marine Advisory Council.

Keeping Canada's Ports Secure

(Continued from page 1.) employees who have access to cargo or crew or passenger lists or who control the movement or handling of cargo at container terminals will be required to undergo a criminal record check, credit check and CSIS top secret security clearance. This includes providing information on family members (including in-laws and ex-spouses), all travel history in the previous five years (including dates, places visited and purposes of travel) and work history. This goes against the fundamental right of all Canadians to privacy and fairness.

2. Subjectivity of criteria for assessing threats to security.

The regulations as they are currently drafted do not clearly define the criteria to determine approval or denial of security clearance. As indicated in the following examples, Transport Canada officials will assess marine security risk using subjective and arbitrary criteria.

Sections 509 (b)(iv) and (v) state, clearance will be denied if the applicant is known or is reasonably suspected:

- (iv) to be or to have been a member of an organization which is known or reasonably suspected of being involved in or of contributing to activities directed toward or in support of threat of or the use of acts of violence against persons or property, or to be or to have been involved in or to contribute to or have contributed to the activities of such a group, and the relevance of those activities to the security of marine transportation; or
- (v) to be or have been associated with an individual who is known or reasonably suspected of being involved in or contributing to activities referred to in subparagraph (i), or of being a member of an organization or group referred to in any of subparagraphs (ii) to (iv).

3. Lack of assurance that the information collected will be safeguarded.

The federal government will not say who will view the collected information and what it will be used for, nor will they guarantee that personal information will be safeguarded from abuse.

4. Lack of transparency and independence in the proposed appeal process.

Not only are there no defined criteria for denial, anyone who is rejected in the screening process has no recourse except a written submission to the federal Minister of Transport and newly established Transport Canada Office of Reconsideration. This office would review the appeal and provide recommendations directly to the Minister of Transport.

5. A significant risk to Canadian port competitiveness.

Delays and uncertainty caused by the proposed screening process could restrict the maritime industry's ability to meet the demands of Canadian and international customers. The proposed regulations could compound current backlogs and traffic jams in our already over-pressured system, which may lead to

business moving to ports south of the border.

Proposed Solutions

1. Enhanced law enforcement.

The maritime industry supports additional law enforcement resources to strengthen existing joint force operations and work in partnership with the industry to be the front-line defense for maritime security.

2. Defined criteria for screening.

The maritime industry is recommending Transport Canada clearly define the criteria and rationale for screening process decisions to provide certainty and fairness to port workers.

3. An accessible and streamlined appeal process.

The maritime industry supports an accessible and streamlined appeal process using existing mechanisms, such as the Transportation Appeal Tribunal of Canada, implemented through an amendment to the Marine Transportation Security Act. This will provide an independent and transparent appeal process for port workers.

For more information, contact the International Longshore and Warehouse Union Canada.

ILWU welcomes practicum student

The executive and officers of ILWU agreed to take on a practicum student from Douglas College in the Print Futures Professional Writing program.

Andrea Albanese will be joining us for the next few months. She will help with the *Waterfront News*, work on the union history project, and work with Ken Bauder to create a communications plan to better reach the membership of ILWU Canada.

The Print Futures program produces writers that are able to fulfill a variety of communications-related duties including writing, editing, document design, research, and public relations. If you have any



Andrea Albanese will be working with ILWU staff to streamline communication with ILWU-Canada members.

suggestions, ideas or comments that will help her get to know the membership, she can be reached at andrea@ilwu.ca.

"I'm looking forward to working with the members, officers, and staff of the ILWU," Albanese said. "Thanks for the great opportunity!"

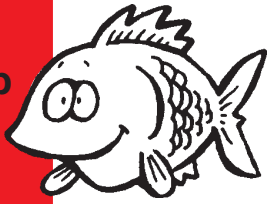
Betrayed

The story of Canadian Merchant Seamen

Elaine Briere's documentary tells the struggle of merchant seamen to save the merchant fleet and their livelihood, and traces the history of Canadian shipping. Check www.ilwu.ca and click on 'What's New' for more information!

For more information, to order a copy, or to show **BETRAYED** to your group:
Email ebriere@telus.net
Phone 604.216.0002.

ILWU Local 500 Pensioners' Club Annual Fishing Derby



It is time again to get your tickets for the Pensioners' Fishing Derby.

The Pensioners are once again hosting this years derby on August 13 and 14, 2005.

Proceeds go to local charities such as the Children's Hospital and the Terry Fox Memorial. In the last 7 years over \$50,0000 has been raised.

In the past, support from ILWU locals and waterfront companies has made this event a great success. First prize is an Alaskan Cruise for two donated by the cruise ship industry. It is not necessary to participate in the fishing derby to win the first prize.

Weigh-in is at Sewells and Point Roberts. Prizes for the fishers.

Come, participate and have fun!

Everybody welcome.

In solidarity,

2005 Fishing Derby Committee

Jim Keith Mike Marino
Herb Howe Leo Pagnossin
Bert Forsythe Larry Yee.

Letter to the Editor

Dear Ken,
Sandra Glennie tells me that Norm MacKenzie of Grimsby, Ontario donated a chess set to the Mission to Seafarers here in Vancouver in the name of her late husband Edward McMillian Glennie (the Knotty Scottie) aka Eddie.

Norm knew Ed from their childhood together in Stornaway on the Isle of Lewis in the Hebrides. This is such a fitting tribute to Ed and it epitomizes the kind of devotion that he engendered.

Yours in solidarity,
Peter Haines



Wally Beard has been retired for 22 years as a Longshoreman and still finds time for his favorite sport, fishing! Last summer, he was fishing with Bob and Marianne Smees and caught a 27lb. red spring along the West Vancouver shores. He was the envy of everyone.

Visit us online at www.ilwu.ca

Or send us an email:

officers@ilwu.ca
tom@ilwu.ca
chad@ilwu.ca
tim@ilwu.ca
al@ilwu.ca
ken@ilwu.ca

Drop by or send us mail!
ILWU Canada
020-1880 Triumph Street
Vancouver, BC V5L 1K3



Retired Longshore members

Name	Retirement	Age	Service	Name	Retirement	Age	Service
500 - Vancouver				505 - Prince Rupert			
Robert Pack	1-Sep-04	65	9.5	Kenneth MacLean	1-Jan-05	63	25
Fraser Barr	1-Oct-04	65	44	508 - Vancouver Island			
Sante Urrico	1-Oct-04	65	32	Peter Herbert	1-Oct-04	65	43
Jacob Wiebe	1-Oct-04	65	40	Barry Lamberton	1-Feb-05	60-3	40
Amarjit Deol	1-Nov-04	65	27	Wayne Watts	1-Feb-05	61-1	35
Thomas Barton	1-Dec-04	65	17	Michael Kotilla	1-Apr-05	61	38
David Linton	1-Dec-04	65	18	Alan Russell	1-Apr-05	65	38
James Evans	1-Dec-04	65	45	Michael Willis	1-Apr-05	65	37
James Kelly	1-Dec-04	65	43	514 - Foremen			
Louis Mura	1-Jan-05	62	41	Cecil Skotynski	1-June-04	64	44
Andrew Smith	1-Jan-05	64	38	John Giles	1-July-04	60	40
Zoran Bravar	1-Feb-05	65	28	Allan Hansen	1-July-04	62	43
Alan Douglas	1-Feb-05	60-2	26	Thomas Campbell	1-July-04	64	39
Edward Grayston	1-Feb-05	65	44	Donald Carlsen	1-Aug-04	61	42
James Hughes	1-Feb-05	64-8	34	Sandor Danielisz	1-Aug-04	65	37
Herbert Keay	1-Feb-05	64	41	Arthur Nerada	1-Aug-04	62	30
Zdenek Novak	1-Mar-05	63-8	18.25	Donald Berg	1-Sep-04	62	42
Richard Baker	1-Mar-05	65	45	James Znidarsic	1-Oct-04	65	29
Victor Hunter	1-Mar-05	64-5	45	Dennis Schellenberg	1-Oct-04	65	37
Jack Lewis	1-Mar-05	61-2	38	Arnold Eichhorst	1-Dec-04	62	44
Richard QuoVadis	1-Mar-05	65	42	Douglas Catton	01-Jan-05	64	45
Ronald Thacker	1-Mar-05	65	41	John Tonick	01-Jan-05	62	42
Bjarne Christoffersen	1-Apr-05	62	41	Brian Crosson	01-Feb-05	57-4	23
Marcus Cunningham	1-Apr-05	65	38	Samuel Elliott	01-Feb-05	62-10	19
Brian Grover	1-Apr-05	62	43	Ted Holowka	01-Feb-05	62-7	42
Richard Jones	1-Apr-05	62	38	Carl Thorson	01-Feb-05	64-9	48
Michael Keating	1-Apr-05	63	39	Marcel Pepin	01-Mar-05	65	37
Thomas Polich	1-Apr-05	64	35	Roy Defrane	01-Mar-05	65	42
502 - New Westminster				Edward Barker	01-Apr-05	60	41
Arthur Premack	1-Sep-04	65	33	Leonard Fairbrother	01-Apr-05	61	41
Jerko Govic	1-Oct-04	62	27.5	Herbert Garbert	01-Apr-05	62	28
Murray Shortt	1-Feb-05	65	11	James Hara	01-Apr-05	63	34
Kenneth Jensen	1-Mar-05	62	42	Curtis Smith	01-Apr-05	64	45
504 - Victoria							
Charles Keirs	1-Nov-04	63-10	41				



We Remember them well

~ Deceased Pensioners ~

Name	Date of Death	Age	Date Retired	Name	Date of Death	Age	Date Retired
500 - Vancouver				508 - Vancouver Island			
Evert Staalduine	28-Sep-04	85	01-Sep-84	Hubert Pitts	08-Sep-04	75	01-Feb-91
Robert Dixon	11-Oct-04	88	01-May-81	John Robbins	01-Nov-04	89	01-Feb-77
Tim Moody	14-Oct-04	66	01-Feb-03	Cornelius Neufeld	20-Nov-04	87	01-Aug-81
Gerald Kenny	22-Oct-04	81	01-Nov-88	Chester Fransen	15-Dec-04	76	01-Nov-80
Gary Koch	22-Oct-04	64	01-Apr-99	Rudolph Ordano	09-Dec-04	66	01-Sep-98
George Bion	03-Nov-04	80	01-Feb-89	Harold James	20-Feb-05	76	01-Oct-93
Henry Kean	05-Nov-04	83	01-Apr-85	Edward Hearn	27-Feb-05	76	01-Apr-91
Wilfred Cederfeldt	02-Nov-04	83	01-May-86	514 - Foremen			
Nick Lywak	17-Nov-04	86	01-Jan-81	William Filipchuk	12-May-04	77	
Gerald McLellan	05-Dec-04	68	01-Jul-98	Cyril Kendrick	12-July-04	88	
Fernley Sandiford	20-Dec-04	70	01-Apr-99	Raymond Wilm	08-Sep-04	68	01-Jan-01
Peter Burke	06-Dec-04	69	01-Dec-96	John G. Young	04-Nov-04	91	01-Jul-75
Gordon Sutherland	01-Jan-05	81	01-Jan-89	John Horton	21-Dec-04	63	01-Feb-04
Arthur Springer	19-Jan-05	77	01-Jan-90	Ernest Boon	01-Feb-05	78	01-Oct-91
James George Brett	26-Jan-05	81	01-Feb-88	Gerald Hansen	23-Mar-05	73	01-Dec-96
James Bodner	27-Jan-05	90	01-Aug-77	517 - Vancouver Port of Authority			
Sreten Matic	30-Jan-05	75	01-Oct-94	Brian Warren	09-Aug-03	59	
Ivon Hewstan	20-Jan-05	85	01-Aug-84	Cal Smith	Summer 04	83	
Lawrence Stanton	01-Feb-05	84	01-Mar-85	~ Active Deaths ~			
Russel Fleming	18-Feb-05	77	01-Jan-87	Date			
Aron Peters	21-Feb-05	89	01-Sep-79	Name	of Death	Age	
Angus Runcie	23-Feb-05	95	01-Dec-72	500 - Vancouver			
Dennis Wilkinson	05-Mar-05	80	01-Sep-83	Rob Nesbitt	26-Nov-04	46	
Howard Gilfoil	15-Mar-05	73	01-Oct-93	Vittorio Brienza	11-Dec-04	64	
Ernest Bryan	13-Apr-05	98	01-Oct-71	Brian Broccolo	29-Dec-04	42	
502 - New Westminster				Nefthaly Campos	19-Jan-05	54-8	
Matej Krejci	12-Nov-04	96	1-May-72	Ronald Penner	20-Jan-05	57	
Maurice Arsenault	19-Dec-04	66	1-Sep-03	502 - New Westminster			
Richard Tews	16-Jan-05	78	1-Feb-91	Dennis Varga	23-Sep-04	53	
Richard Fitzpatrick	19-Jan-05	82	1-Jan-88	Kevin Babiuk	12-Sep-04	45	
Albert Kobes	23-Feb-05	72	1-Apr-94	Harley Stonehouse	21-Aug-04	59	
Fritz Hartmann	6-Mar-05	85	01-Jan-82	Thomas Butterman	09-Nov-04	57	
504 - Victoria				Wilfred Belanger	29-Nov-04	61	
Robert Bickford	01-Sep-04	75	01-Feb-94	508 - Vancouver Island			
Leslie Bolitho	02-Oct-04	80	01-Jan-86	James Sledz	28-Mar-05	59	
George Norman	23-Oct-04	74	01-Mar-91	514 - Foremen			
Benard Borgen	09-Mar-05	88	01-Dec-81	Donald Brill	26-Sep-04	61	
505 - Prince Rupert				Brent Robertson	25-Oct-04	50	
Terrence O'Flaherty	24-Mar-05	85	01-Oct-85				