



Canadian

# WATERFRONT NEWS

\*PUBLISHED BY CANADIAN AREA\*

138 E. CORDOVA STREET,  
VANCOUVER, B.C.

November 13, 1964

## FOREMEN

The Officers of the Foremen's Local have informed us that they are proceeding steadily to sign up the ship and dock foremen of the various companies throughout B.C., at a quickening and encouraging rate. The co-operation and assistance of all the ILWU Locals has been of great assistance. With a little more attention in the near future to the Vancouver Island area, the main job will have been completed.

The Foremen have informed the Area that, in a short while they will have a committee representing the ship and dock foremen ready to meet with a similar committee representing the various employers. We are confident that with the steady persistence and determination that the foremen have shown, will achieve them a share of the security and benefits that are necessary in this fast pace of mechanization and change.

In the next week, Bro. Hurren, the President, will be spending some time with the Island Foremen to explain the benefits of organization and to get the support of the Island Locals to carry out the recommendations of the Canadian Area Board.

We are of the opinion that the Foremen can achieve industry coverage and benefits without challenging anyone's rights and principles. There is room for job protection and security for everyone, if we all quit challenging and start talking to achieve this end. The best time to get at this problem is now.

To those few foremen who haven't been contacted yet and who have any questions regarding the Foremen's Local or it's program, contact either Max Hurren, President, at YU 8-5598, or John Cappos, Secretary, at CY 8-8952, at your convenience. Applications for membership, together with initiation fee, is \$20.00, and should be sent to the Secretary, J. Cappos, 5890 Halifax Street, North Burnaby, B.C.

Regular meeting nights are the same as the stop work meeting nights of the Vancouver and New Westminster Locals, at 8:00 p.m., 138 East Cordova Street, in the Main Hall.

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The following is taken from the Minutes of a Joint Safety Meeting held July 29, 1964, at which Canadian, Empire, Western, and Wolfe Stevedoring companies were represented:

### #8 - Packing Gear Up Gang Planks:-

"After hearing the Union's objections that heavy gear was being packed up gang planks, the Stevedores replied that they would issue instructions to their foremen that discretion must be used as to when gear should be carried aboard via gang planks or taken aboard via ships gear."

If the above is not being followed, bring it to the attention of your safety representative, and action will be taken.

Over...

On Friday the 13th, the Kenworth employees in Burnaby have been on strike for 34 days. We have frequently conveyed in person "our support and best wishes."

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At the recent B.C. Federation of Labour Convention, it was advocated that Union people be more active in all phases of politics. One of our own, in the person of Ron Zorelli of Local 501 Deepsea, is aiming for Councillor in the Municipality of Richmond. Support him, and you can have a "Tiger" in more than your gas tank!

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We see by the paper where the Empire Shipping Co. Ltd., had an employee who just could not wait for his "crummy gold watch" at retirement time. He raised a cheque from \$288.00 to \$17,288.00--this during a lunch hour break! It did not say how many days it was before his absence was discovered, for there are a lot of people in these offices--if you count the side-runners.

There is no truth that this \$17,288 was for the Xmas Office Party, and it's being covered up. Nor can we find any truth that they are going to take all the R.C.M.P. out of the crane houses and wheat galleries at Ballantyne and Centennial Piers, to sniff and snort in brief cases, instead of lunch pails, which always only contain worn and tired work gloves.

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The Supercargoes Local 516, are still running into snags with management, and the latest incident happened on the S.S. GARDEN STATE, at Centennial Pier.

This ship was to load 17 heavy lifts, and other cargo for Viet Nam, and in the past had always employed a supercargo from this port. When Local 516 asked why they were not using a supercargo on this trip, they were told that they had American personnel aboard to do this work. As everyone knows, we signed a contract for the machine to come into the industry under conditions laid out in the agreement, but we have no agreement for Americans to come in and take our jobs.

Local 516 put a picket line on this ship at 12:30 p.m., and the company got an injunction to remove the line at 2:45 p.m. In the meantime, this line was respected by all members of the I.L.W.U.

A night gang and liners were ordered for a 6:00 p.m. start, and they refused to cross a B.C. Federation picket line. At this point, management conceded and agreed to hire a Canadian supercargo and pay him from 8:00 a.m. of the morning in question.

We are at a loss to explain these chiseling tactics by some of our employers, but a big vote of thanks have to go to our brothers who respected these lines and make a solution possible. Who knows, it might be your job they want to do away with next time!

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We recently had a letter from a fellow longshoreman in England who had found an "Area" bulletin in the hatch he was unloading. He wishes us "Luck" with the common foe, and was pleased to read of our Supplementary Pension scheme.

He was also polite; he said broken broken "Coke" bottles in the stow had caused several severe cuts to his mates, and would we be kind enough to ask refrainment from breaking same against bulkheads--nuff said.