

All the best for the holiday season.



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Special ILWU History
Insert inside!

No. 2

Providing information to our members and fellow unionists

December 2007



ILWU Canada

Waterfront News

Official publication of the International Longshore & Warehouse Union Canada



Weathering these trying times

President's Report

Tom Dufresne

Greetings Brothers and Sisters,

Negotiations

As 2007 comes to a close, a number of ILWU Locals are involved in collective bargaining. These are very prosperous times for our employers and our members are entitled to a fair share as it is only through your hard work and dedication that these terminals keep humming.

Other Locals in bargaining include Local 514 with their employers, Local 517 at Fraser Surrey Docks, and Local 523 at Ridley Terminals.

Longshore Locals covered by the ILWU / BCMEA agreement have been in bargaining for 11 months, convening over 40 meetings to date. With bargaining stalled, the Union has applied to the Federal Minister of Labour for Conciliation. Two officers have been appointed and the process has begun Nov. 20-28 and Dec. 3, 4 and 5, 2007. Should the parties fail to reach agreement, the union may be in a strike position Jan. 8, 2008.

The cost of security/fear

In October 2007 a new immigrant to Canada, Robert Dziekanski, arrived at the International terminal of Vancouver Airport expecting to be greeted by family and to begin a joyous new life. Instead, Mr. Dziekanski was met with indifference, fear and ultimately death.

What happened at YVR? Where was the much vaunted security which was put in place to protect the

traveling public? With the airport's multitude of cameras, TSC enabled employees, and always ready to respond police, why was no one available to help? What occurred on Oct. 14 lacks civility and common sense. Are we as Canadians being driven to abandon those things which have made our country so appealing to people around the world? These are some questions that any inquiry needs to answer.

Port security update

The Marine Security Clearance Program implemented by Transport Canada has been challenged by the Union at arbitration on the basis that the program violates our members rights under the Charter of Rights and Freedoms, the Privacy Act, the Canadian Human Rights Act, and is contrary to the Canadian Constitution. The regulations were not thoroughly reviewed by the appropriate parliamentary committee and Transport Canada has assumed the role of Parliament by introducing these regulations.

The employers have charged the Union at Canada Industrial Relations Board (CIRB) level



with agitating an illegal strike by directing the members not to apply at this time. The Unions' legal defense team of Larry Kowalchuk, Craig Bavis, Marjory Brown and Gina Fiorillo (representing ILWU 514) have performed exceptionally in all forums, including two days at arbitration and four days before the CIRB. The results of our efforts should be known soon, but there is another twist in events.

The Attorney General of Canada has filed an appeal to the Federal Court of Canada asking that the Court address these concerns. The Court is assigning dates to hear this case and determine the validity and constitutionality of the program.

On behalf of the officers and staff of ILWU Canada I would like to wish all our members and their families a peaceful, healthy and restful Holiday Season. Given events in the world today and the challenges ahead for our Union there has never been a time when solidarity has been more important to maintain the conditions we enjoy. Remember to treat your co-workers with respect because we are all in this together.

Wishing all our members and their families a peaceful, healthy, and restful holiday.

If undeliverable, please return to 180 - 111 Victoria Drive, Vancouver, BC, V5L 4C4

For more information on newsletter items, scholarships, security, organizing and health and safety, log onto our website:

www.ilwu.ca





Organizing is never done

1st Vice-President's Report

Bob Ashton
Organizing/Joint Industry
Labour Relations



Organizing

We have had some success and some failures as we go through this process. It certainly is interesting to say the least. Employers will do just about anything to keep from having their companies organized. For example, Canadian Intermodal Services sent letters to all the container lines saying that they would not be able to guarantee service for them anymore and they should consider moving their containers to another facility. All but a few companies obliged and moved their containers elsewhere. With no work for the 70 or so employees who were there, he (the company? The employer?) began to lay people off until they were down to about 15 employees. In this group he spent the next ten months convincing them that if the Union was gone the work would return. After a ten month period they filed for decertification from the ILWU and were successful.

The cost for this was literally millions of dollars lost in Business revenue to the employer, which can never be made back, 55 people lost their jobs and, although we told the remaining people that they would lose all they have achieved in bargaining, they still voted to leave. I do not agree with them but I agree with their democratic right to vote.

A footnote to this story is the very next day after the vote one of the people who decertified phoned me to complain that they were being treated unfairly. There was nothing I could do then.

On Nov. 19, 2007, we filed for certification of the Yard and Rail Planners at Delta Port into Local 522. I will keep you posted on how that turns out.

Local 522 Ridge Meadows Recycle Society have successfully completed bargaining a five-year collective agreement which includes wage increases as follow:

- 1st year - 3.5%
- 2nd year - 3.5%
- 3rd year - 4.0%
- 4th year - 3.5%
- 5th year - 3.5%

I would like to congratulate the bargaining committee for all their hard work.

I know all the locals are having elections or have just had them and I would like to take this opportunity to thank all those who give their time to the Union. Many of you give your time on a volunteer basis and you should give yourselves an

extra pat on the back. Good luck to all those who are newly elected and those who are returned to office.

Labour relations

I have been very busy with discipline cases and a few relate to drugs and alcohol. Two people have been dismissed outright from the Industry for failure to comply with their Last Chance Agreements as it relates to staying clean and sober.

While I'm on this topic I'll say a couple of words about it. This industry is simply too big and too fast paced to allow people to drink or do drugs and then report to work. Those that do, although they might be your buddy, are putting your life and the lives of others who are working with them at risk.

The problem becomes even larger if they manage to complete their shift without getting caught because they get in their cars and

drive home, putting the general public at risk. I do not want to be your conscience, but I would hate to see you lose your job or, even worse, your life.

The Holiday season is upon us and we should put in an extra special effort to watch out for those who may have a weakness for that drink or drug and make sure they don't go to work or drive. Be a real brother or sister. Call them a replacement and while you are at it, call them a taxi. We will all feel better in the morning.

Happy Holidays!

If I don't see you, happy holidays! I will be down south where it's warm at Xmas time. That is if we can ever get this damned bargaining over with. Who knows? Maybe Santa will be good to us.

This holiday season if your employer gives you a turkey voucher, donate to one of the missions who feed the homeless or give it to the food bank because they truly do need it.

Do you know someone who is interested in organizing?
Give them my contact information!

Bob Ashton
Phone 604.254.8141
Email bob@ilwu.ca

Struggling with Security By Deborah Cowan

Has democracy itself become a threat to national security? You might think so if you've been following the federal government's actions in the realm of port security these days.

Introduction by Tom Dufresne

Sister Cowan has examined and written several articles on the issue of security and government's pernicious attempts to undermine citizens' collective rights in the guise of fighting terrorism. On behalf of the membership I thank Sister Cowan for her tireless support for our cause by making people aware of the issues. ~ Tom Dufresne

Over the past few years, we've seen a raft of new federal security measures implemented in the name of collective safety that undermine our rights and freedoms. From Bill C-36, to the Safe Third Country Agreement, to the ongoing project of the 'Security and Prosperity Partnership', security policy has been as much about reorganizing labour and civil rights and redefining citizenship at home, as about addressing threats from beyond the borders.

But it's in the ports that some of the most dramatic efforts to undermine democracy have been underway. Port security programs treat workers as if they are a national security problem. Nowhere is the hypocrisy of security policy more clear than in the case of the Marine Transport Security Clearance Program. The MTSCP begins with the assumption that making ports more safe means targeting port

workers. Somehow making workers insecure is supposed to add up to a safer waterfront and a more secure Canada. But since when did workers become so suspicious? How did citizens lose the benefit of the doubt? Why are we presuming guilt until proven innocent?

The answer is both simpler and more complicated than you might expect. While the feds have framed the MTSCP as a highly technical regulation, what is at stake in the struggle over the program are the fundamental rights of democracy and dissent. Federal security initiatives like the Security and Prosperity Partnership claim that keeping trade moving is itself a matter of national security. In this era of globalization we've actually seen the government redefine 'security' from having something to do with the protection of citizens, to something that is concerned first and foremost with the protection of trade flows. Messing with those flows – even for the purposes of legal activities like labour actions – is itself becoming increasingly risky business.

This is precisely why the struggle over the MTSCP has become so intense. The MTSCP expands the authority of federal security agencies into the workplace, supplanting labour rights, violating



privacy, potentially institutionalizing racial profiling, criminalizing workers, and blurring crime and terror. The MTSCP will make workers insecure. The precedent that this program will set if it is allowed to proceed is truly chilling.

But the government's attempt to put trade in place of people at the centre of this security regime is also why taking a stand against the MTSCP is so important. The MTSCP has become a flashpoint precisely because it attacks the enormous power that workers can wield in the ports, one of Canada's key interfaces with global supply chains. If these kinds of measures can be implemented in a sector like ports- with all the union strength and solidarity and impressive history of commitments to justice and social rights, then just think what could happen in more precarious industries.

The ports might just be the test case for how far security policy will be allowed to go in undermining democracy, and so a courageous stand in this struggle means so much for us all.

Deborah Cowen
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Exercise health and safety in the holiday season - don't drink and drive

2nd Vice-President's Report

Al Le Monnier
Health and Safety Coordinator



Cargo, Fumigation and Tackle Regulations

The Cargo, Fumigation and Tackle Regulations under the Canada Shipping Act finally came into effect July 1, 2007. As I have mentioned in past articles, they are an amalgamation of the various cargo related regulations that existed separately in the past. Due to space allocation for this article I can't go into a detailed explanation of the entire regulations but some important changes should be mentioned - especially in the Tackle Section.

1. Bulk Loading Cargo, which now includes grain loading, the trimming provisions are mandatory with the allowances being the difference between the lowest and highest part of the stow is not to exceed 5% of the width of the hatch.
2. Timber Deck Cargo Regulations Section 1 Division 4:
139. (1) The master of a vessel shall ensure that
 - (a) there are no wrapped bundles of lumber on the outside or next to the outside of the upper tier unless the wrapping has a non-skid surface; and
 - (b) any wrapped bundles of lumber with uneven lengths are marked distinctively.
3. In the Tackle Section, All Lifting Appliances along with the Lifting Devices (bridles, spreaders etc) and Lose Gear (hooks, shackles, slings etc) must be thoroughly examined by an independent surveyor (meaning parts dismantled and/or electronically examined) once a year. A record of such examination must be kept. This is as per ILO 152. In the case of cranes, they must be retested every five years or after major repairs have been done. However, until July of 2009, vessels whose flag operates under Convention 32, we will have to accept certificates that show a yearly inspection (visual inspection) and a Quadrennial Thorough Examination (every four years) and no requirements for retesting. After July, 2009, only ILO 152 shall apply. Prior to July 2007, Canada was still operating under the archaic Convention 32 which dates back to 1932.
4. A wind speed readout is now mandatory in all shore base appliances such as bulk ship

loaders and dock gantries.

You may have full access to the Cargo Regulations at: <http://canadagazette.gc.ca/partII/index-e.html> and select the June 27, 2007 Volume 141. Select # 128 on the left panel to get the Cargo Regulations.

BC WorkSafe Regulations amendments

The provincial government has agreed on two major changes to Occupational Health & Safety Regulations. I attended the hearings and participated with the BC FED.

1. Working alone
The main changes to Section 4 of the regulations are related to people working alone in the retail business at night. However the general provisions of the regulations are applicable to anyone working in isolation. The employer is now required to where possible to eliminate the hazard all together and if that is impossible to take all necessary steps to reduce the hazard by means of engineering or administration or combination of both. Workers must be made fully aware of all the hazards and trained accordingly. The procedures must be reviewed annually. This applies to all workers under provincial jurisdiction, however joint safety committees in federal jurisdiction could adopt these provisions as guidelines in developing their own work alone procedures.

2. First Aid
In 2003 the provincial government had removed all First Aid provisions from the regulations and downgraded them as guidelines for the employer to follow. After a fatality in the forestry industry resulting from a lack of First Aid facility, the government has agreed to reinstate the First Aid requirements into the regulations which can be found in Section 3.14 of the regulations.

There were other amendments made on Confined Space Entry, Fall Protection, Ladders and Scaffolding.

For detail transcript go to http://www.worksafebc.com/regulation_and_policy/

International Maritime Organization

A sub-committee to the IMO's Maritime Safety Committee (MSC), the Dangerous goods, Solid Cargo and Containers Sub-committee

(DSC) has agreed to a Canadian request that the Container Safety Convention be reviewed because of reports of structurally deficient containers found at Vanterm and in the US. The sub-committee is making a request to the parent committee, the MSC, to instruct the DSC to form a working group on the issue.

ILWU both in the US and Canada have always decried the poor safety examination standard in the Container Safety Convention developed in 1972 and thanks the Canadian delegation in London for carrying out our request for a review at the May 2007 meeting in Ottawa. ILWU Canada had made a presentation depicting highly damaged corner fittings of some containers found at Vanterm.

Safe Lashing Provisions on container vessels

Another project I have been working on as representative of the ITF and ILWU Canada at the International Safety Panel is participating in a working group on amendments to the IMO's Cargo Stowage and Securing Code to include an annex that will provide guidelines for safe access and equipment for container lashers.

This work is carried out in London as a DSC project. We were hoping to finish the work this last September but delays and a few contentious issues have forced us to finish it at next year's DSC meeting. Typically, the Flags of Convenience and the International Chamber of Shipping are trying desperately to minimize the guidelines to reduce costs but we believe we will prevail and will produce a great text that will eventually eliminate some of

the hazards associated with lashing due to poor ship design.

We are looking at every aspect of the work environment: maximum weight of lashing bars, width of lashing platforms, tripping hazards, fall protection, twistlocks' best designs, lighting, safe reefer outlets, training etc. Many of the serious injuries related to container lashing find their root cause to poor vessel design.

Steel Pipes discharging and double-wrapping slings

For quite some time ILWU Canada and affected locals have been debating with the industry in maintaining the long standing industry approved policy of double-wrapping steel pipes. By pre-slinging the cargo in a basket configuration, the shipping lines have unilaterally imposed a change in that policy and forced the Longshore locals in a very difficult position of trying to enforce a policy that sometimes created the re-slinging of the pipes dangerous in itself. I strongly fault the shipping lines for this.

The parties hired Brian Johnson, ex-Chief Marine Surveyor for Marine Safety Branch of Transport Canada, to observe the procedures and come up with recommendations. This he has done and now the parties are in the process of finalizing a procedure based on these recommendations. As soon as all the parties are in agreement, a bulletin will be issued which hopefully will end the debate. Until such bulletin, the current policy is still in effect.

In closing I wish my brothers and sisters a safe and joyful festive season.



An example of double-wrapped pipe being discharged from a vessel.



Knowledge is the key to all successes

Secretary-Treasurer's Report

Ken Bauder
Pension and Benefits Administrative Trustee

Longshore Negotiations

Proposals for benefit improvements have been reviewed at a bargaining sub-committee and the majority of the proposals have been agreed to and forwarded to the bargaining committee (ILWU Canada President Tom Dufresne, the 1st VP Bob Ashton, plus all of the Local's Presidents) who will review the package in the process of collective bargaining.

The ILWU Canada Convention

This year the ILWU Canada Convention will be held during the week of March 31 to April 4.

A request for membership resolutions will be sent out to the Locals in the next few weeks. The membership-approved resolutions will provide direction to the ILWU Canada Executive Board and the Officers of ILWU Canada for the next two years.

History Project

I have included a history document that has been worked on by a number of people, the most

recent being Dave Lomas and Frank Kennedy, both retired Local 500 members and ex-Area Officers. I would ask that you review the document and provide any positive feedback of the document, specifically on the accuracy of the timelines and text.

In addition, I have connected with Mark Leier, Director of Labour Studies at Simon Fraser University, to try and establish support for a Community-University Research Alliances (CURA) grant. The Grant would be to review the historical

change in our work patterns that affect our families, our social responsibilities' and the economy with a focus on ILWU Canada members and the Pacific Gateway. Check out www.sshrc.ca/web/apply/program_descriptions/cura for more information on the grant process.

ILWU Canada Leadership Course

ILWU Canada may put on a leadership course at Harrison Jan./Feb. 2008 if there is sufficient interest identified from all of the memberships in ILWU Canada. The ILWU Canada executive members from the Locals have been asked to assess support from their memberships

Note: The above information on our website.

I hope this sees you and your family well for the holiday season.

Longshore Trustees

In the past few months your Union Trustees reviewed and recommended increases to the Pension plan giving the pensioners \$70 per month per year of service (a \$5 increase).

The feedback on the Pacific Blue Cross card (started Jan. 1/07) has been very positive.

If there are any questions or problems with your extended health claims, call Employee Services at (604) 689-7184.

Before you consider your retirement you should phone Employee Services and ask for a service history to verify that all of the hours are correctly recorded for your work history.

The auditor has reviewed our Benefit and Pension plans and gives them a clean bill of health.



Best of the Season to you and yours

3rd Vice-President

Shawn Nolan
Education and Training

Season's Greetings and Best Wishes for a happy and healthy New Year to you and yours!

COSCO set to celebrate container ship arrival

By Shaun Thomas

The Northern View, Nov. 14/2007

Shipping executives from across North America will be descending on Prince Rupert tomorrow afternoon as the China Ocean Shipping Company (COSCO) hosts a celebration of the successful arrival of their ships to Fairview Terminal.

According to Vice-president of North American Sales Tim Marsh, guests at the event will include

"very important" importers and exporters from the U.S., COSCON (the container division of COSCO) president Sun Jia Kang, some Chinese delegates traveling with Mr. Kang, executives from COSCO U.S.A, Maher Terminals Senior Vice-president Frans Van Riemsdyk, CN Assistant Vice-president Mark Lerner and representatives from the Prince Rupert Port Authority.

"At this time it is looking like we will have around 70 people,

which is more than we thought we would have. We had planned to have around 50 people, but additional people kept coming on board to see the port" said Marsh.

Following a welcome by local First Nations and speeches from some of the delegates, the group will make its way to Fairview Terminal for a tour of MV Wan He.

And while this will be the third ship to call at Fairview Terminal, Marsh said that the company

has much to celebrate following the arrival and unloading of MV ANTWERP on October 31.

"The first ship went off without a hitch...CN actually expedited the time it took to get the train to the U.S. The containers arrived in Chicago a full half-day ahead of schedule, which was good for us," he explained. "So far so good."

Look for coverage of the COSCO celebration in the Nov. 21, 2007 issue of The Northern View.

Dock Gantry Cranes arrive in Prince Rupert

On Monday August 20, 2007, after 18 months of anticipation, the Dock Gantry Cranes for Fairview Dock arrived in Prince Rupert.

Loaded aboard the MV Zhen Hua 16, the 3 ZPMG Cranes made an impressive site as they entered Prince Rupert harbour, each standing tall with the booms stretched out over the water.

Among the many people at Fairview to greet the ship was the President of Local 505, Glenn Edwards and a "Tie-Up" crew consisting of longtime 505 members, from left to right, Art Ferguson, Tom Gilfoy, Tom Pilfold, Butch Campbell, Rick Dickens and Vernon Woods. Also on hand to photograph the event for Local 505 was Secretary-Treasurer Tom MacDonald.

After a day of preparation the first of the three cranes was moved

onto the dock on August 22. The second crane was unloaded two days after that, and the final crane was on the dock August 26.

Once operational, the cranes will have a 200-foot outreach, a 75-foot back reach, and measure 100 feet between the legs. They will handle up to 65 long tons with the driver sitting 120 feet above the dock. With the boom up, will stand 375 feet high, the tallest structures in Prince Rupert.

With the increase in work that is anticipated at Fairview, Local 505 has recently registered over 150 new employees and re-activated another 50 former registrations. When combined with the current employees, our workforce, union and casuals, is now over 300.

Training for the various jobs at the container dock has been underway for months. The first



Prince Rupert tie-up crew members.

vessel arrived on October 31. It is expected that the training will be completed soon and a workforce of

rated employees will be available to service the first of many vessels to call at Fairview Terminal.



Oil and Politics sometimes mix

by Peter Leahy

In this edition of *The Waterfront News* I would like to bring your attention to two very different political lobby activities we have undertaken as a marine labour community and in defence of human rights and our right to clean air.



Greeting Brothers and Sisters, Most members understand that one of the union's primary and most important responsibilities is to undertake an advocacy role for its membership and our broader communities. This work is often undertaken by umbrella organizations such as the BC Federation of Labour or the Canadian Labour Congress. When issues are central to a specific industry sometimes it is more effective for the unions most directly affected and with specific knowledgeable on key industry factors.

In this edition of *The Waterfront News* I would like to bring your attention to two very different political lobby activities we have undertaken as a marine labour community and in defence of human rights and our right to clean air.

The air we breathe

It is becoming increasingly apparent to our port communities and maritime workers that burgeoning globalization comes at a cost. Shipping volume is growing because goods are carried longer distances than ever before, largely due to outsourcing. But the cost of the increase in shipping is too high for healthy cities. With huge increases in cargo volume rolling through our ports, our air quality is becoming toxic.

In order to deal with air quality issues our cities, regions and our federal government are producing stacks of studies - and piecemeal solutions. But are they missing the boat?

The Hong Kong Ship Owners Association, INTERTANKO and the International Shipowners Alliance of Canada are pushing for a global distillate (diesel) solution to the ongoing MARPOL Annex VI discussions presently before the International Maritime Organization.

Canada's marine unions are in firm agreement.

At a November meeting of the International Transport Workers Federation Canadian Maritime Coordinating Committee in

Ottawa, Canada's marine unions unanimously adopted a motion to press the Canadian Government to bring the distillate solution to the IMO.

The same week, at the most recent meeting of the Canadian Marine Advisory Council (CMAC) – a bi-annual government maritime consultation in Ottawa – Annex VI was a hot topic of debate.

The Canadian marine industry heard a range of opinions from various shipping associations, the Canadian Petroleum Producers Institute and from the ILWU - Canada. These opinions ranged from a total move to distillate fuels to a made-in-Canada solution to something in between.

In fact we were shocked to learn some Canadian carriers are burning Bunk-C on the Great Lakes trade.

The distillate argument is not universally popular. The oil industry estimates a worldwide move to distillate would cost refiners in the range of \$67 billion through 2012 and \$126 billion up to 2020. INTERTANKO is estimating a \$200 billion cost for unproven scrubbers fitted aboard the world's fleet. The numbers speak for themselves, and make one thing clear: Cleaning up this aspect of the shipping industry is not going to be cheap. But the argument that mandatory use of marine diesel oil would increase the cost of the shipping industry through increased fuel costs falls away when it is clear that the cost increase would be felt across the industry, mitigating any distortion of commerce between carriers.

Sulphur Emission Control Areas may have a partial solution within regions. But air pollution knows no borders. We are now hearing about brown clouds flying across the Pacific from Asia. Most of the world's shipping operates close to shore, and in fact most west coast shipping flows north and south and then to Asia. And international shipping needs to operate on global regulations, not regional regulations.

In any case, it is becoming more apparent that scrubbers will not be the answer. The technology is yet unproven on an industry-

wide basis. They are large and cumbersome, costly and difficult to install and may in fact release disturbing amounts of CO₂ into the atmosphere as tonnes of washwater are discharged from the scrubbers. But that's not all. After the sulphur and other heavy metals are flushed out, then what? Who handles this toxic waste? Do the seafarers maintain the equipment and process this hazardous waste? Will your local landfill accept this waste? Will our governments establish sulphur and heavy-metal waste reception facilities? Will this toxic residue be dumped overboard before arrival, much like oily bilge water?

That's an awful lot of what ifs.

Now let's look at some of the benefits of distillates beyond cleaner air.

They allow for reduced onboard treatment of fuel and for greater engine efficiency. In the event of oil spills, distillates have a lesser impact on the environment than Bunker C. And as we all know, many rogue ships dump oily water waste rather than disposing of it ashore. With distillates, this problem would be a thing of the past.

In the end, the argument about who will foot the bill is obvious. Refineries will invest in their capacity to produce the required fuel. Shipowners will pay the refiners for cleaner fuel, and the public will pay shippers through purchase of goods. So the numbers being thrown around in this debate do not serve any purpose.

It's not the only way that labour is pressing shipping in an environmentally sound direction. At the same November gathering in Ottawa, the ILWU – Canada's Al LeMonnier made a presentation on stack exhaust generated alongside and its effect on gantry operators and dockworkers. The intention is to press industry to move toward more shore-side power, or cold ironing.

In another recent forum, a discussion hosted by the International Shipowners Association of Canada, the same matters arose. The meeting, attended by officials from the Hong Kong Shipowners

ILWU Canada *Waterfront News* ● 5 Association, Environment Canada, INTERTANKO, Chamber of Shipping and maritime labour, featured productive talks and an emerging consensus on the distillate option. Labour was also pleased that the HKSOA saw merit in our argument for cold ironing, and in fact made that known publicly in a Lloyds List article published Oct. 29. We wish to make it clear that the effect of stack emissions on the health of dockworkers is an issue that needs to be addressed.

NYK Line also seem to be paying attention as they are going ahead with a cold-ironing initiative.

These are indeed interesting times. It appears many carriers understand that business will have to be conducted in a different way, and solutions are emerging. A recent report by the Pacific Institute was a significant piece of the puzzle. Entitled "Paying with Our Health, the Real Cost of Freight Transport in California" it catalogues the full range of health costs associated with shipping. The study was followed by a scientific article published in November in the *American Chemical Society* journal showing mortality rates in coastal and inland communities totalled 60,000 in 2002 and are estimated to grow by 40 percent in 2012 – all due to increased shipping traffic, which presently costs \$330 billion per year in health care costs and lost productivity. This number is expected to eventually rise to \$460 billion.

These studies come at a critical stage in this debate.

The industry is in real danger of losing the battle of public opinion. With luck, the more progressive voices in the industry will not only be heard, but act. It is time for our industry to find honest solutions and not resort to a public relations campaign. The public is becoming very educated on what Gateway is. If the marine industry is to thrive in the future it will because it has cleared out the dinosaurs who hold it back and because they provide honest solutions to real problems.

It should be clear that the maritime labour is in this fight not only to ensure that our industry cleans up its act, but our communities' benefit too.

Let's hope our policy makers get this one right. After all, no one wishes to live in the diesel death zone.

What we desire for ourselves we wish for all.

Peter Leahy is the Vancouver-based Canadian Co-ordinator for the International Transport Workers Federation.

frogfile

Everyone seems to be going green these days and ILWU Canada is no exception.

A few months ago we started looking into ways of reducing our environmental footprint and our search led us to Frogfile Office Essentials.

Frogfile (www.frogfile.com) is a unionized office supply company that specializes in environmentally friendly office products. They have an online catalogue with attractive and functional products selected for their environmental qualities.

ILWU Canada has switched to using 100% post-consumer recycled copy paper, refillable highlighters, and remanufactured toner cartridges just to name a few products. All of this without sacrificing quality or performance.

When we looked into Frogfile, they provided us with a free cost comparison to ensure that we wouldn't be paying more. In fact, Frogfile recently compared a basket of ten name brand office products with the equivalent Frogfile products and found that the Frogfile basket cost 5% less.

So, if you've been contemplating how to reduce your footprint on our environment, consider Frogfile the next time you look at purchasing your office supplies.

Pensioners' Podium

Class Action suit for workers with asbestos related conditions

There is an ongoing Class Action Suit regarding claims for workers who have developed asbestos related conditions.

Claims are being handled by Mr. Rohan Atherton, a lawyer with the law firm of Merton Shinnick in Toronto.

The law firm makes claims against U.S. companies which have established trust funds specifically to compensate people who have developed asbestos related diseases.

The trust funds do not pay out large amounts of money, for example the Johns Manville Trust pay U.S. \$17,500. For a mesothelioma victim (which is the

Claims are being handled by Rohan Atherton. You can reach him by phoning 1.416.424.6620 or by email at rohan.atherton@tpg.com.au.

highest category of disease).

For non-malignant conditions such as asbestosis or pleural plaques, the compensation is only U.S. \$600.

For this reason they tend to only act for people with mesothelioma or asbestos-related lung cancer. Claims can be made for people who have suffered from mesothelioma even if;

- The condition was diagnosed many years ago;
- The injured person is deceased, or

- The employer is out of business, or
 - The insurer cannot be located.
- The law firm conducts claims on a "no-win, no-fee" basis, which means no fees are payable in advance, and if the claim is not successful there is no charge.

If the claim is successful, the legal costs are limited to a set amount in each case.

The fees for a claim against the Johns Manville Trust are capped at 25% of any compensation received.



It is important to note that if a person has made a successful claim for Workers Compensation Benefits for their asbestos related condition, they will not be able to make a claim against the Trust Funds as their rights are passed to the W.C.B.

Rohan Atherton can be reached via e-mail at rohan.atherton@tpg.com.au or by telephone at 1.416.424.6620.

More information is available at regular Lower Mainland Pensioner's meetings.

Meetings are held the first Thursday of every month, from 10:30 a.m. until noon, at the Maritime Labour Centre, 1880 Triumph St. Vancouver. Please note there will be no meeting in August.

Mike Marino,
Lower Mainland Pensioners Club

Van-Isle ILWU Pensioners Club invites you to come for lunch

Monthly luncheon meetings are held on the third Tuesday of the month at the Eagles Hall in Ladysmith. The cost of lunch is \$9.00 which includes coffee, tea, dessert, and the cost of the hall rental. The bar is open so if a beer or wine is your fancy that is available. If you are only interested in the meeting you are welcome to attend at no cost.

December is the only month when the meeting day is changed to accommodate the holiday season. This year's Christmas luncheon is being held on Dec. 11 at the Eagles Hall. A full Christmas

dinner with all the trimmings will be served at a cost of \$15 per plate. All are welcome. We have a limited number of gifts that will be drawn. You must be a fully paid up member to be eligible to participate in the gift table.

The names and phone numbers of the executive are listed on the right. Please call the representative in your area if interested in joining or for more information.

I wish you all the best of the holiday season and the very best for the New Year.

~ Bill Duncan

Van-Isle ILWU Executive

President:	Bill Duncan	250-751-1222 (h) 250-618-3847 (c)
Vice-President:	Dan Hall	250-755-1180
Secretary/Treasurer:	Lauren Flynn	250-748-0957
Area Representative:		
Parksville	Keith Richardson	250-248-9710
Nanaimo	Maureen Kogstad	250-754-1621
Chemainus	Colleen Bell	250-245-9357
Duncan	Ken & Roberta Jensen	250-715-0751
Area Representative (Non-Executive Board):		
Nanose Bay	Janet Hunter	250-468-9992
Ladysmith	Jack Atkinson	250-245-3055

BC Federation of Retired Union Members

Since 1995, the BC Federation of Retired Union Members has proudly served both retirees and active union members who have reached age 50.

These union members worked together through their unions in the workplace, they now work together to improve their lives through BC FORUM.

BC FORUM is supported and endorsed by the B.C. Federation of Labour. In addition, BC FORUM delivers benefit plans to retirees at the best possible rates. As part of the WE Group of Companies, members have access to all the services they offer.

In addition to advocating on issues like pensions and drug costs, BC FORUM provides group accident insurance; health and dental insurance; travel, homeowner and tenant insurance; discounts on tax preparation and selected travel packages and free financial advice and planning.

This plan overview of the Health and Dental Plans coverage is intended for descriptive use only.

Rates

Conversion Rates

You must be converting from a previous group plan within the past 90 days to qualify for the Conversion rates.

Standard Rates

These rates apply if you did not have a previous group policy within the last 90 days or you are a new applicant. Pre-existing conditions are NOT covered.

Call WE Insurance regarding BC/Canadian Benefits/BC Forum Individual Application Forms and current rates.

Extended Health Care Benefit In-Province Expenses

- Hospital Accommodation

- Services of Chiropractors, Naturopaths, Physiotherapists and Massage Therapists
- Services of Podiatrists
- Services of a Registered Nurse (RN)
- Hearing Aids
- Prescription Drugs and Physician-prescribed items
- Eye Glasses and Contact Lenses

Emergency Out-Of-Province Coverage

Emergency Travel Assistance (MEDEX)

Four Day Travel Plan

Hospital Indemnity Benefit

Accidental Death & Dismemberment

Final Expense Benefit



Dental Benefits

Dental benefits are optional and only available with Extended Health Care coverage.

- Oral examinations
- x-rays,
- dental prophylaxis
- topical fluoride treatment
- Restorative services
- Endodontics
- root canal therapy
- periapical services
- Prosthetic services
- Oral Surgery
- Removable Prosthetics

More information on coverage limitations and exclusions are available on the ILWU website at www.ilwu.ca and by phoning WE Insurance at 1.888.980.1581.

Straddle Carriers – Father of the RTG

By Mike Brown
ILWU, Local 500

In 1955 White Pass & Yukon, a Vancouver based Canadian company, developed and produced 8' x 8' x 7' climate controlled commercial containers having a capacity of up to 5-tons. The Ms. Clifford J. Rogers, the world's first commercial containership, was used to transport these containers along the Canadian and American West Coast.

On November 26, 1955 the Clifford J. Rogers sailed from North Vancouver, BC, for Skagway, Alaska with 600 containers on board. As a result of this Canadian cargo handling innovation, shipping and international trade was revolutionized.

Beginning in the 1960s, containers were expanded from 8' x 8' x 7' cubes to standard TEU sizes 20' x 40' lengths, 8' wide, 8'6" high, with up to 40-ton capacity to keep up with expanding international trade and shipping demands. To do so a new method of handling containers from dock to ship began with the introduction of straddle carriers known as "Strads." Straddle carriers have been around since the 1950s, used in lumber mills to move piles of lumber of various lengths, literally straddling their loads. These strads also known as 'Ross carriers' were unique to BC's lumber industry.

The Waterfront strads first began appearing in Vancouver in 1965 at Cassiar docks, North Vancouver, home base of the White Pass & Yukon Company. Two dedicated cellar container ships, the 'Klondike' and the 'Frank H. Brown', were designed to accept 24' closed, open top, and flat rack containers. Two 35-ton Canadian built, Baby Clark strads were bought, and limited to 2 high stacking. Dock storage rows were laid out north to south. Cargos of asbestos, machinery parts, and general goods were stowed below deck. Heavy machinery, mining equipment and cars were loaded on deck.

On the south side strads were introduced to Centerm by Empire Stevedoring in 1970. These were American Clark Straddle Carriers, powered by 8 cylinder 300 HP-504- Cummings diesel engines. They were 25' high, 30' long, 16' wide, weighed approx 50-tons and had expanding heads for 20' to 40' containers, they could stack cans 2 to 3 high using a Hi lift-strad for 3 high. Up top the engine stuck out from the rear of the strad, the drivers cab athwart ship to the engine, the operator looked out across and in front of his machine assisted by strategically placed mirrors. He had a clear view when the container was hoisted below and in front of him.

The strad did up to 30 kph and ran on six tires, the first two were chain driven directly off the engine, the remaining four tires

were articulated and provided the steering. The strads cost \$500,000 per unit in 1970. Dock container rows were in north to south configurations, 2 and 3 high, 3 ft wide, with a special powered reefer point. Strads loaded off dock trucks, railcars, serviced ship dock gantries, as well as spotting cans for de-stuffing and stuffing sheds and yards. They did so in a fast efficient manner.

When Empire Stevedoring moved to Vanterm in 1975 the strad operation was expanded to meet the volume of cargo and the new larger ships. Eighteen strads were used numbered from one to 18.

In 1987 with Vanterm reaching its storage capacity, the strads began giving way to MGM, Italian Rubber Tire Gantry's (RTGs), a very large forum of straddle carrier that slowly moves east west, or reverses direction along dedicated laid out travel guide paths. Containers were stored in a "Block Stow", usually 5 high and 7 wide, stacking upwards, thus compensating for virtually no space available for horizontal terminal expansion. Tractor-trailers were used for the pick-ups.

This system was duplicated when Delta Port opened in 1997, incorporating state of the art technology on a massive scale with updated computer driven RTGs, RMGs, Bomb carts, with triple trailers, Reach stackers and Post Panamax cranes.

With Empire Stevedoring's departure from Centerm in 1975, Canadian Stevedoring subsidiary, Casco Terminals, took over Centerm's container operations. The strad was replaced by the 'Big Red' Taylor 40-ton LT and Rack LT's for empties utilizing the tractor-trailer system for intermodal dock moves. Although non 'high-tech', this operation ran remarkably smooth.

In 1999 when Canadian Stevedoring was sold by the Mitchell family to the BCR Group, Centerm went through two complicated takeovers by P&O Ports Canada in 2005 and finally Dubai Ports in 2006. Since 2006 almost \$200 million US has been spent upgrading Centerm, including dock extension. Massive technological changes have now been implemented, including adding ZPMC Post Panamax Cranes, Fantuzzi Top picks and 16 state of the art Noell RTGs, all up and running in just over a year. Result output has doubled from 350,000 TEUs to 800,000 TEUs.

Despite the disappearance of the strad on the Vancouver docks, the pure straddle carriers still exist in many parts of the world today, especially Europe and South Africa. Tacoma, Washington, uses Finnish Valmet strads in their north Intermodal yard, the only strad operation on the West Coast of North America. Today's strads produced by Kalmar and Noell are



high tech with the computer driven gadgetry of a Star Wars vehicle. Fast and efficient they are highly maneuverable and can stack four high. Sales are booming, especially in smaller ports.

The early strads may seem primitive by today's standards but the clarks were extremely rugged, strong, versatile, and easy to maintain. There were no ladder safety guards. The White Pass strads were especially well preserved because they serviced only two ships, working mostly days. Whereas the Vanterm strads went 24/7 working for multi-shipment lines with demanding schedules, however despite the demands on these machines, the ILWU mechanics were able to keep their strads in top condition.

In their heyday our strads performed exceptionally well. These huge machines looked like giant ants roaming and zooming around the docks, darting away for another pick up and suddenly appearing out of nowhere again. The driver had spectacular views of operations. When you were at Vanterm you could see them working, not standing around, only constant movement, engines roaring, they had a vitality of their own. A far cry from RTGs, who seem to almost never move and when they do it's only a few container blocks along their guide ways. In many ways the strads were the ultimate expression of Longshore machismo, a sort of "Dock Harley" wild, and free to move anywhere at a moments notice, turning on a dime no holds barred. Vanterm even had an observation deck on the west side of the office shed #1 complex to

view these extraordinary creatures bombing around the dock.

Just before the strads were launched at Centerm in 1970, Bud Bailey from Local 500, was sent to Los Angeles to train on the strads, returning as the first official ILWU 500 strad Trainer. Unusual events occurred on strads, one day Nick Bartley, a mechanic on the B Board took his girlfriend for a spin around the dock at Vanterm on Strad #7, so needless to say she never forgot the occasion, neither did Strad #7. Strads did go off the beaten path, one night a driver not seeing the end of the ramp at Vanterm #7 launched his strad off the dock landing the strad on its nose!

By the end of 1988 all the Vanterm strads were gone. The White Pass strads ran into the 1990s, when the Frank H. Brown was sold to the Russians. The Baby Clarks' hung around behind Vancouver shipyards for a year before being sold, going to Vancouver Island. The Vanterm "18" were sold off shore to Brazil, China and Hawaii. One strad went to Colombia containers where it dutifully loaded specialty grain containers for Japan. Three others were stored there as well waiting their fate. Strad #12, the Hi lift, three-stacker, went to a lumber mill next to Fraser Surrey docks where it loaded lumber containers. Both these strads worked well into the 1990s earning their keep, living out their days in a dignified gracious manner, a fitting ending for these magnificent mechanical beasts.

So ends the story of the strads. Friends of the ILWU – we salute them.

Retired Longshore members

2007 RETIREMENTS - LONGSHORE

Port	Name	Age	Service	Date
CH	Arie Van Der Kley	62-6	39	01-Mar-07
VA	Donald Lee	65	36	01-Mar-07
NW	Theodore Brideau	65	8	01-Mar-07
NW	Gerald Steffen	62	40	01-Apr-07
VA	Melvyn Yeun	64-4	42	01-Apr-07
VA	Bernard Valentine	61-5	42.5	01-Apr-07
VA	Robert Glover	65	35	01-Apr-07
CH	Robert Chalmers	62-9	35	01-Apr-07
VA	Fabian Bello	56-10	28.5	01-Apr-07
VA	Kenneth French	65	22	01-Apr-07
VA	Vilem Bartak	65	19	01-Apr-07
VA	Anthony Caley	65	29	01-Apr-07
NW	Allan Williams	65	19	01-Apr-07
VA	Blair Folkard	64-3	40.25	01-Apr-07
CH	Bob Robertson	65	43	01-May-07
CH	Michael Thompson	62	43	01-May-07
CH	Joseph McKinley	61	38	01-May-07
VA	Manuel Carreira	62	36	01-May-07
NW	Cyril Rodney	65	9.75	01-May-07
VA	Borisav Pantelic	65	19.75	01-May-07
VA	Marcel D'Anjou	64	31	01-May-07
VA	Robin Adams	60	36	01-Jun-07
PR	Juraj Brlecic	65	30	01-Jun-07
VA	Bruce Baxter	64-10	21	01-Jun-07
VA	William McCartney	65	13	01-Jun-07
VA	Roger Lupien	62-9	43	01-Jun-07

2007 RETIREMENTS - LONGSHORE (Continued)

Port	Name	Age	Service	Date
VA	Larry Plamondon	63	32.75	01-Jul-07
VA	Michael Brown	62-1	34	01-Jul-07
VA	Richard Morris	61-5	33.25	01-Jul-07
NW	Rod Paquette	65	4.25	01-Jul-07
NW	Robert Nichols	61	14.75	01-Aug-07
NW	Gordon Allen	65	9	01-Aug-07
VA	Sidney Compston	65	22	01-Aug-07
VA	Donald Farrow	62	38	01-Aug-07
VA	Dionisio Barriga	62-2	32	01-Aug-07
NW	Gerald Korp	65	44	01-Sep-07
CH	Harry Phillips	60-2	19	01-Sep-07
CH	Michael Seriani	55-9	36	01-Sep-07
VA	Ronald Pronick	65	19	01-Sep-07
VA	Robert Morash	65	18	01-Sep-07
VA	Ajit Braich	65	9	01-Sep-07
PR	John Nolet	58-9	24.75	01-Sep-07
VA	Alan Adirim	65	14	01-Oct-07
PA	Roy Firth	61	45	01-Oct-07
VA	James Grewcutt	62	44	01-Oct-07
CH	Lawrence Irving	64-6	20	01-Oct-07
CH	Kenneth McDonald	58	38	01-Oct-07
VA	Bhag Rai	65	8	01-Oct-07
VA	Theodore Sawatsky	64-11	21	01-Oct-07
VA	John Scott	65	10	01-Oct-07
VA	Steven Munro	59-3	29.75	01-Oct-07
PR	Jack Mutch	65	41	01-Nov-07

2007 RETIREMENTS - LONGSHORE (Continued)

Port	Name	Age	Service	Date
CH	Terry Taskey	62-3	36	01-Nov-07
VA	Peter Dzierzawa	65	29	01-Nov-07
VA	Charles Calloway	65	29	01-Nov-07
VA	Harbhajan Cheema	65	21	01-Nov-07
VA	Gerry Popove	65	21	01-Nov-07

2007 RETIREMENTS - FOREMEN

Port	Name	Age	Service	Date
VA	Frank Brown	64-5	20	01-Mar-07
VA	Brian Jones	61	43	01-Apr-07
VA	Norman Miller	63-5	43	01-Apr-07
VA	David Baudin	62	43	01-May-07
CH	Alan O'Dell	62-7	37	01-May-07
VA	Larry Hlady	61-6	43	01-May-07
VA	Fred Cullingworth	64-10	31	01-May-07
VA	James Wainwright	62-10	38	01-Jun-07
NW	William Lesiuk	62	33	01-Jun-07
NW	Ronald Burry	61	42	01-Jul-07
CH	Wayne Rickerby	61	42	01-Jul-07
VA	William Steward	60	36	01-Aug-07
VA	Mike Casey	57-1	5-3 mo	01-Aug-07
VA	Clement Michaud	65	42	01-Sep-07
VI	Steven Hitchin	65	45	01-Nov-07
NW	Ronald Lahay	65	46	01-Nov-07

Port Legend

CH is Chemainus Local 508
 PR is Prince Rupert
 VA is Vancouver
 VI is Victoria (now Local 508)
 PA is Port Alberni (now Local 508)
 NW is New Westminster
 ST is Stewart
 L517 is ILWU Local 517

We remember them well

2007 Deceased Pensioners - Longshore

Port	Name	Date of Death	Age at Death	Date Retired
VA	Sample	03/08/2006	76	01/01/1991
VA	Val Woodford	9-Mar-07	86	1-Jul-78
NW	John Olson	21-Mar-07	93	1-Dec-75
VA	Jhonnie Doyle	31-Mar-07	75	1-Oct-96
VA	Brian Westrup	5-Apr-07	74	1-Jul-93
VA	James Nicol	7-Apr-07	87	1-Jun-76
VA	Louis Minnig	11-Apr-07	84	1-Mar-88
NW	Henry Adrian	11-Apr-07	69	1-Aug-03
VA	Laurence Wellicome	19-Apr-07	82	1-Jun-89
VA	John Gottselig	25-Apr-07	79	1-May-93
VA	Frank Driscoll	12-May-07	73	1-Aug-98
VA	Jacob Wishnevski	20-May-07	90	1-Nov-81
CH	Roy George	25-May-07	74	1-Mar-97
VA	Robert Soames	27-May-07	73	1-Oct-98
CH	Alexander Tomczyk	15-Jun-07	70	1-Sep-98
NW	Kasper Bolen	16-Jun-07	86	1-Mar-83
VA	Karl Schiebler	12-Jun-07	84	1-Jul-88
CH	Robert Manns	13-Jun-07	75	1-Jan-94
CH	Renato Melissa	18-Jun-07	90	1-Feb-80
VI	Charles Anderson	9-Jun-07	83	1-Jun-88
NW	Roy Walhovd	22-Jun-07	87	1-Jul-85
VA	Norman Wealick	22-Jun-07	80	1-Jan-90
PA	James Ralph	8-Jun-07	69	1-Jun-93
VA	Joe Cuzzetto	27-Jun-07	74	1-Apr-98
VA	Leon Dobson	27-Jun-07	84	1-Oct-87
VA	Charles Labercane	30-Jun-07	84	1-Feb-86
VA	Harold Johnstone	23-Jul-07	77	1-Sep-94
VA	Giovanni Ciolfitto	31-Jul-07	75	1-Mar-97
PA	Buddy Jack	26-Jul-07	78	1-Oct-89
PA	Rosino Zambon	4-Aug-07	89	1-Jan-83
CH	Melvin McTaggart	18-Aug-07	86	1-Feb-82
PA	Keith Moen	22-Aug-07	72	1-Feb-99
NW	Thomas Giesbrecht	30-Aug-07	86	1-Apr-83
VA	Joseph Forrest	14-Sep-07	81	1-Oct-91
VA	Denis Delong	14-Sep-07	63	1-Mar-06
VA	Alexander Point	25-Sep-07	74	1-Feb-96
VA	Karl Szekeres	28-Sep-07	86	1-May-86
VA	Lawrence Dodd	4-Oct-07	85	1-Sep-86
NW	Maurice L'Heureux	24-Oct-07	88	1-Apr-84

Foremen

Port	Name	Date Of Death	Age At Death	Date Retired
VA	Sylvester Hafner	19-Jul-07	74	1-Oct-97
VA	David Sanderson	21-Aug-07	81	1-Sep-91
VA	Harvey Hyland	29-Aug-07	72	1-Oct-99
CH	Stanley Green	13-Sep-07	79	1-Feb-89

Widows - Longshore

Port	Name	Age At Death	Date Of Death
PA	Marie Arndt	68	4-Nov-06
PA	Drusilla Schan	85	31-Mar-07
VA	Ida Bruno	91	29-Jun-07
VA	Merna Sajiw	70	7-Jul-07
VA	Margaret Cullum	90	12-Jul-07
VA	Margaret Lawrie	88	21-Aug-07
VA	Ruth Laing	94	20-Sep-07
PR	Margaret Pascual	57	2-Sep-07
NW	Mary Tews	78	1-Oct-07
VA	Iola Marquette	62	14-Oct-07

Widows - Foremen

Port	Name	Age At Death	Date Of Death
VA	Mabel McPhail	81	7-Feb-07
VA	Margaret Franklin	84	6-Jan-07
CH	Yvonne Beatty	87	31-Dec-06
VA	Mabel McPhail	81	7-Feb-07
VA	Beverley Gallant	81	30-Apr-07
VA	Anne Vanjoff	84	3-Aug-07

2007 Deceased Active Members

Port	Name	Age At Death	Date Of Death
NW	Darwyn Hildebrandt	54-7	4-Mar-07
VA	Mihai Radulescu	63-5	18-Apr-07
VA	James Hamilton	63-1	25-May-07
NW	Alex Heibein	41-3	2-Jun-07
VA	Giuseppe Minici	64-2	3-Jun-07
NW	Rajpal Virk	59-9	27-Jun-07
VA	Robert Rathbun	61-8	15-Aug-07
VA	Kenneth Menard	61	23-Aug-07
NW	Raymond Mitrenga	46-5	21-Aug-07
VA	Darshan Sivia	56-5	26-Aug-07
NW	Robert Crossley	59	19-Sep-07

Foremen

Port	Name	Date Of Death	Age At Death	Date Retired
VA	Charles Beatch	9-Mar-07	81	1-Apr-87
VA	Terrence Quigley	28-Mar-07	78	1-Apr-94
VA	Harry Strukoff	4-Apr-07	68	1-Jul-00

Important Conciliation Update!



There has been a conciliation extension in the federal mediation and conciliation process and collective agreement bargaining dispute between ILWU Canada and the BCMEA.

The ILWU Canada and the BCMEA have agreed there will be an extension of conciliation until Jan. 18, 2008.

If there is no extension past Jan. 18, the earliest that we would be able to take job action is 21 days after Jan. 18 - or one minute after 12:00 midnight on Feb. 9, 2008.

Watch the ILWU web page at www.ilwu.ca and keep your ears to the ground for updates.

In Memorium

Hamilton-James Scott (Hobby)

Passed away peacefully at his home in Vancouver on May 25, 2007 at age 63. Hobby was predeceased by his mother Nessie Watts, father Clifford Hamilton, brother Ivan (Sonny) Watts, sister Esther (Bibsy) Casavant and nephew Ivan Daniel Watts. He will be dearly missed and fondly remembered by his family. Brothers; Hugh (Tuffy) Watts (Colleen), Danny, (BB) Watts, Buddy Hamilton (Shelagh), Ron Hamilton (Sharon), Peter Watts and Sisters; Juanita Elliott (Ed), Sandra Vissia, Sharean Van Volsen and Rose (Gal) Petrelli (Domenico). Hobby will be especially missed by his many nieces and nephews.

Hobby was born in Kildonan on March 16, 1944. He started longshoring at a young age and was working in Vancouver at the time of his death.

History

ILWU Canada

~ a draft document from 1800 to 2007

This is a draft document that has been put together for your review and comments. If you know of any exception to the text, please contact Ken Bauder by phone at 604 254-8141 or by email at ken@ilwu.ca.

I.L.W.U. HISTORY (DRAFT #5) – SEPTEMBER 2007

1800-1867

- Friendly Societies and Labour Circles, the forerunners of Unions are formed.

1835

- Coal discovered in Nanaimo. First occupied by settlers in 1863.

1849

- October – The barque “Collooney” shipped 42,270 board feet of lumber to San Francisco from Vancouver Island (most likely Fort Victoria).

1850

- B.C.’s first strike. Miners working at Fort Rupert struck the Hudson’s Bay Company. All strikers were jailed.

1858

- Gold rush in Cariboo. 22,000 men pass Ft. Langley.
- First coal loaded out at Departure Bay wharf and Newcastle Island in Nanaimo.

1859

- Queensborough incorporated as New Westminster. The brig “Island Queen” is the first commercial passenger vessel to travel BC waters exclusively. Berthed in New Westminster.
- Bakers in Victoria organized but organization short lived.

1860

- The San Francisco-based barque the “Vickery” was the first to load cargo at the port of New Westminster.

1860-1865

- 104 vessels ship 18,672 tons of cargo through New Westminster.

1861

- Edward Stamp started the first export mill in B.C. named Anderson Mill; it was built on the Alberni Canal on the west coast of Vancouver Island. The mill closed in 1864.

1862

- Pioneer Mills was built in North Vancouver and powered by water from Lynn Creek.
- Printers in Victoria form a union.
- First ships loaded in Chemainus.

1863

- August – First shipment from Pioneer Mills was 25,000 feet of 3” planks for the New Westminster levee aboard a barge towed by the Steamer “Flying Dutchmen”.
- Ports in Burrard Inlet shipped lumber to New Westminster and points beyond. Lumber was shipped to San Francisco, England and Australia.
- First export lumber loaded in New Westminster.

1864

- Pioneer Mills bought by Sewell Prescott Moody and re-named Burrard Inlet Lumber Mills. Their first foreign shipment was 277,500 feet of lumber and 16,000

pickets aboard the “Ellen Lewis” for Adelaide Australia.

- First docks built in New Westminster.

1865

- The community of “Moodyville” was established around the Burrard Inlet Lumber Mills. Four Deepsea ships are loaded with lumber for export.
- Edward Stamp established his “British Columbia and Vancouver Island Spar Lumber and Sawmill Company” originally at Brocton Point and later moved to the foot of what is now Dunlevy Street.

1866

- Vancouver Island and the Mainland become one colony.
- 5 vessels loaded at Moodyville in North Vancouver.

1867

- Knights of St. Crispin begin organizing in B.C.
- Stamps Mill loads 5 vessels with 650,000 board feet of lumber.
- Edward Stamp opened his second mill known as “Stamps Mill” and renamed it Hastings Mill in 1874.

1868

- Victoria is designated as the capital of B.C. (Moved from New Westminster).
- Stamp’s Mill loads 15 vessels. 18 additional vessels loaded at the second steam powered mill at Moodyville,

1869

- 24 vessels loaded at Moodyville Mill. The population of Moodyville is 200. Stamp’s Mill loads 21 vessels and employs 400 men.
- The Knights of Labour is formed. (Originally called the Noble and Holy Order of the Knights of Labour) founded by Philadelphia tailors. Its motto was “An injury to one is the concern of all”.

1880

- Dunsmuir coal wharf built in Departure Bay in Nanaimo.

1881

- A land grant of 25,000 acres was given to the CPR in exchange for extending its rail line from Port Moody to Granville (Vancouver).

1883

- March – Vessel “Duke of Abercorn” laden with steel for the CPR railway docked at the Government wharf in Port Moody that had a frontage of 403.5 meters set on more than 20,000 pilings. An adjoining warehouse was 64 meters long and 14.6 meters wide.
- The TLLC (Trades and Labour Congress of Canada) was formed. Folded into the CLC (Canadian Labour Congress) in 1956.

1884

- In 28 years prior to 1912:
 - 373 Men killed in Nanaimo mines
 - 83 at Wellington
 - 180 at Nanaimo
 - 50 at Extension (Ladysmith)
 - 69 at Cumberland.

1886

- July 27 – The “W.B. Flint” carrying a cargo of tea for New York arrived in Port Moody.
- The Granville settlement becomes

chartered as Vancouver, a city with a population between 400 to 1,000 people.

- Two months later the “Great Fire” burns Vancouver to the ground. The first election is held and Alexander Maclean supported by the Vancouver Weekly Herald Newspaper is elected mayor. The C.P.R. links rest of Canada to Port Moody, a city of 2500.
- CPR extension completed to Vancouver with a 6,000 acre bonus given to CPR.
- The Knights of Labour had over 700,000 members.
- The American Federation of Labour (AFL) was founded. Made up of skilled craft unions in opposition to the Knights of Labour.
- First inbound cargo of tea from Japan arrives in Port Moody.
- First CPR pier at foot of Main Street.

1887

- June 13, the S.S. Abyssinia chartered by the CPR arrived from the Orient with a cargo of tea, silk and mail bound for London, England. This was the beginning of the Trans-Pacific, trans-Atlantic trade using the new railway.

1888

- Knights of Labour organize the waterfront as an “industrial union.” They sign up 80 longshoremen. Population of Vancouver is 8800.
- Feb 17 – Vancouver’s oldest Union, the International Typographical Union Local 226 is issued a charter.
- The port of Union Bay, situated on Vancouver Island between Courtney and Nanaimo was a major shipping port for the Union Coal Company’s mines. Huge docks were constructed for seagoing freighters. Shut down in 1960.

1889

- The first Vancouver dock “The City Wharf” located at the foot of Carroll Street was taken over by the Union Steamship Company and became known as the Union Wharf.
- John Hendry bought Hastings Mill and renamed it B.C. Mills, Timber and Trading.
- 400,000 tons of coal from the Nanaimo Colliery, the Wellington Colliery and the East Wellington Colliery were shipped to California, Oregon, Alaska, Hawaii, Japan and China from Departure Bay, Nanaimo.

1890

- Longshore wage rates: \$0.35/hr dayshift and \$0.40/hr night shift working a 9 hr shift.
- Vancouver Longshoremen affiliate to the newly formed (1889) Vancouver Trades and Labour Council.
- The first shipment of raw sugar, 250 tons, arrived in Vancouver aboard the S.S. Abyssinia from the Philippines.
- B.C. Sugar Refinery opened which included its own dock known as Rogers Wharf.
- North Pacific Lumber Company built mill and export wharf at what is now known as Barnett Marine Park in Burnaby. Destroyed by fire in 1946.

1891

- Moody Mill is sold to the British.
- CPR’s “Empress of Japan” and “Empress of India” arrive in Vancouver to establish their Empress Line service.
- The Ross McLaren sawmills at Millside (later known as Fraser Mills), built in 1889 finally began operation.

- Now 13,000 residents of Vancouver.
- Federal Labour Day holiday established.

1892

- I.L.A. (International Longshoremen’s Association) founded as the National Longshoremen’s association of the United States. Changed their name in 1895 after organizing in Canada.

1893

- Union Docks (Ocean Terminals) & Balfour Guthrie built.
- First wharf built on Protection Island (Nanaimo Harbour) 400 feet from coal seam.
- June 9 Canadian-Australasian service was inaugurated with the Steamer “Miwera”

1894

- First pulp and paper mill built in Alberni, B.C. by William Hewartson and Herbert Carmichael.

1896

- A separate Vancouver Longshore local withdrew from the Knights of labour with a membership of 80. The Union won a month long lockout/strike against Pacific coast shipping company. The issue was over company interference with a walking delegate.
- The union did not win against Union Steamship Company after a one month lock out and the threat of the importation of strike breakers from Seattle, led by a notorious union smasher “King Seattle.” The union ended the lock out – strike – by returning to work under the previous conditions.

1897

- Evans, Coleman & Evans dock established at the north end of Columbia Street in Vancouver.
- Hamilton Powder Company ships first shipment of black gunpowder from its wharf in Departure Bay (Nanaimo). The company was bought by Canadian Explosives who moved the operations to James Island in 1913.

1898

- Fire destroys New Westminster but it is rebuilt in a few months.

1899

- First major cargo of grain (bagged oats) shipped to South Africa to feed British horses during the Boer War.

1900

- Vancouver stevedores struck for six months when the employer insisted on taking over the dispatching. The Employer, Pacific Steamship Lines, brought in Japanese strikebreakers. Japanese members of the Canadian Pacific Freight Handlers Union struck in support of the stevedores until strikebreakers withdrew.

1903

- Longshoreman had left Knights of Labour in 1896. Union was smashed by CPR who used special police and scab labour. Frank Rogers was a member of the Fishermen’s union at the time of his murder. He was being used as an organizer of longshoremen in their support of the CPR freight office employees who were on strike. A CPR special constable, Alfred Allan was charged with the murder along with a Strike breaker James F McGregor, who had boasted of shooting a man. After a three day adjournment of court they were found innocent.

1903-1912

- The ILA was established in 1910 in Prince Rupert as Local 38-41.

2 • Special Insert - *History*

1904

- Victoria and Vancouver Stevedoring Company formed.

1905

- Longshore rates are \$0.15/hr working 13 hr days or \$0.25 to \$0.35/hr working 10 hr days.
- I.W.W. (Industrial Workers of the World) was formed. Also known as the “wobblies” for their famous strikes. Their motto was “An injury to one is an injury to all”. By 1923 they had 100,000 members.

1906

- Lumber Handler’s Union, I.W.W. Local 526 in North Vancouver is formed with 60 members. George Walker is elected President, with Officers Pete Smith and Grant Campbell. Majority of Handlers were Native Indians. One of the organizers and founders of the Local was Fitzclarence St. John a black West Indies born person who came to B.C. at the turn of the century. He passed away in 1970 in North Vancouver B.C. at age 95. I.W.W. also organized a similar local in Victoria at this time.

1907

- Strike of dock workers wins \$0.40/hr dayshift and \$0.45/hr night shift rates. The diversion of work by the company, however, starves the Union and it cannot hold itself together.
- Ray Dockerill organizes the Empire Stevedoring and Contracting Company to load ships in Chemainus.

1908

- Canadian Brotherhood of Railway Engineers founded.
- First Stevedores Union, the Vancouver and Victoria Stevedoring Union (V & V) of the Industrial Workers of the World (I.W.W.) is broken.
- CPR builds their first major pier on Vancouver waterfront. Pier A was a 1584 foot pier with a 60,000 sq. foot warehouse. CPR Pier B was also started.

1909

- Jan 7 – the first export of grain from Vancouver. 50,000 bushels of prairie wheat went to Australia.
- March 29 – Longshoremen strike for 35 cents per hour for day work and 40 cents per hour for night work.

1910

- ILA chartered local 38-41 in Prince Rupert and local 38-46 in Victoria.
- A new steamship line, founded by the CPR’s rival Grand Trunk Pacific Railroad (now CPR), began connecting Vancouver with Prince Rupert.

1911

- Ship Owners Association of B.C. was formed. Became the B.C. Shipping Federation in 1963 and later became the B.C. Maritime Employers Association.

1912

- March 30 the I.W.W. affiliates with the ILA and charters Local 38-52 in Vancouver. Tom Nickson, President of the V & V union (ILA) and Gordon Kelly of the Lumber Handler Union (I.W.W.) merge and are elected officers. The new local has 60 charter members.
- ILA starts organizing longshoremen in other ports; Vancouver Lumber Handlers Union joins ILA and becomes Local 38-52.
- Stamp’s Mill loads 15 vessels. Some companies pay Ship work \$0.35/hr and \$0.40/hr overtime and others pay \$0.65/hr and \$0.90/hr overtime. Dock work pays \$0.25/hr. Most longshoremen work 10 hour days.
- Empire Stevedoring, headed by Col. Walker R. Dockhill and the Vancouver and Victoria Stevedoring Company (V & V), headed by Capt. David Baird with the

followings shipping companies form “The Shipping Federation of BC.”

1. The International Stevedoring Co. of Seattle
2. V&V (subsidiary of Empire Stevedoring)
3. Washington Stevedoring Co. (Seattle and Tacoma)
4. Grays Harbour Stevedoring
5. Pacific Stevedoring (Prince Rupert)
6. Consolidated Mining and Smelting Co. (CPR)
7. Pacific Coast Terminals (CPR).

- The Vancouver Coastwise dispatch is located on Main Street. The Deepsea dispatch is located at the Old Knox church. The Auxiliary (Casual) Hall was located on Cordova Street. The Bows and Arrows Hall was located at Hawks and Cordova.
- Other IWW locals merge with ILA.
- The Canadian “Robert Dollar Steamship Line” was established to run the fleet of Dollar Steamship Lines of California from his sawmill on Burrard Inlet.

1913

- ILA constitution also contains the Working Agreement between “The Marine Association of British Columbia” and the I.L.A. on behalf of all locals in Vancouver.
- Act of Parliament created Vancouver Board of Commissioners.
- First Vancouver Harbour Commission formed by Dominion Gov’t. First Commissioner was Frank Carter-Cotton.
- New Westminster Harbour Commission established. Changed to Fraser River Harbour Commission in 1965 and to Fraser River Port Authority in 1999.

1913 – 1914

- CPR pier D was built at the north foot of Granville Street.

1913 – 1915

- Ogden Point dock was built by Federal Government in Victoria. It had pier A and pier B with four shipping berths. Updated to handle cruise ships at a new pier B in 2003.

1914

- Great Northern Pier built at the foot of Main Street. First Aid Attendants act as security guards.
- Lapointe pier and Dominion #1, Vancouver’s first grain elevator built at the foot of Woodland Drive. Nicknamed “Stevens Folly” because it was advocated by H. H. Stevens, a Federal MP who had the elevator built with Federal money and it sat with little use for years.
- First Grand Trunk Pacific Railway train to arrive on Prince Rupert waterfront. The railway was awarded to C.N. Rail in 1923

1916

- Federal Gov’t builds 1,250,000 bushel capacity Terminal named the “Pacific Coast Terminal Elevators” in the area now occupied by Vanterm.
- The Canadian Robert Dollar Company constructed the Dollar Mill and export pier at Roche Point on Indian Arm and Operated until 1942.

1917

- Federated Labour Party formed .Longshore B.A. Gordon Kelly is also elected President of the Vancouver Trades and Labour Congress.
- Ship work pays \$0.60/hr and \$0.90/hr overtime. Dock work pays \$0.45/hr and \$0.65/hr overtime. Strike for \$0.60/hr and \$0.75/hr overtime for dock work against CPR is won.
- Samuel Gompers is elected president of A.F.L. and vows to destroy socialists.
- The B.C. Workers Compensation system established.

1918

- July 27 Ginger Goodwin (Secretary, Western Federation of Miners) is shot in

the neck by a Special Constable of the Province.

- Aug 2 Ginger Goodwin is buried. During the 24 hr strike that followed the Longshore Hall, defended by 600 longshoremen, withstood repeated assaults by a mob of 10,000 rioters. The Labour Temple at Dunsmuir and Homer was put under siege by a mob of returned veterans and George Thomas, a longshoreman, was beaten. Longshore B.A. Pete Sinclair was illegally arrested on the job under the Conscriptio Act. Sinclair was overage, and after a two day strike was released.
- 6 month longshore contract increased wages from \$0.65/hr to \$0.80/hr Deepsea and \$0.90/hr to \$1.15/hr overtime. There was an 8 hr work day with a 2 hour callout guarantee and travel time was included in the contract.
- Gordon J. Kelly (President ILA 1912) dies and is buried in the Mt. View Cemetery, 5455 Fraser Street.
- I.L.A. book covering “Wage Scales and Working Rules” no name of employers.

1919

- I.L.A. agreement with Northwest Waterfront Employers’ Union and Pacific Coast District of the I.L.A. covering Oregon, Washington and British Columbia.
- Signing for Shipping Federation of British Columbia, were David Baird and A.M. Dollar.
- Signed for Local 38-46 Victoria, F. Varney, For Local 38-52 Vancouver Lumber Handlers, Albert Hill and Peter Sinclair.
- International Labour Organization (ILO) is founded.
- Winnipeg General Strike May 15 – June 26. Sympathy strike in Vancouver B.C. from June 4 – June 26. Longshore BA Bill Pritchard jailed.
- OBU (One Big Union) was formed in opposition to the A.F.L. to unite all workers on a class basis instead of by craft or industry.

1920

- ILA Local 38-22 chartered in Port Alberni.
- Nov.1- ILHA and Bows and Arrows formed into District WWA by Employers.
- Dec. 10 - 625 former members blacklisted.
- Provincial government established hiring office for Longshoremen.

1920-1930

- In 11 years 66 longshoremen are killed in Vancouver, mainly because of gear failure.
- Lumber is the largest export, mostly 40’, 60’, 90’, x 24”x24” timbers.

1921

- J.S. Woodsworth, leader of the CCF, works as a longshoreman.
- Casuals allowed in basement of Knox Church.
- 2,140,000 tons shipped out of the Port of Vancouver.
- Construction started on Ballantyne Pier. The 1200 foot dock and warehouse was finished in 1923. Number 1 and 3 jetties were completed in 1924.

1922

- I.L.A. Constitution contains Wage Schedule.

1922 – 1923

- The first two private grain elevators built at the foot of Salisbury Street. They are now known as UGG.

1923

- Oct. 6 contract at end. Scabs housed on the Empress of Japan at CPR docks.
- Oct 8 1300 of 1400 members endorse strike action.
- Oct 16 Shipping Federation sets up their own dispatch hall says “make no peace.”

- Nov 2 Federal Department of Labour would mediate.
- Nov 17 Van and District WWA formed by employers.
- Dec 10 Union busted, strike ended. 375 rehired.
- ILHA formed (Independent Lumber Handler’s Association).
- Federation expanded to include all docks.
- ILA Vancouver, with 1400 members, was broken when CPR led a strike against the Union (they represented the “American Plan” of an Open Shop). The reason for the strike (Oct 8 – Dec 10) was the employer’s refusal to bargain at all with the ILA at the end of the contract and their demand for a \$0.05/hr increase was refused. The Employers refused to bargain collectively (allowed until 1943).
- The Employers’ demands were:
 1. Never to deal with the ILA.
 2. Employer was to control the hiring hall.
 3. All scabs to be assured of steady work.
 4. Ex strikers could get their jobs back if they signed a “yellow dog” contract (i.e. never to join a union) and only if and when they were needed.
 5. There was to be no change in wages.
- 1400 union men were deregistered. The strike focused against the CPR which housed the scabs on the Empress of Japan. 350 “Provincials” with shotguns and motor launch and armed CPR detectives protected the scabs.
- 625 out of 1000 union men were blacklisted and eventually 400 were rehired.
- Vancouver and District Waterfront Worker’s Association formed.
- The V&DWWA (Vancouver & District Waterfront Workers Association, a company union), the North Shore Bows & Arrows and the Independent Lumber Handlers Association receive charters.
- The Vancouver Trades and Labour Council told the Minister of Labour of the company’s abuse to no effect. L.H.U. (Lumber Handlers Union) formed North Shore.
- Marine Checkers and eighers established.

1924

- Columbia Grain Elevators built at 2700 Wall Street.

1924-1926

- Terminal Dock and Warehouse was built.

1925

- Shipping Federation of B.C. “Wage Schedule, Rules and Working Conditions.” No reference to a union agreeing to the book.
- Vancouver Terminal Grain Company built first privately owned terminal elevator in Vancouver. Later known as Pacific Elevators.
- UGG acquires control of Burrard Elevator Company and enlarges the facility in 1931.

1926

- Shipping Federation built hall at 45 Dunlevy where they had the gang dispatch. Longshore dispatch at Orange Hall at Gore and Hastings.
- Vancouver Harbour Commission built two grain elevators and leased them to private companies.
- Dominion Government built a grain terminal in Prince Rupert and leased it to Alberta Wheat Pool. Demolished in 1987.
- Vancouver National Labour Council organized.

1927

- All Canadian Congress of Labour formed.
- July 4 – CPR’s piers B and C officially opened. Now known as Canada Harbour Place.
- CPR builds and rebuilds their 765 meter long Pier BC.

1928

- “Wage Schedule, Rules and Working

- Conditions of the Shipping Federation of B.C." Vancouver B.C.
- Alberta Wheat Pool began operation. Now Cascadia.
 - Fraser River Elevator Company built grain terminal in New Westminster. Leased to Searles Grain in 1933. Last loaded cargo in 1961 and demolished in 1970 to form part of Fraser Surrey Docks.
 - Pacific Coast Terminals Co. Ltd. was formed from the Fraser River Dock and Storage Co. of New Westminster. Gov't assistance was provided to enlarge the port facilities and build a storage plant and dock at the foot of 10th street at the old Royal City Mills site and previously as the Fraser River Fish Company site. The site was torn down in 1968.
 - Midland and Pacific built the first grain facility in North Vancouver. Changed name to Burrard Terminals in 1972. After an explosion in 1975, was rebuilt and renamed Pioneer Grain Terminal.
 - Columbia Grain Elevator built facility at the foot of Nanaimo Street in Vancouver.
 - Panama Pacific Grain Terminals Ltd. built a grain terminal in Victoria. It was closed in 1976.
- 1929**
- WUL (Workers Unity League) founded. Disbanded in 1935.
- 1930**
- The CN Dock was built and originally called the Canadian National Steamship Terminal. The CN Dock fire in 1931 destroyed the new 1,000 foot long pier.
- 1931**
- Longshoremen made 83 cents per hour for dock work and 87 cents per hour for ship work.
 - Article 9 of the Trades and Labour Congress "Principles" stated that an "Asiatic" was a member of a race which cannot be properly assimilated into the national life of Canada.
- 1932**
- The Cooperative Commonwealth Federation (CCF), forerunner of the NDP was founded in Calgary.
- 1933**
- Alberni & District Waterfront Worker's Association formed.
 - Last sailing ship in Chemainus, loaded logs with a swinging boom.
 - ILA & ILHA (Bows & Arrows) & VDWWA (Victoria & District Waterfront Workers Association) (Milton Reid Pres.) amalgamated.
- 1934**
- October – A new contract between the Shipping Federation and the Longshoremen's Union cut wages back to 76 cents per hour for dock work and 80 cents per hour for ship work.
 - Victoria & District Waterfront Worker's Association and Victoria Riggers and Stevedores formed Victoria Riggers & Transport Workers.
 - LWTWC (Longshore & Water Transport Workers of Canada) formed:
Included: (This was the first "Canadian Area")
 1. Vancouver and District Waterfront Worker's Association
 2. New Westminster & District Waterfront Worker's Association.
 3. The Coastwise Longshoremen
 4. The Freight Handler's Association
 5. The Grain Liner's Union (1935)
 6. The Worker's Unity League
 7. All Canadian Congress of Labour & Affiliates
 8. Export Log Worker's Association (1935)
 9. Victoria Riggers & Transport Workers (1935)The Seafarer's Industrial Union (Marine Workers Industrial Union) & (Federation Seamen's Union &
- Canadian Amalgamated Association of Seamen) (1935)
10. Powell River & District Waterfront Worker's Association (1935)
 11. Prince Rupert Longshoremen's Association
 12. Progressive Waterfront Worker's Association (Chemainus) (1935)
 13. Nanaimo
 14. Alberni & District Waterfront Worker's Association
- Strike in U.S. 2 longshoremen killed in San Francisco.
 - CWWA (Canadian Waterfront Worker's Association) was secretly chartered by the Companies and the Province under the Societies Act on July 24 in anticipation of breaking the Union. Dues were set at 2.50 a month and any by-law changes to the Association had to be authorized by the Shipping Federation.
 - Oct 10 - 3 yr contract signed Ship \$0.80/hr and \$1.26/hr overtime, Dock \$0.76/hr and \$1.14 overtime. Same as 1923 rates. Ivan Emery replaces Milton Reid VDWWA.
 - A contract "The Agreement, Working Conditions, and Despatching Regulations as agreed to by "The Vancouver & District Waterfront Workers' Association and the Shipping Federation of British Columbia, Limited.
- 1935**
- Powell River casuals on the dock organized and locked out May 16. Pr. Rupert locked out May 17.
 - Longshoremen take "May Day" off and staged a 24 hour "Holiday".
 - Export Log Workers Association, The Grain Handler's Union, and Progressive Waterfront Workers Association of Chemainus established. The entire west coast is organized with the main issue being a Union dispatch.
 - June 4 – "after refusing to load paper from Powell River to the vessel "anten" at Ballantyne pier." Vancouver is locked out by four companies and the collective agreement is unilaterally terminated by the employer. Vancouver Mayor Gerry McGeer stated "longshoremen are communists." Strike vote on second ballot reduced to 60% from 75%.
 - June 15 All Canadian vessels declared hot.
 - June 20 Longshore president Ivan Emery and BA Oscar Salonen arrested.
 - Vancouver and District Labour Council condemned ban of picketing.
 - "On To Ottawa Trek" June – July. Dominion Day Riot in Regina.
 - Battle of Ballantyne Pier.
 - July Vancouver Longshoremen's Association formed by the returned strikers (715 members), 67 B.C. longshoremen already arrested.
 - Sept 10 Federal Labour Department Justice H.H. Davis pro-employer report.
 - Dec 9 Strike called off.
 - The ILA in New Westminster was broken and the company union Royal City Waterfront Worker's Association (RCWWA) was formed.
 - The 1935 strike could have been settled in Sept as the ILA and the ISU agreed to the new contract but Justice H.H. Davis of the Ontario Supreme Court exonerated the Shipping Federation.
 - Both company unions totaling 715 men signed a 5 year agreement: Ship \$0.90/hr and \$1.35/hr overtime, Dock \$0.86/hr and \$1.29/hr overtime. Also applied to N.V.L.A. (North Vancouver Longshoremen's Association), with 65 members.
 - CIO formed within AFL. Split with AFL and formed the Congress of Industrialized Organizations in 1938. Joined AFL to form the AFL-CIO in 1955.
- 1936**
- BCLA (Burrard Coastwise Longshoremen's Association) signed a separate two year agreement.
- ILA charter issued to 75 coastwise longshoremen.
- 1937**
- ILA charter to 75 coastwise longshoremen.
 - New Westminster longshoremen reject the Company union, Royal City Waterfront Workers Association (RCWWA) and after dissolving ILA local 38-1-27, receive an ILWU Local 1-58 charter.
 - 4 year agreement CWWA (Canadian Waterfront Workers Association) President Charles E. Bailey, VLA President Joseph Boyes Secretary H. Burgess. Wages Ship \$0.95/hr and \$1.42/hr overtime, Dock \$0.91/hr and \$1.37/hr overtime.
 - North Vancouver Longshoremen's Association formed.
 - Shipping Fed. signs a new four year agreement with CWWA and VLA including North Vancouver Longshoremen's Association.
 - Longshoremen on West Coast of U.S. split from ILA to form ILWU.
 - Completion of Nanaimo Assembly Wharf A berth. B berth finished in 1958. C berth finished in 1965.
 - Charter issued to a Local in Vancouver and initially dated Sept. 21, 1937 as ILA Local 38-125. Later renumbered and Chartered as ILWU Local 11, District 1, and then disbanded around June or July 1938.
- 1938**
- Burrard Coastwise Longshoremen's Association formed. Wages \$1.00/hr and \$1.35/hr overtime. BCLA President T. Laughton, Secretary A. Nicol
 - ILWU chartered (1-11) in Vancouver.
 - 1st International ILWU Convention ILWU 1-11 Vancouver delegate Paddy Hunt, New Westminster delegate J. W. Milikan.
 - July 27 – CPR pier D burned down and never replaced.
 - Nanaimo Assembly Wharf built with rail access and two ship berths. Third berth built in 1964.
- 1939**
- ½ of 1900 coastal longshoremen still blacklisted. Second ILWU Convention in San Francisco recommended lifting the Vancouver and New Westminster Charters.
 - Canadian Committee for Industrial Organization.
- 1940**
- Canadian Congress of Labour formed. Folded into CLC (Canadian Labour Congress) in 1956.
 - Harry Bridges, ILWU International President lifts the Two ILWU Canadian charters as the union is "too company."
 - Within a "negative climate." Unemployment Insurance passed by Federal Government.
 - 3rd International ILWU Convention affirmed resolution to organize British Columbia.
- 1941**
- 4th International ILWU Convention designates B.C. as District 5 ILWU.
- 1943**
- Brings together 6 independent unions:
 - (1) NVLA
 - (2) CWWA
 - (3) VLA
 - (4) ILWU Vancouver
 - (5) ILWU NW
 - (6) ILA Vancouver
 - Royal City Waterfront Workers Association and the Chemainus & District Longshoremen's Association formed.
 - Port Alberni's last sailing ship leaves.
- 1944**
- Chemainus local chartered as ILA Local 38-64.
- Sept. - Port Alberni chartered as ILWU Local 503.
 - Western Box in Calgary chartered as ILWU Local 504.
 - Vancouver and New Westminster receive ILWU charters.
 - March – 1st Local ILWU charter 501. President, Joe Thompson, Secretary, A.T. Smith, BA, Harry Chawner.
 - July-New Westminster becomes chartered ILWU 502.
 - Sept. 30- B.C. Federation of Labour is formed succeeding the original B.C. Federation of Labour which disbanded in 1920.
- 1945**
- B.C. council of longshoremen becomes BC District Council (BCDC) consist of locals in Vancouver, Port Alberni, Pr. Rupert and New Westminster.
 - Family Allowance legislation passed by Federal Government.
 - Mar 6- S.S. Greenhill Park exploded at Pier B. 6 longshoremen died. Cargo included 8 railcar loads of rocket flares and 94 tons of sodium chlorate.
 - April - Pr Rupert chartered as ILWU Local 505.
 - Nov - Marine Checkers & Weighers chartered as ILWU Local 506.
 - 6th International ILWU Convention.
 - WFTU (World Federation of Trade Unions) formed out of the new UN Charter.
- 1946**
- Grainliners chartered as ILWU local 507. First contract with BCDC.
 - First I.L.W.U. contract.
 - District Council of B.C. (BCDC) chartered by International Union April 1946. Composed of ILWU Locals 501,502,503,506,507,508 and 509
- 1947**
- Chemainus receive charter as I.L.W.U. local 508.
 - 7th International ILWU Convention.
 - Canadian ILWU membership 1400 members.
- 1948**
- 5 Deepsea Locals negotiated together.
 - ILWU expelled from CIO in U.S.
 - McKay Stevedoring and Contracting Company contracted to load lumber on the "S.S. Bell" at Port Alberni. Changed name to Western Stevedoring in 1950.
- 1949**
- International Confederation of Free Trade Unions came into being on Dec 7, 1949. Dissolved in Oct 2006 and merged into ITUC (International Trade Union Confederation).
- 1950**
- Pulp & Paper Mill Built at Harmac.
- 1951**
- Old Age Security passed by Federal Government.
 - New Westminster 502 began a Longshoremen's Credit Union.
 - First aid men organized by ILWU local 507.
- 1952**
- First aid men receive charter as ILWU Local 510.
 - Harmac Pulp wharf was opened.
- 1953**
- Deepsea locals negotiate first pension plan.
 - New Westminster warehouse organized as ILWU Local 511.
- 1954**
- Vancouver warehouses organized into Local 512.
 - Coastwise I.L.A. Local 38 – 163 receives charter as I.L.W.U. local 509.

4 • Special Insert - *History*

1955

- November – The world's first container ship "Clifford J. Rogers" was delivered to Vancouver and ran between Vancouver and Skagway, Alaska. It carried six hundred seven-by-seven-by-eight-foot containers.

1956

- Canadian Labour Congress formed with merger of the "Canadian Congress of Labour" and the "Trades and Labour Congress of Canada".
- Hooker Chemical built.
- Victoria received charter as 504.
- Construction of Centennial Pier started west of Ballantyne Pier. Completed in 1958 with four dock cranes and a 200,664 square foot warehouse. Berth 5 opened in December 1964 and Berth 6 added in 1970.

1958

- One month strike (Aug 22 – Sep 22) except Prince Rupert and Coastwise Local 509. Issue: adequate jointly controlled pension plan with trustees. Gains:
 1. 8-hour day reduced from 9 hours
 2. 4 hour guarantee
 3. wage increase by \$0.45/hr
 4. Pension plan employer contribution \$0.16/hr per employee, benefits \$3.00/month per year of service.
- The Union received all its demands and achieved one contract for Locals 501, 502, 503, 504 & 508.
- Northland Strike ended in victory when the injunction against pickets was replaced by an "Observer" picket line of 600 workers and families from all sections of the Trade Union Movement.

1959

- January – 1st Canadian Area Convention.
- B.C. District Council became Canadian Area with autonomy within the ILWU, 2100 members. Craig Prichett the first President.

1960

- The Canadian Area negotiating team won the Mechanization & Modernization (M&M) clause, 2-year guarantee, guaranteed Work Program of 1820 hours/year.
- Canadian area membership was 2500.
- Neptune Bulk Terminals was built in North Vancouver by the National Harbours Board.
- Pacific Coast Terminals expanded from New Westminster to open a new bulk commodities terminal in Port Moody. Now owned by Sultrans

1961

- Lower Mainland Pensioners Club formed by Convention.
- Vancouver Wharves built.
- Nanaimo Harbour commission is formed.

1962

- Canadian area membership was 2200.
- Waterfront Foremen receive charter as ILWU Local 514.
- Negotiations start with the intentions of negotiating one contract for longshore.
- Supercargoes Local 516 amalgamated with Local 506 and withdrew within a year.

1963

- Port Simpson Indian band chartered as ILWU local 515.
- Deepsea and warehouse locals receive wage parity at the end of two similar 3 year contracts with the shipping federation and the wharf operators. Both had first M&M agreement of \$7200.
- Ships berth finished at Harmac Pulp Mill.

1964

- Vancouver Harbour Board employees receive charter as 517.

- CPR employees get charter as 518.
- Fraser Surrey Docks established as a multi-purpose terminal with rail service, warehousing and 7 deep sea ship berths.

1965

- ILWU asserts jurisdiction in Squamish. Attorney General Robert Bonner personally brought contempt of court charges against the Union, resulting in \$11,500 in fines.
- International union convention in Vancouver (first).
- Canadian area membership was 3000.

1966

- Pensions Act passed by Federal Government.
- June, Ten ILWU Presidents spent 3 weeks in Prison because longshoremen refused to work the Queens Birthday May 23. They were charged \$500 or 90 days. They went to jail for 23 days when Federal Minister of Labour Jack Nicholson intervened and promised holidays before Parliament. In Nov. Statutory Holiday Act passed. Won the right to receive all Statutory Holidays.
- Locals 501, 506, 507, 509, 510 and 518 amalgamated to form Local 500
- Local 511 merged into Local 502.
- First industry wide longshore contract negotiated.
- 190 Foreman of ILWU Local 514 on 23 day strike for recognition.
- Freighter Archangel loading lumber listed and workers fell into the ocean and onto the dock in Port Alberni. 1 longshoreman was killed and 5 injured. April 15th.
- 300 ton stiff leg crane built at Centennial Pier.
- BCMEA formed from Shipping Federation.
- Saskatchewan Wheat Pool builds grain terminal with 230 metre long dock in North Vancouver.

1967

- 3200 members in Canadian Area.

1968

- Medicare introduced by Federal Government.
- Saskatchewan Wheat Pool opened. Construction started in 1966.

1968-1971

- Seaboard Terminals built in North Vancouver.

1969

- Neptune Terminals built.
- Longshore Negotiations started.
- Opening of the new Centennial Pier. Vancouver's first multi purpose container facility. Now Centerm.

1970

- After 2 strikes and 3 contract votes, new leadership, and new negotiators. 8 hour guarantee, 35 hour weekly guarantee for 26 weeks, wage increase of \$1.15, new manning as "all the men necessary, no unnecessary men," increase in M & M from \$7,200 to \$13,000, 7 day week implemented with shift differentials, smaller gang sizes. New Area Officers were elected after special convention.
- First container clause in Longshore Contract.
- 3200 members in Canadian Area.
- Westshore Terminals coal terminal officially opened June 15 at Roberts Bank in Tsawwassen.

1971

- Testers and samplers receive charter as ILWU Local 518.
- Fraser Wharves Ltd. established an auto terminal with a 150 metre long berth in Richmond.

1972

- Government Intervention, West Coast Operations Act. Bill C-231.

- Cattermole Timber and Star Shipping combined to build Squamish Terminals.

1973

- 20-year Port Plan by Pacific Coast Maritime Council (PCMC) 15 Unions involved in Port Activity.

1974

- West Coast Grain Handling Operations Act.
- First Local 514 certification after many court cases.

1975

- West coast port operations act (gov't back to work legislation) against foremen on May 13 and Longshoremen on May 30.
- St. Lawrence Port Operations Act.
- Vanterm a container, roll-on-roll-off and general cargo berth opened.
- Lynterm opened as a new forest products dock in North Vancouver.
- October 3 – Fire and explosion at Burrard Terminals.
- June 24-Grain Workers Union (GWU) Local 333 were chartered as ILWU Local 333. Voted to withdraw from ILWU on November 30, 1976

1976

- Port of Halifax Operations Act used to break shipping strike.
- AIB anti-inflation act until 1979.
- One million Canadian workers walk out in a day of protest against wage and price controls.
- Fairview Terminals, a new general cargo dock of 18.6 hectares opened in Prince Rupert.

1977

- Annacis Auto Terminals was built with two shipping berths to handle the import of Japanese autos.
- Fibreco, a woodchip exporting dock opened in the Vancouver Harbour.
- Fairview Terminals completed at Prince Rupert and expanded in 1990. Destined to triple its size as a new container port to 150 acres and handle 1.2 million teu's by 2009.
- CPR Ship Workers Association (CLC Local 1552) transferred to ILWU Local 500 on June 1, 1978.

1981

- Ridley Island Terminals opened to handle B.C. Northeast coal from the Quintette and Bullmoose mines. Completed in 1984.

1983

- Operation "Solidarity" saw a wave of escalating strikes to protest provincial government regressive legislation.
- July 11-Retail Wholesale Union (RWU) B.C. signed affiliation agreement with ILWU Canadian Area.
- July 11-Retail Wholesale and Department Store Union (RWDSU) Saskatchewan signed affiliation agreement with ILWU Canadian Area.

1985

- Prince Rupert Grain Co. opens new grain terminal.
- Old CPR Pier B-C is renovated and becomes Canada Harbour Place, a cruise ship terminal.

1986

- Maintenance of Ports Operations Act passed.
- 1994 West Coast Ports Operations Act passed.

1995

- Ballantyne Pier rebuilt to serve cruise ships as well as forest products.
- May 1-Grain Services Union (GSU) signed affiliation agreement with ILWU Canada.

1997

- Delta Port, a container terminal opened at Roberts Bank with two container ship berths. Third berth scheduled to open in 1999.

1999

- March 12- the Canada Industrial Relations Board certifies ILWU Local 508 for all work on Vancouver Island, effectively eliminating Locals 503 and 504.

2002

- Jan – Lynnterm acquired Seaboard International Terminals and designated the dock as Lynnterm West Gate.

2007

- Fairview Container Terminal officially opened Sept. 12

LIST OF ILWU LOCALS

1944	March 501 Vancouver
1944	July 502 New Westminster
1944	Sept 503 Port Alberni
1944	Undated 504 Western Box Warehouse, Calgary, Alberta (dissolved, number reassigned to Victoria)
1945	April 505 Prince Rupert
1945	506 Marine Weighers and Checker's Association in Vancouver
1946	April 507 Grainliners in Vancouver
1947	June 508 Chemainus
1950	The ILWU was expelled from the CIO along with 10 other unions, because of positions on national and international politics adopted by the rank and file. In 1988 the ILWU was invited to re-affiliate with the AFL-CIO and the invitation was accepted at the 1988 International Convention held in Vancouver.
1953	March 510 First Aid Association in Vancouver (formerly a division of 507)
1953	May 509 Coastwise
1953	511 Westminster Warehousemen
1954	Feb 512 Vancouver Warehousemen (formerly 501)
1956	504 Victoria
Undated	513 Elk Falls (never activated)
1962	March 514 Foremen
1962	515 Native Indians of Port Simpson (log loading operations on their reserve)
	516 Supercargoes
	517 Vancouver Harbour's Board Employee (first ILWU Local with women members)
	518 C.P.R. Employees
	519 Testers. Later C.P.R. employees amalgamated with Local 500 and the Testers 519 became Local 518.
1978	May 8- 519 charter issued to a local in Stewart
1988	June 28- 520 charter issued to a unit of boatmen, dispatchers and office staff
1992	March 16- 522 charter issued to a unit of whse. maintenance and clerical
1994	June 1- local 400 chartered from former CBRT local 400.

This information is the compilation of existing documents circulated by individuals in the past years. We have brought the information into one place for perusal and corrections as required.

Contact Ken Bauder by phone at 604.254.8141 or by email at ken@ilwu.ca with questions or changes.

**Dave Lomas & Frank Kennedy
~ October 2007**