



Then & Now

The late Herman Chrysler and Carl Houser of Local 502 were photographed 18 years ago at Annacis Auto Terminals, discharging cars from a standing gear ship.

Today, the modern roll-on roll-off ships are capable of discharging 2,000 cars in four hours.



COURT CHALLENGE

ILWU granted Leave to Appeal to Supreme Court

After reviewing cases at the Federal Court and Court of Appeals, the Supreme Court of Canada on March 11 granted the ILWU the right to appeal its case to the Supreme Court of Canada.

The issue before the court is whether under section seven of the Charter of Rights can the government legislate away the individual's right to refuse to work under wages and conditions that have not been agreed to.

Our lawyers, Nicholas Glass and Mari Worfolk, have both expressed that it is a positive indication that our argument has merit.

Only one in 10 cases requesting leave to be heard in the Supreme Court are given permission.

When the caucus began the Charter Challenge in 1987, it was recognized that it would be an uphill battle.

We would be fighting in courts appointed by the very government that removed our right to strike and thereby limiting our ability to negotiate freely.

It has been a long and costly battle with

Dishkin appointed to CORE board

A Longshoreman has been appointed to the provincial Commission On Resources and the Environment (CORE), which is developing land use strategies across the province.

Last October the B.C. Fed contacted the ILWU Canadian Area with the concern that if decisions are being made on Vancouver Island about land and resource development, then the ILWU should be at the table.

The Canadian Area Executive Board approved Brother Brian Dishkin of Local

use strategy. Since then it has summarized land use strategy issues and compiled existing land use goals and policies for B.C.

Policy suggestions submitted to government from non-government organizations over the past years have been compiled by the commission. Background documents uniting this data and a working paper are in preparation.

A provincial planning meeting, planned for the Spring, will review the



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NAFTA, UI changes part of Tory anti-labour agenda

On May 15, working people from all over Canada will converge on Ottawa to show their anger with the Tory government.

Thousands of people are expected to turn up on the lawns of parliament to protest the dismantling of the unemployment insurance program and the erosion of social programs Canadians have come to expect.

Canadian people are fed up with this government which has ignored their concerns; fed up with high unemployment and attacks on UI; fed up with seeing young people coming out of school and not finding jobs; fed up with a government that has sold Canadian jobs to the Americans through free trade and now with NAFTA.

The main focus of this protest will be the opposition to the systematic dismantling of the unemployment systems.

Why are the Tories destroying the UI program? The Free Trade Agreement and NAFTA are structured to increase profits for transnational companies, while lowering wages, working conditions, living standards, social benefits and safety regulations of Canadian workers.

The elimination of UI would lower costs and increase the avail-

ability of cheap labour by forcing people to work under conditions they would not normally work under.

The American corporate systems know only too well that it is easier to control the poor and the hungry than it is to control a prosperous middle class.

Workers recognize that unemployment insurance is an insurance plan which was structured to help those who are out of work until they find new jobs.

The flaw with this rationale is that the Mulroney government has given all the new jobs away to their American friends.

If you have been out of work after being with a company for 25 to 30 years, it is very unlikely you will ever find another full-time job.

The ILWU Canadian Area has seen a number of dramatic changes over the past 30 years.

Automation and mechanization have reduced the union workforce, eliminating a once-large casual complement, while leaving in

question the future of those presently employed.

The union is now seeing the next step in the loss of jobs with an increase in production and profits through technological change.



Gordie Westrand
Canadian Area President

As a trade union there will be a need for us to continue to reinforce our jurisdiction, negotiate benefits to protect our people from downturns in work and ensure Canadian cargoes are shipped through Canadian ports.

It may well be that the Longshore industry in British Columbia will continue to be relatively healthy (even though we will have to fight off the competition from the south).

However, we must be prepared for downturns which will occur because of the Free Trade deal and NAFTA.

There may come a time when we will have to find ways to reduce the workforce through methods such as early retirements and severance packages.

If the entire industry was ever

forced to deal with large layoffs it would be unlikely they could meet their financial commitments without support of the UI program.

Some things the union may have to look at are:

- All locals will have to look internally for any ways to deal with increases in tonnage and declines in hours worked.

- Pensions, benefits and jurisdiction of work must continue to have as high a priority as wages.

- The union will have to become more aggressive in marketing. With NAFTA many companies will have interests in the US and Mexico.

- In the process of negotiation with employers for severance and early retirement packages between collective agreements we must make it clear that such programs will not reduce formally negotiated collective agreements.

- The union must oppose any attack on social programs. Future longshoremens will need social safety nets such as UI.

If it was eliminated the union would be forced to negotiate for programs to fill the gap the elimination of UI would leave.

The three most damaging entities Canadians need to eliminate are the Free Trade deal, NAFTA and the Tory government.



Photographed at the Childrens' Hospital fundraiser celebrating his recent retirement is Local 500's John Matheson (centre) with his wife Elaine and Local 500 member Gordie Nelson.

Children are the winners

The Big Event was the Local 514 Childrens' Hospital Dinner and Dance, at the Maritime Labour Centre on March 13.

The annual fundraiser drew a

mural.

Bill Morrow and Ron Brown, both 514 members, won the major draw prizes, which were a television set and a framed print of a sailing ship



WCB improves first aid, workplace safety

The WCB has been drafting proposed changes to the First Aid Regulations as well as to regulations controlling permissible exposure levels to chemicals such as styrene, formaldehyde, carbon monoxide, lead, nickel, nitrogen dioxide and nitrous oxides.

These reductions in exposure levels are substantial, and if passed should help to make the workplace safer.

As for the First Aid Regulations, the book will be completely rewritten. Instead of Classes A, B and C, there will be levels 1, 2 and 3 and level 3 with transportation endorsement.

Some of the good changes are that the employer must pay wages

regulations will generally lower the impact of the changes.

Copies of the proposed changes have been sent to all locals and if they require additional copies they can contact Wayne Sargent at the Canadian Area office.

Regulation Review Public hearings:

May 10, 10 am to 4:30 pm, Harbour Tower, 345 Quebec St., Victoria.

May 11, 10 am to 4:30 pm, Coast Bastion Inn, 11 Bastion Street, Nanaimo.

May 12, 10 am to 4:30 pm, Anchor Inn, 261 Island Highway, Campbell River.

May 14, 1:30 to 8 pm, Crest Hotel, 222 1st Avenue West, Prince

"The timbers were hailing down on us like arrows"

On Friday, March 31, 1966 there were 70 men in 5 gangs on board the M.V. Archangel at Port Alberni, loading packaged lumber and 12 x 12 timbers. The timbers were going to be the last cargo loaded finishing for sea.

There had been problems with the vessel listing and the men had left the ship while the crew shifted ballast to correct the list.

On this day we were loading 12 x 12 loose timbers in number 4 hatch on the offshore side. All of a sudden we heard a snapping, popping sound. The ship's tie-up lines parted and the ship took a violent shift to port, dumping a considerable amount of cargo into the water on the water side (portside). The 12 x 12s were rolling out from under our feet. We ran to mid-ship as fast as our legs would carry us, then jumped down in between the winches. The ship's rigging was whipping around with derricks crashing into the Sampson posts.

There were sling men on a scow on the port side and 12 x 12s were hailing down all around them like arrows. Fortunately no sling men were hit. When the ship heeled back to starboard, the cargo was thrown on to the dock and between ship and dock. Brother Art Dube went down between ship and dock and was killed.

Brother John Egresits was standing on top of the deck load on the starboard side 20 feet above the dock and landed on the dock with timbers spread out behind him. To this day its almost unbelievable how someone well over 200 lbs. could survive and be standing on the dock still on his feet. John (Gumbboot



M.V. Archangel at Port Alberni after the rock 'n rollin' stopped.

Egresits) still survives, just recently retired from Local 500.

Brother Harold Fuller who was on the port side deck load was thrown into the water with packs of lumber and timbers raining down around him. When the ship threw its cargo to the dock and then heeled back to port, the railing of the ship came down to water level and Harold grabbed the rail and was pulled out of the water. He proceeded to climb straight up the remaining deck load where we heard him hollering for help as he came

over the top. He was grabbed and taken to safety before the ship listed back to port and dumped again.

Brother Andy Poirier who was working on the starboard side aft was trapped with his foot pinned in between the timbers when the deck load opened up and then closed. The men close by grabbed pee-vees and pried his foot out and pulled him out before that part of the deck load discharged to the dock.

Brother Jim Hamilton, also working on the starboard side, fell into a crack in the deck load and

managed to pull himself out before the deck load closed up again.

Brother Gill Carrier, hatch tender, injured his hip when he fell as the cargo shifted on the starboard side - an injury he has suffered with to this day.

There were many close calls during this rolling back and forth which are too numerous to mention. There were many heroes as well who gave their all to help save brothers in need of assistance. These brothers are as well too numerous to mention. That was a day to remember. Not too fondly but an experience that hopefully we learned from.

The main cause of the accident, which was brought out at the inquest of Brother Art Dube, was that the chief engineer pumped out 1800 tons of ballast which created a lack of stability the higher the deck load got. A bad mistake. Hopefully never to happen again.

**Larry Mannix, President
Local 503 Port Alberni**

AT THE TABLE

Talks will begin shortly at **Local 517** for a new collective agreement for the nine workers at the Nanaimo Harbour Commission. The union committee will be headed by Canadian Area VP Richard Jones, and Job Stewards Virginia Persson and Ed Carter.

Local 518 is still struggling to get a new collective agreement with PKB SCANIA and SGS. The contract expired December 31, 1991 with negotiations, including mediation, ongoing since that time.

The local has been in a legal strike position for some time but is hoping to settle without a work stoppage.

At **Local 514** talks continue with Westshore Terminals to renew the collective agreement which expired December 31, 1991. With the settlements reached with locals 502 and 517, it is hoped that this will soon be

31, 1992.

The local had an arbitration on the suspension of the pay guarantee for foremen at the outset of the pulp and paper strike on June 24, 1992.

Arbitrator Douglas Cameron ruled in favour of the local. He reasoned that the result of a strike might impose such a financial burden that the guarantee could not withstand it, but on this occasion it did not do so.

The employers are now appealing the decision.

Talks also begin shortly at **Local 520** with the Pacific Pilotage Authority to renew the collective agreement for the 26 members employed as dispatchers, clerical and deckhands.

The union committee is headed by Local VP Laura Johnston, Garry

crew size triggered a shut-down of Westshore Coal Terminal Mar. 22.

The workers returned to the job following a ruling of the CLRB. The past co-operative relationship with the employer on that site disappeared with the introduction of a new management style.

Big Table

Longshore negotiations have been ongoing since October 1992 to re-new the collective agreement which expired December 31, 1992. The Union Committee comprises the presidents of all Longshore Locals as well as the President and Secretary Treasurer of the Canadian Area.

As of March 31, the committee had met with the employers on 39 different occasions and are now at a crucial stage on monetary issues.

Senger honoured for rodeo work

Brother Will Senger of Local 514 has been honoured with the Commemorative Medal for the 125th Anniversary of confederation.

Brother Senger was chosen for this honour from the Governor General because of his 35 years as the driving force behind the Cloverdale Rodeo becoming such a success in that community.

Local 500 Vancouver

	Age	Years of Service
<i>Retired November 1, 1992</i>		
Ross Bacon	62	11
<i>Retired December 1, 1992</i>		
George Lange	65	35
Robert Pilling	62	39
Lawrence Breland	64	35
Laurence Allan	63	28

<i>Retired January 1, 1993</i>		
Antonio Ditomaso	64	29
Gino Reginato	64	31
William Ringrose	65	40
Alfred Duncan	65	38
Orville Mangnall	61	25
Fausto Minella	65	25
James Ruhan	64	31

<i>Retired February 1, 1993</i>		
John Matheson	65	26
Donald Lanoville	60	39
Leo Kelly	65	22
Albert Cracknell	65	31
Leonard Denham	62	33
Robert Bowes	62	17
<i>Retired March 1, 1993</i>		
Jake Fennell	65	40
Ron Irvine	61	30

<i>Retired April 1, 1993</i>		
Keith Anderson	62	39
Henry Deraedt	65	20

Local 502

<i>Retired February 1, 1993</i>		
Andre Grimard	65	33
<i>Retired March 1, 1993</i>		
William Fyfe	60	20
Cecil Johnson	62	42
<i>Retired April 1, 1993</i>		
Gidion Winquist	60	25

Local 503

<i>Retired March 1, 1993</i>		
Fred Jensen	62	31

Local 508

<i>Retired December 1, 1992</i>		
Gordon Truelove	60	35

Local 514

<i>Retired January 1, 1993</i>		
Noel Brussow	65	42
Dennis Hamelin	61	35
Samual Platt	61	42
Gerald Foster	63	35
<i>Retired January 1, 1993</i>		
Ronald Dickson	61	33
<i>Retired April 1, 1993</i>		
Donald Smith	62	24



Local 517 pickets at Westshore Terminals are from left, Gayle Baird, Marg Smolinski and Christine Aube.

Local 517 settles with Westshore

At 3 pm on March 29 pickets went up at Westshore Terminals, the Roberts Bank coal terminal in Delta.

The 15 members of Local 517 who had been without a collective agreement since Dec. 31, 1991, hit the bricks to get a new contract.

This followed months of negotiations to try to get an agreement similar to the one reached with Local 502 and Westshore Terminals. The employers were adamant that the past practice of pattern bargaining would be stopped.

With the full support of the union the 15 members were firm in their resolve to get a fair settlement. Pressure quickly mounted to settle the dispute as the money separating the parties was small and ships, trains and mines were down awaiting the settlement.

On the evening of April 3 a settlement was reached and work resumed at 1 am on April 4. The settlement basically adopted the union position prior to the strike.

Scholarship correction

In a story about scholarship winners in the last edition we got some names mixed up.

Winner of the Harry Bridges Entrance Scholarship of \$1,500 is Catherine Pelzer, daughter of Local 514 member Roger Pelzer.

Yellowknife strikers get help

Longshore locals and the Canadian Area have made donations to support the families of strikers at the Royal Oak Mines in Yellowknife, as the strike stretched into its ninth month.

The Canadian Area has donated \$500 on behalf of its locals, in addition to a donation of \$7,250 from Local 500, whose members voted an assessment of \$5 per member.

Other locals have also sent donations to the families of Local 4 of the CASAW in Yellowknife.

About 116 families, with an estimated 193 children are struggling to make ends meet in Yellowknife.

They have to put up with terrorist tactics by the mine owners, which has deeply divided the community.

Striking workers' and their families are being subjected to death threats and vandalism, with no reported help from police.



We Remember them well

Active Members

Local 500		
Harry Cooke, 59	November 26	
Raymond Spring, 62	December 2	
Ljubo Vukotic, 44	January 6	
Butch Beliveau, 58	February 24	
Darryl Miller, 49	February 25	
Virgilio Manfrom, 63	February 18	
Jack Brunt, 65	March 21	

Local 505		
Ted Mutch, 29	January 31	

Retired Members

Local 500		
Friedrick Lucke, 101	December 3	
James Bayley, 82	December 4	
William Pelzer, 77	December 13	
Roy Bethune, 72	December 11	
Floyd Carlsen, 88	December 25	
James Mellis, 89	January 2	
Harold Gill, 81	January 11	
Vernon Goodfellow, 75	January 23	
William Goldney, 80	January 29	
George Gautron, 71	February 7	
John Mohan, 83	February 16	
Americo Semiao, 67	February 17	
John Gorenc, 73	February 21	
Albert Treymayne, 80	February 23	
Kenneth Ennyu, 87	March 3	
Stevan Klasnja, 73	March 6	
Frank Engler, 89	March 8	
John Stevenson, 73	March 8	

Herb Treslove, 67	March 13
Eugene Feist, 71	March 21
Erskine Scott, 72	March 16
Raymond Kealey, 71	March 22
Frank O'Halloran, 83	February 8
Albert Ablitt, 78	March 23
Local 502	
Arthur Carlsen, 86	December 10
James Henderson, 82	December 19
Benjamin Sparkes, 84	December 24
Edward Herman, 76	February 6
Samual Stead, 82	March 8
Thomas Brown, 93	February 9
Jack Jones, 80	March 15
Local 503	
William Passmore, 73	March 21
Local 504	
Douglas Gill, 73	January 17
Samual McNie, 78	February 23
Local 505	
Lander Anderson, 83	January 19
Local 508	
Ernest Birkeland, 70	November 27
William Jackson, 78	December 17
Gerald Ellis, 76	January 16
Philip Woitas, 73	December 20
Dennis McCarthy, 69	April 16
Local 514	
George Hallinan, 81	December 20
Snooky Allen, 79	December 12
Paul Desmarais, 78	April 21

The membership of the union extends their condolence to the families of our deceased brothers.

waterfront news

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