



North Pacific storms wreak havoc with deck cargo

Ships sailing the North Pacific face some of the roughest seas in the world. If they carry logs as deck cargo they may be in for an even rougher ride, as the captain and crew of the *Ocean Master* know.

The *Ocean Master's* holds were loaded with logs in Prince Rupert harbour. She then proceeded to Everett where the holds were topped up with logs and more loaded as deck cargo.

At about 1 a.m. September 25, the captain of the *Ocean Master* was called to the bridge in what was later described as "very heavy weather."

The wind was blowing steady at 80 knots (150 kmp) and the ship's violent rolling had caused a portion of the deck cargo to come loose and shift to one side. As a result the ship had taken on a 30 degree list to starboard. There was a real threat she might capsize.

Bob Mintenko of Prince Rupert Water Taxi, who spoke at length with the captain and who's observed many log ships, says when the captain realized he might lose his ship and endanger her crew he decided to jettison a portion of the deck cargo to restore the vessel's stability.

To release the load, the crew had to walk across the shifting, rain-slick logs while the ship tossed and huge waves broke over the bow, threatening to wash them overboard.

They used cutting torches to sever cables holding about 300 logs. Once released, the logs rolled over the side in two bunches totalling 500 tonnes. Fourteen inch steel rails and heavy H-section stanchions bent under the weight

as though they were made of wire.

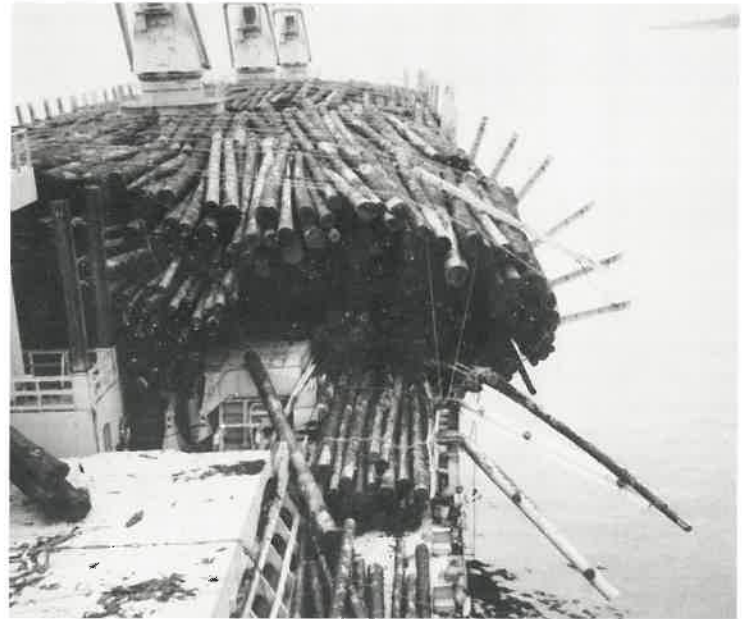
With her stability restored, the ship was able to return to Prince Rupert, and a salvage operator was dispatched to round up the 500 tonnes of logs floating off the west coast of the Queen Charlotte Islands.

Two gangs of longshoremen spent five days cleaning up the mess and reloading the ship.

The mainly Korean crew escaped the incident without serious injury, although the Japanese captain, who has been at sea 35 years without incident, was said to be "shaken".

A similar fate befell the *Ocean Lilly*, which pulled in to Victoria Nov. 4 with similar damage.

During November storms on the north coast, Environment Canada's wave measuring device recorded steady waves of 15 metres in height in the Hecate Strait. They recorded one wave at 27 metres (almost 90 feet).



Ocean Lilly shown at Ogden Point Nov. 4 after it ran into heavy weather en route to Japan. The shifting deckload has bent stanchions similar to the *Ocean Master* (see story).



Pension plan gets new funds

The Waterfront Industry Pension Plan (WIPP) got additional funds this fall.

On Nov. 28, monies held in trust for the Gainshare and Waterfront Industry Productivity funds were transferred to the WIPP, based on referendum results.

The two funds were set up after Bill C-24 removed the container clause in 1986.

Pension Trustees will monitor the growth of the funds and report back to the membership on the level of benefit this boost in revenues will provide.

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Executive Board backs Goodwin Memorial

At its meeting on Dec. 13, the Canadian Area Executive Board moved to support the development of a park in Trail, B.C. as a memorial to Ginger Goodwin.

In 1915, Ginger Goodwin set to work organizing the union at Trail. In 1917, he was forced to flee to Vancouver Island when the government conscripted him into the army in an attempt to break the strike

over the eight-hour day. He was hunted down and shot to death by Dominion police.

Longshoremen and many other unions participated in that historic strike, and the memorial park in Trail will stand as a symbol of Ginger's courage and the solidarity of the union movement in B.C. The Executive Board voted a \$500 donation to the park fund.



Tough competition for container traffic

The competition between Canada and Pacific North West ports for containers continues unabated.

Despite the growth in container movement in Los Angeles - Wilmington area and the presence of Oakland container port in the San Francisco Bay area, Tacoma and Seattle continue to attract more boxes than ever, many of them Canadian cargo.

Maersk Line, who say they left because of the now defunct container clause are making noises about wanting to return to Vancouver but say there is just not enough volume to make business here attractive to their company.

Because of deregulation of railways in America and the relaxing of laws that did not allow steamship companies to own railways, the shipping companies quickly moved to set up intermodal facilities and brought on stream the double-stack trains that have up to this time proven so successful.

CN Rail sees an answer to this in developing stretch rail cars each capable of carrying 10 containers. Last year they built 40 such cars and will shortly be going into production to build 50 more at a cost of \$15 million.

There are five platforms in a row on each car to carry trailers single or double-stacked con-

tainers and many combinations of the three types of units. They will be versatile and any type of back-haul achieved will lower the unit cost per tonne-mile.

CP Rail has been actively consolidating their rail lines in the east and establishing routes in the eastern and southern states of the USA.

It is extremely difficult for Canada to compete with the volume of traffic of American ports. America has a population of 250 million and has built in markets in three major areas: California alone has 25 million people.

Against this background we must harness whatever strengths we have to aggressively seek expansion and utilize existing abilities, skills and infrastructure to get our market share of the action.

What we need is an active program on behalf of the railways, the ports, and the provincial and federal governments to assess our strengths and overcome our weaknesses.

Such a vehicle has been endorsed by the Canadian Area Board.

It will consist of a "round table" type conference of major transport and resource industry players. They will examine the existing situations regarding cargo movement over the existing infrastructures and how they can be improved to assist all parties to gain a further share of the markets both in Canada and the U.S.A.

Discussions between the BCMEA and the ILWU with the B.C. Research Corporation

lead to talks with the Western Economic Diversification Transportation Sector Office (WEDO) who were interested in the concept and agreed to pick up half the cost of the budget of \$60,000.

The ILWU, the BCMEA and the Vancouver Port Corporation would each fund \$10,000 and the WEDO would put up \$30,000 to get the show on the road.

The major cost would be the research necessary to obtain a clear picture of what impacts on the western economy relative to import-export, how the cargoes are gathered and transported to and from tide-water and what laws govern the movement.

A comprehensive agenda would be prepared and presented to the "round table". At the table will be 15-20 key industry Chief Executive Officers from industry and federal government ministers such as the Minister of Transport.

The theme of the process is "decision and action" in three key areas.

1. Preparation of concise factual background material on issues and possible actions.

2. Involvement of the key decision-makers in an intimate working environment, focusing on transportation and trade as an interconnected system.

3. Follow-up to assure implementation of decisions. These will be organized under three headings: Competitive Posture, Operation of System and Outlook. The initial meeting is scheduled for Feb. 22, 1991.

More will be reported as discussions take place.



Don Garcia, President, ILWU Canadian Area

MURAL DEPICTS BROAD PANORAMA OF MARITIME HISTORY, GOOD AND BAD

"We got rid of that bastard!"

By Chuck Zukerman, Local 500

What is the name of the deep-sea vessel depicted on the mural in the convention centre?

Hint: The name is connected to Hal Banks, President of the Seafarers' International Union (SIU).

When I look at the mural in our hall during conventions and union meetings I experience the broad panorama of the history of our Union. Over the last few years I must have noticed every panel. We've had hours of silence for past members, from Harry Bridges, President of the ILWU, to our youngest Casual brother, who passed away with only a few years seniority.

It's hard to imagine that the mural also contains a memorial to Seamen who suffered under the hands of an undemocratic and corrupt union leadership.

In 1952, at the height of his

power, Hal Banks was challenged by an ordinary seaman, John Droeger. At 26, the Halifax seaman dared to complain about insects in the crew's food during a voyage. He also complained that the union lacked a constitution, regular meetings, responsible accounting, and a fair appeals process. For his troubles he was "DNSed," Do Not Ship. In other words, blacklisted from ever sailing again.

For two years Droeger harassed the powerful Banks of the SIU by cancelling Banks' airline reservations, making repeated phone calls and playing pranks of all sorts. He went public and called for an inquiry into the Do Not Ship list.

In 1954, Droeger took Banks to court where a Superior Court judge ruled that Droeger must be reinstated. Droeger promptly signed aboard the *Canadian Con-*

structor. On a short haul that year, the ship's carpenter told him that he was supposed to kill Droeger. When the vessel docked at Halifax the carpenter left the industry for good, fearing Bank's retribution for his unfinished assignment.

On February 1, 1955, the *Constructor* sailed to Philadelphia to discharge 1,000 tons of rubble, the minimum required to put into a port. Unknown to Droeger, the

rubble was to go to a phony trading company that Banks had set up. When the vessel docked, men claiming to be from the FBI came aboard and escorted Droeger off the ship. He was never heard from again. Hal Banks bragged, "We got rid of that bastard."

Our mural holds the silent testimony of achievements and bereavements of many members of all Maritime Unions.



SAFETY



Fatality at Neptune

Tom Johnson, a long-service Longshoreman, was shovelling some spilled urea pellets into a manhole during loading operations at Neptune on July 28, when he apparently slipped and fell through the manhole.

Co-workers heard a yell and immediately pulled the safety cord to stop the running belts under the dumper he was working in, but Johnson was buried two feet under.

They dug him out enough to enable First Aid Attendant Bill Loftus to start artificial resuscitation, but because of the pressure of urea pellets on his chest, Bill was unable to revive him.

This tragic death is another reminder that even the most innocent of activities hold the potential for serious injury or death.

Safety vests & shoes

Labour Canada has once more advised all union offices saying they intend to enforce safety regulations calling for safety vests and footwear. In the past they have been adamant on the vests, but have indicated they would be reasonable about the footwear.

They report many members

wearing running shoes. They indicate substantial footwear means steel-toed footwear. However, they have indicated that any footwear carrying the Green Diamond approval sticker or tag would be adequate.

Scholarships awarded to Longshore children

The annual ILWU scholarships have been announced.

Winners of the \$1,375 undergraduate scholarship are Tod Edward Kippin, son of local 514 member Darrell Kippin; Rolfe Luongo, son of Local 500 member Franco Luongo; and Teresa Gannon, daughter of local 514 member Ron Gannon.

The following four students earned the \$1,375 ILWU Entrance Scholarship: Wayde Compton, son of local 500 member Levi Compton; Karen Lene Trelvik, daughter of Local 514 member

Melvin Trelvik; Colette McKinley, daughter of local 500 member James McKinley; and Jeffrey Johnstone, son of local 500 member Jim Johnstone.

The \$1,375 ILWU Thomas P. Mayes Scholarship went to Sandy Gornall, daughter of local 517 member Joy Gornall.

The following students were awarded \$800 ILWU Vocational/Career Technical Scholarships: Grant Tamminga, studying aviation at Fraser Valley College, son of local 500 member Jack Tamminga; Laura Douglas, Dental Hygiene at Capilano College, daughter of Local 500 member Dave Douglas; Celine Girard, studying Electrophysiology at BCIT, daughter of Local 503 member Roland Girard; Dale Weisbrod Jr., for Engineering Technology at BCIT, son of local 500 member Dale Weisbrod; Karen Davis, a dental assistant student at Camosun College, daughter of local 504 member Murray Davis; and Julia Davidson, legal secretary at Trend College, daughter of local 500 member Joe Davidson.

Winner of the \$1,000 Edward K. Shuss Award was Michelle Porteous, daughter of local 514 member G.M. Porteous. Michelle is studying Marketing Management at BCIT.

Congratulations to you all, and best wishes.

All the news that fits, we print

We've given the *Waterfront News* a new look and a new approach, and we want to hear from you.

Based on feedback from members, we believe this smaller, less expensive, tighter, more newsy format will make the *Waterfront News* a more useful and interesting newsletter for all of our members.

We want to hear about news and goings-on in all of the locals, so if you have something to say or an article to contribute, send it along to the address on the back page.

And let us know how you like the new *Waterfront News*.

POET'S CORNER

To an Auld Cloth Jacket

*Farewell auld cloth you have served me well,
Ragged and bruised you have come through hell,
You have weathered the wind, snow and rain,
Covered my shoulders and kept out the pain,
Many a ship you have seen sail out with the tide and back again,
But now is the time to set you adrift,
So farewell auld cloth you have served me well.*

James Campbell Dyball.

ALONG THE SHORE

Pensioners banquet a time for old friends

On October 11, pensioners from Locals 500, 514 and 517 came out to the Annual Pensioners Banquet at the Maritime Labour Centre. About 300 people took advantage of the chance to renew old friendships, handle cargo and reminisce about days gone by.

The fire that destroyed the shed at Fraser Surrey docks earlier this fall could turn out to be a blessing in disguise.

Local 502 President Jim Hoskins said they didn't lose an hour of work because of the fire. They're moving stuff around more, a temporary shed will be built, and sensitive cargo such as pulp is being delivered to the dock immediately before loading. He

said plans call for a "new, bigger and better shed", which will increase capacity and should lead to more work down the road. No completion date has been announced for the new shed.

Jim Peters of Local 500 has been re-elected alderman in Pitt Meadows, and Norm Verner of Local 514 has been elected alderman in Squamish. Congratulations to you both. Two other members -- Canadian Area Vice-President Gordie Westrand and Retail Wholesale Union member Nick Volkow -- contested aldermanic seats in Port Coquitlam and Burnaby respectively, and missed being elected by narrow margins.

A new dock is being developed on the North Vancouver side of Burrard Inlet. To be called Nor-

term, it will be a forest products loading facility, and is expected to come on stream some time in 1992.

January 10 is the tentative date for the arrival of the first ro-ro in Prince Rupert, loading packaged lumber for the Orient. Rupert appears to be favoured because it is closer to the mills in Northern B.C., and is two days closer to Japan than southern ports, said Local 505 President Wally Robinson.

Coastal Containers, situated on the old Terminal dock, is well under way with construction of a new elevator which will be handling specialty grains from rail to containers for export.

The port expects the elevator to be on line by the end of next year. Coastal Containers are members

of the BCMEA.

The Children's Hospital is \$12,000 richer due to the efforts of Local 514 members. Main fundraising activity was a special dinner-dance organized by members and their wives last fall.

The Canadian Area Political Action Committee's second annual conference Feb. 26 and 27, 1991 will feature three big names known to all. MLA Dale Lovick, federal MP Joy Langan, former Premier and federal MP Dave Barrett.

They will join such local luminaries as Burnaby mayor Bill Copeland and many others. The conference has been expanded to two days at the request of delegates to the 1989 conference, who asked for more time.

Local 517, which represents Ports Canada employees, has organized the nine office workers at the Nanaimo Harbour Commission, and is now negotiating a first collective agreement. Local 517 president Lyyli Ellip also reports that negotiations for 20 office staff at Westshore are now at the conciliation stage.

Barry Holloway, president of Testers Local 518 reports they are

in the final stages of negotiations for a first collective agreement for marine surveyors. Holloway said one of the big concerns is the presence of some non-union marine surveyors working on the coast.

In a move that could have major consequences in future years, Canadian Area President Don Garcia and Local 502 asserted ILWU's jurisdiction at a new worksite on the Fraser River,

known as the Fraser Richmond Terminal. On September 15, the *Stena Apache*, a specialized pipe-laying ship from Europe, tied up at this as-yet undeveloped dock.

The union succeeded in getting ILWU linesmen to tie it up, thereby asserting jurisdiction. Annacis Terminals is marketing this 32-hectare site as a future bulk cargo development.

Certification for Wesnav, on the south shore of the Fraser River east of the Fraser-Surrey Dock, is now before the Canada Labour Relations Board.

ILWU local elections completed

- Local 500 Vancouver**
 President, Denny Allan
 Vice President, Tom Dufresne
 Secretary Treasurer, Jim McKinley
 Business Agents, Lee Jantzen, Frank Nielsen, Jim Keith
- Local 502 New Westminster**
 President, Jim Hoskins
 Vice President, Chris MacDonald
 Secretary Treasurer, Wilf Belanger
 Business Agents, Brian Ringrose, Rob Sellers

- Dispatcher, Dave Powell
- Local 503 Port Alberni**
 President, Larry Mannix
 Vice President, George Kootnekoff
 2nd Vice President, John Margiottello
 Secretary Treasurer/Dispatcher, Howard Old
 2nd Dispatcher, Clare Nordmann
- Local 504**
 President, Grant Williams
 Vice President, Cliff Rabey

- Dispatcher/Treasurer, Bernie Talbot
- Local 505 Prince Rupert**
 President, Wally Robinson
 Vice President, Terry Cheer
 Business Agent, Laurie Corbett
 Secretary-Treasurer/Dispatcher, Ken MacLean

- Local 508 Chemainus**
 President, Richard Jones
 1st Vice President, Al Russell
 2nd Vice President, Brian Dishkin
 Sec.-Treas./1st Dispatcher, Ron Mrus
 2nd Dispatcher, Doug Wright

- Local 514 Foremen**
 President, Doug Sigurdson
 2nd Vice President, Bill Beck
 3rd Vice President, George Wright

- Local 517**
 President, Lyyli Ellip
 Vice President, Michael Gorman
 2nd Vice President, Betty Perverzov
 Financial Secretary, Jean Lo

- Loc. 518, Testers & Surveyors**
 President, Barry Holloway
 Vice President, Leif Nielsen
 Secretary Treasurer, Dave Cochrane

- Local 519**
 President, Len Watson
 Secretary Treasurer, Ken Kolcum
 Dispatch, Rick Kasum

- Local 520 Pilotage**
 President, Barry Law
 1st Vice President, Bruce Northway
 2nd Vice President, Peter King
 Secretary-Treasurer, Laura Johnston

- Local 521**
 President, Harland O'Krane
 Secretary-Treasurer, June Hammond



We Remember them well

Active Members

Name	Age	Died
D. Edgar	61	Apr 16, 1990
V. Point	55	Jul 3, 1990
W. Finnigan	50	Nov 4, 1989
T. Johnston	45	Jul 28, 1990
A. Bauer	58	Sept 10, 1990
R. Friesen	48	Sept 23, 1990
J. Blakeston	43	Oct.31, 1990
G. Dhami	60	Oct.30, 1990
G. Michaud	63	Nov.13, 1990
D. McIntyre	49	Sept 4, 1990
R. Losorelli	64	Apr 22, 1990
V. Vojinovich	51	Nov 20, 1990

Retired Foremen

F. Grayson	71	Mar 25, 1990
A. Cain	75	June 27, 1990
D. Mairs	75	Sept.1, 1990

Retired Members

G. Payne (V)	69	Apr 1, 1990
R. McMillan	73	Apr 1, 1990
A. Arnold	66	Apr 4, 1990
A. Czyborak	84	Mar 22, 1990
R. Luscombe	75	Apr 20, 1990
C. Roux	68	Apr 23, 1990
C. Genberg	86	Mar 12, 1990
R. Losorelli	64	Apr 22, 1990
W. Perry	82	Apr 30, 1990
D. MacKinnon (V)	78	May 8, 1990
G. Smith	70	May 14, 1990
R. Caldwell	76	May 6, 1990
J. Temple	67	May 9, 1990
v. Slonowski	64	May 17, 1990
R. Smith	78	May 27, 1990
P. Grekul	78	May 19, 1990
A. Brown	63	May 19, 1990
L. Mulvaney	78	May 18, 1990
P. Battistel	70	May 2, 1990
H. Toop	90	Jun 16, 1990
S. Watson	71	Jun 28, 1990
M. Ferguson	86	Jun 29, 1990
G. Frizzle	62	Jun 20, 1990
S. Tulloch	77	Jul 12, 1990
A. McNeil	77	Aug 19, 1990
R. Bisson	67	Aug 28, 1990
C. Jevning	69	Aug 24, 1990
H. Natrass	84	Sept 16, 1990
A. Hunt	75	Sept 20, 1990
G. Winkler	82	Sept 28, 1990
R. Cope	90	Oct 2, 1990
B.Crane (V)	65	Oct 15, 1990
D. Morrison	67	Oct 13, 1990
D. Horn	60	Oct 12, 1990
J. Walker	82	Oct 22, 1990
J. Ringrose	74	Oct 25, 1990
R. Neale	91	Oct 31, 1990
K. Smith	65	Oct 9, 1990
J. Zytaruk	66	Nov 5, 1990
V. Dalfo	75	Nov 12, 1990
A. Loos	69	Nov 17, 1990
G. Ludvigson	68	Nov 3, 1990
H. Paterson	89	Nov 26, 1990
H. McIntyre	76	Nov 14, 1990

TWO COMMITTEES AT WORK

The greening of the waterfront

Last summer wood preserving chemicals spilled into the Fraser River near New Westminster. The resulting outcry brought the issue of environmental toxins and worker safety to the forefront for unions, industry and environmental groups.

ILWU Canadian Area Vice president Gordie Westrand sits

on a committee that is looking for safer chemicals to treat lumber targeted for export.

"The chemicals we're looking at are wood preservatives, but they are not as harmful to workers and the ecosystem," Westrand says.

The two chemicals being used are NPI, which is used at the Fraser Surrey Wharves, and Ecobrite, which is a Borax-based treatment used at LynnTerm.

Wood for export has to be dipped to prevent the growth of fungi which discolor the wood.

Westrand also sits on the Vancouver Ports Users Group Environmental Committee which was formed in March to ensure information about pollutants and environmental safety circulates freely among waterfront leaseholders. Committee members represent all lease holders on Vancouver Harbour.

So far the committee has discussed dust pollution at wheat facilities, air quality and water quality around bulk terminals, chemical plants and refineries.

waterfront news

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