



WATERFRONT NEWS

OFFICIAL PUBLICATION OF THE INTERNATIONAL LONGSHORE & WAREHOUSE UNION – CANADA

Volume 24, No.2 September 2004

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Trustees increase pension plan by almost 4 per cent

Your union pension plan trustees have recently had a highly successful meeting and have achieved an increase of \$2.25 to the pension plan effective July 1, 2004, represents an increase of 3.9 per cent. The base pension rate therefore becomes \$59.75 per month per year of service to a maximum of 35 years of service, which produces a maximum pension of \$2,091.25 a month at age 65.

Your Union trustees are Ken Bauder, Mike Turmel and Gordie Westrand. Along with three trustees from the BCMEA – Brian Ciccuzzi, Darcy Clarkson and Brad Eshelman – they make up the pension

plan committee.

Trustee meetings are held with the plan's actuary, Jack Levi, who provides information and direction on possible pension plan increases based on the return on investments and all gainshare monies.

Anyone contemplating retirement in the next couple of years should check out their own situation with our Health and Benefits Office at 604-



Ken Bauder



Mike Turmel



Gordie Westrand

689-7184, or contact one of your Union Pension Plan Trustees at 604-254-8141.

BC's ports set for record-breaking year

Fraser Port and the Port of Vancouver have both announced strong increases in cargo volumes for the first half of 2004.

The Port of Vancouver announced a dramatic comeback with a record total of 36.5 million tonnes of commodities passing through the port in the first six months of the year, an increase of 16 per cent. Containers also achieved a record 809,456 TEUs in the same period, including containers shipping through DeltaPort.

Fraser Port announced robust growth for the same period, with 17,610,601 tonnes of domestic and international cargo, despite a marginal decrease in car imports. They also report that containers increased by 24 per cent over the first half of 2003, with 148,666 TEUs moving through the port.

In the Port of Vancouver, most commodity groups showed increases over the first six months of 2003, with grain and

wheat leading the way with 81 per cent and 133 per cent respectively. Grain shipments have been in steady decline for many years. In 2000 we shipped more than 13 million tonnes, but only half that amount last year.

Other increases include coal, which is the port's largest commodity group, up 6 per cent, sulphur up 14 per cent, potash up 23 per cent, and liquid bulk shipments up 11 per cent. Petroleum products were up 13.3 per cent, and forest products were up 11 per cent led by lumber, which increased 29 per cent. Chemical volumes increased 10 per cent.

Port CEO Gordon Houston called for additional investments in infrastructure to help keep pace with growth in traffic through the port.

Vancouver and Fraser Port are Canada's top two ports based on total cargo volume.

News to include more stories from more places

The officers have taken steps to ensure that as our member newsletter, WATERFRONT NEWS remains relevant and useful to our members. Beginning with this edition we have made an effort to include more stories about more of the locals and affiliates in our Union by asking our Local Officers to supply us with news and information about what's happening around the province.

Any members who want to submit something for publication which will be of general interest should send it by email to officers@ilwu.ca, or by fax or postal mail to the locations shown on the back page of the newsletter.

Thank you for your cooperation.

Students helping with oral history project

ILWU Canada is working with Simon Fraser University's Centre for Labour Studies to develop an oral history of our union in Canada.

Brother Les Copan, 78, who was first registered with the deep sea Local 501 in December 1953, initiated discussions about an oral history with Secretary



Les Copan

Treasurer Ken Bauder in June. Bauder contacted Mark Leier of SFU, who expressed support for the idea and will provide some funding for students to interview Copan and other ILWU members in the Retired Pensioners Club.

Leier has also urged the union to interview and tape older and retired members

to supplement the work that the students will be able to accomplish.

The end result would be an oral (spoken) history which could be illustrated in a video, which would provide a very dynamic and different history of the union. Members interested in this project should contact Ken Bauder at the ILWU Canada office.

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Transport Canada security plan victimizes port workers

Greetings Brothers and Sisters. As we move into the fall season the Officers have been reviewing their recent activities preparing to report to the ILWU Canada Board in September, and through the Board to you the membership.

Terrorism and Security

When will we have gone far enough and when too far? As many of you are aware, Transport Canada is once again ploughing ahead with a security program that does not enhance security but rather victimizes current long-serving and recently-hired employees of the ports. The position adopted by ILWU Canada is that the imposition of background checks on



Tom Dufresne
President, ILWU Canada

current employees would serve no purpose other than to intimidate and belittle the workforce and are an unwarranted intrusion into our members' lives. The driving force behind this witch hunt is Senator Colin Kenney who, when asked for facts, repeat urban myths as true accounts.

ILWU Canada will be challenging the imposition of any regulation that could be used to hurt our members!

ILWU Canada has always supported the idea of enhanced security at our ports and our members have always

“Those who are prepared to surrender their freedom for security deserve neither”
Benjamin Franklin

“It is incumbent upon all of us to ensure that the prevention of terrorism is not pursued with a single minded zeal that leads us to give up our freedom in exchange for our security”

Former Supreme Court Justice Louise Arbour

co-operated in seeking to maintain a safe and healthy workplace. While it is in our interests as the people who would be directly impacted by any terrorism attack or accidental incident on the waterfront to make sure that security is maintained, we will not be coerced into participating in perpetrating a fraud on the Canadian people.

If you want to send a note to your federal Member of Parliament you can use the following website address to find their e-mail address:

<http://www.parl.gc.ca/information/about/people/house/PostalCode.asp>

On an upbeat note I am pleased to announce that the Columbia Institute is again offering 14 scholarships this year to adults. The Columbia Institute Awards program is one of the few designed to support the financial needs of adult learners interested in re-training and skills development, with a preference being given to Union members. For information on the scholarships available and how to apply, call The Columbia Institute at 604-408-2500 or online <http://www.columbiafoundation.ca/scholarship/>.

The ILWU Canada Web page will soon be refreshed and we will be working to ensure that the page is kept current. We will be working to improve the flow of information to the membership!

Fraser Surrey Docks to conduct break-bulk study

Fraser Surrey Docks has commissioned a study into their break-bulk cargo operations at the Fraser River Port.

The FSD study will examine the types of commodities moving through its facilities and related market trends, broader trends in the break-bulk carrier industry and transportation, and the facilities at the FSD terminal itself, in order to ensure the facility remains globally competitive and offers the best possible service to its break-bulk clients.

Mike Cornish, Vice President Marketing & Customer Service for Fraser Surrey Docks, said Fraser Port wants to maximize usage of terminal areas.

Break-bulk is a term that refers to cargo such as steel, machinery, lumber, pulp and other general cargo that is carried in the holds and on deck of ocean cargo vessels.

Tony Roper has been appointed to lead the study. Roper is well known to the waterfront industry, with over thirty years experience

managing a fleet of break-bulk vessels and a break-bulk terminal. It is expected the project will begin immediately, and is targeted for completion prior to year's end.

In March of this year Fraser Surrey Docks announced a \$190 million upgrade to its facilities, including the acquisition of two container gantry cranes, and the lease of a large mobile harbour crane. It has already handled several heavy lift cargoes and specialized cargo movements.

Women's Committee to resume activities

The ILWU Women's Committee is looking forward to resuming its duties in the fall, and is looking for new members to join the group. Interested Union women are invited to submit their application as soon as possible to their Local President. The President of the Local will, in turn, submit the application to ILWU Canada President Tom Dufresne.

The committee has accomplished much in its few short years of existence, and is looking forward to the future. This is your chance to make a difference, and to help enhance the lives of ILWU women. The group meets four times a year, and from time to time attends special events like the December memorial for the Montreal Massacre victims and International Women's Day.

We are planning to have another one of our Women's Committee socials in November, so please look for further news of this event coming up soon.

Pat McCauley, Chair

ILWU Local 517 elections set for October

Local 517 has been on a summer hiatus, and we'll be having our first of the Local's General Meetings in September. Everyone is welcome to attend. We will be holding our executive election in October 2004. In addition, we will be electing the Local's various committee members at the Annual General Meeting in November 2004. Members of Local 517 who are interested in running for office, or who would like to serve on committees, are encouraged to participate. Please talk to the executive if there are any questions or concerns, or if you would like more information on any of the positions.

We are pleased to report that Local 517 members at Fraser Surrey and at Westshore Terminals have successfully negotiated new collective agreements, and we wish to thank both Local 502, and the officers of ILWU Canada for their assistance with these contracts.

Betty Perverzov (Second Vice President)

Wal-Mart Attacks Labour Relations Board

As part of its campaign to defeat unionization of its Weyburn store, Wal-Mart has obtained a court decision that overturned the Board-issued subpoena and oral order for the production of documents that the LRB considered relevant to the case being heard.

In this particular case, a Company witness made reference to a written document on how managers should react to a union campaign. The Union requested that the document be produced and the Board so ordered.

However, Wal-Mart defied the order and trotted off to court with a double-barreled application. It asked that the Board's order and an earlier Board subpoena be overturned and also asked that the provision in the Trade Union Act which prohibits employer interference in organizing campaigns be declared in violation of the Canadian Charter of Rights.

The Court of Queen's Bench granted the Company's application on the production of documents but did not rule on the Charter issue.

The Court decision, if allowed to stand, will seriously interfere with the ability of the Labour Relations Board to do its job of administering

the Trade Union Act and will severely limit the information a Union might request and obtain when dealing with alleged employer violations of the Act.

At press time it was not clear if UFCW or the LRB would be appealing the Court decision.

As is well known, Wal-Mart is said to be the largest company in the world and it spends millions of dollars patting itself on the back for being a generous and compassionate employer. However, the record demonstrates this is just self-serving propaganda.

Not a single Wal-Mart store in the world is unionized although many have tried.

One point six million current and former female employees are suing Wal-Mart for unpaid overtime and discrimination regarding such things as promotions.

At the same time this supposedly 'good employer' and another company have agreed to fork over millions of dollars to settle U.S. lawsuits alleging the companies billed the government for unfilled prescriptions and other improper acts in the dispensing of pharmaceuticals.

In our opinion Wal-Mart is not a good

employer. It seems to think it can spend enough money to accomplish anything it wants in every country where it has stores.

It is our hope that Canadian workers will demonstrate to Wal-Mart that its billions of dollars and bullying tactics won't be enough to stop the unionization of its workers in Canada.

It is to be hoped too that members will read with a large grain of salt the resulting rants by the business community (including newspaper editors) against the Labour Relations Board and against Saskatchewan labour legislation in general.

Remember, 'business' does not want you to join a union and the public record will show that print media such as the Saskatoon Star Phoenix and the Regina Leader Post vigorously opposed unionization of their own employees.



SECRETARY TREASURER'S REPORT

It's looking like a pretty busy year at ILWU Canada office

Greetings Brothers and Sisters.

I hope this sees you all well. My report outlines the areas that I/we have been working on to date.

Health and Benefits Plan

The Union Trustees meet and discuss changes or improvements to the Health & Benefits Plan. On a weekly or sometimes daily basis the Administrative Committee made up of myself and Brian Ciccozzi (Union /BCMEA Trustees) review claims that fall outside the regular claim category.

The Plan Text Document outlines what we currently support financially (some pre-qualification and/or waiting periods apply). They include:

- Medical Services Plan (MSP) - basic health care support.
- Weekly Indemnity (WI) - financial support when you are unable to go to work.
- Employee Assistance Program (EAP) - personal and family support in times of crisis.
- Extended Health - details in the



Ken Bauder
Secretary-Treasurer

Plan Text Document.

- Dental Plan - details in the Plan Text Document.
- Long Term Disability (LTD) -details in the Plan Text Document.
- Vision Care - details in the Plan Text Document.

The above list is only an outline of the major benefits available. The specific details of the Plan Text

Document are what the staff of Employee Services administer in a fair and neutral manner. They do an exceptional job of administering the decisions of the Trustees. Their phone number is (604) 689-7184.

The Administrative Committee (Committee of two) deals with issues that are grey to the Plan and assesses the merit and cost implication to the Plan before coming to a decision.

Office Administration

The Office of ILWU Canada is currently staffed by one person, Lise Lindsay. Lise has been instrumental in getting me up to speed in the office protocol and should be thanked for wearing so many hats - Thank you Lise.

The full time Officers include President Tom Dufresne, First Vice-President Chad O'Neill (Organizing and Collective Bargaining) and myself as Secretary Treasurer.

The Officers have cell phones and provide coverage when they are not in the office. The other Officers who are in the office on an as-needed basis are Second Vice-President Tim Footman (Education and Training) and Third Vice-President Al Le Monnier (Safety).

The office computer systems are currently being upgraded to reflect the changes in software needs on the Local Area Network (LAN) and security requirements for privacy and confidentiality. Some processes have been streamlined and improved.

I am currently trying to come to grips with the Personal Information Protection and Electronic Documents Act (PIPEDA) and the implications for our paper and electronic processes in the office as well.

Employee Assistance Program

I am also the Union Trustee for the Employee Assistance Program (EAP) which is a healthcare program available to all of our members and their families. Ted Grewcutt is the Coordinator of the E.A. Program and is the first contact for support dealing with drug and alcohol substance abuse or other family support services, all of which are handled with strict confidentiality. Thank you Ted.

That's it for now. Take care.

**ILWU
Canada
needs
your
email
address**

ILWU is developing the capacity to communicate with its members more quickly on important issues. Please send us your email address, which will enable you to receive important union news in a more timely fashion.

To get on ILWU's QuickNews list, send your full name, your town/city, your local, and your email address to:
officers@ilwu.ca



REPORT OF THE FIRST VICE PRESIDENT

Negotiations, port authority issues, and arbitrations

I have been involved in a range of activities over the past few months, all of which are ongoing.

We are participating in ongoing negotiations on behalf of the Ridge Meadows Recycling Society.

We are dealing with issues related to the

Prince Rupert Port Authority. A conciliation officer has been appointed, and the first meeting is now scheduled for September.

I am preparing for an arbitration in September, and will also be assisting one of our locals with Shop Steward Training.

I will be attending a meeting with the Prince

Rupert local and Maher Terminals.

As well, I will be discussing potential organizing targets with the locals.



Chad O'Neill



REPORT OF THE SECOND VICE PRESIDENT

ILWU hopes to offer more training opportunities

Brothers and Sisters,

We are once again proud to be a part of the CLC winter School, which will be held at Harrison Hot Springs in February 2005.

We will hold an ILWU Leadership Course, focusing on Labour Law, Arbitration, Steward Training, Parliamentary Procedure, Health and Safety, Collective Bargaining and Political Action and other courses.

Keep in touch with your locals for further details of confirmed dates and courses.

All locals will benefit from representation at these courses.

Cruise Ship Update

Further to our coordinated ILWU success in obtaining jurisdiction in Alaska, cruise ship companies continue to deny our rights. Halfway through the cruise ship season, at the turn around port of Whittier, Alaska, Carnival Cruise Ship Lines, refused Longshoremen the right to work on board their vessels under the guise of ship security. Talks are ongoing to

correct this injustice. In the meanwhile we must continue to work our assignments on board within our boundaries and without abusing our rights. Work involving the movement of cargo and the tying up of ships belongs to Longshoremen and no one else. So let's do it right!



Tim Footman



REPORT OF THE THIRD VICE PRESIDENT

ILWU Canada addresses issue of Vertical Tandem Lifts

Brothers and Sisters,

On July 29 and 30, I attended a special hearing at the OSHA (Occupational Safety And Health Administration) building in Washington DC on the issue of Vertical Tandem Lifts (VTLs). Despite very aggressive lobbying for this very dangerous procedure by a consortium of powerful shipping lines and stevedoring companies, the ILWU made some very effective presentations. I was very proud of our united stand against such goliaths of the shipping world.

We had the assistance of Dr. Bob Anderson, PHD in metallurgy, warning the panel that the NIST (National Institute of Standards and Technology) tests on twistlocks had the potential to mislead on the true strength of twistlocks. My role was to establish that the design of twistlocks prevented us from examining these devices properly before using them and

such faulty design was contrary to the ILO Safety and Health Code of Practice in Ports which was just finalized in December 2003 in Geneva.

The other ILWU delegation testified on other operational safety problems associated with VTL. You can read the detailed documentation on this issue by going to the OSHA web site <http://dockets.osha.gov/search/browseDockets.asp> and select the docket Longshoring and Marine Terminals (S025A).

Definition of Danger under the Labour Code:

The Federal court of Canada has overturned a decision by a HRDC Appeal Officer where he ruled that a correctional officer's refusal to work without the customary handcuffs as part of his equipment did not constitute a danger. The Appeal Officer contended that the danger was more hypothetical than real. Justice Gauthier ruled that the appeal Officer erred in stating that there was no evidence to support that correctional officers are more at risk without handcuffs. She ordered that the case be reheard by a different Appeal Officer.

The significance of this decision is that in the previous definition of danger in Part II of the Labour Code, the danger had to be imminent. In the new definition, danger may be also of a potential nature, meaning that a) the ill affects of the current situation might occur in the future or b) the potential accident might happen at some undetermined time in the future.

This decision redresses the situation where

Appeal Officers were not applying the correct definition of danger. This is very important to all federally regulated workers and particularly maritime workers where many of the dangers we face are either of nefarious substances that will affect our health later in our lives or situations that might cause injury at some point.

WCB Regulations:

On the provincial side, the Liberal government is carrying on with reckless abandon its ultimate goal of deregulating occupational Safety and Health by 30 per cent. The BC Fed Safety Committee is attempting to educate the communities in BC about this issue but we are finding that it is very difficult to stimulate interest on this subject with the media.

What is very disturbing to see is the trend towards Performance Based regulations for Safety and Health being adopted by more and more governments, at the urging of private enterprise. What this really means in the end is less prescriptive regulations with proper enforcement and more deregulations with self-policing by the employers instead of government enforcement. The Paul Martin government seem to have also gotten on that band wagon.



Al Le Monnier

Twistlocks



Seafarer's rights are diminished under rigorous ISPS Code

By Peter Lahay, ITF

Sept. 30 has been designated World Maritime Day by the International Maritime Organization to highlight the efforts of workers whose labour makes possible international commerce, and the dangers they face on the job. This year, the central theme of the day is the right to shore leave.

The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measures designed to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States. Since the rush to implement the



Peter Lahay

ISPS on July 1, we have seen seafarers' trade union and human rights curbed. In fact, it is becoming increasingly apparent that the human element has been completely forgotten by those charged with bringing ISPS into force.

ITF inspectors have historically enjoyed unfettered access to port facilities and to vessels alongside. Through regular ship inspections, we have uncovered countless abuses and exploitation of seafarers — many of which have been well documented by local and national news organizations.

Canada has chosen to interpret the Code to mean that the ITF

inspector must secure an invitation to come aboard the vessel in advance of his inspection. Obviously, this cannot be allowed to stand: It would allow a captain to simply refuse the inspection, and then the terminal to refuse access — or allow a captain to permit an inspection, but with sufficient time to get his ducks in a row before the inspector hits the gangway.

Canada cannot be seen as a nation that enhances the corporate veil that is all too common in the shipping industry. Further, Canada must not be complicit in protecting some ship-owners who are engaged in abusing and cheating seafarers.

Church-sponsored

seafarers' welfare organizations are also having a more difficult time. In some cases, they have been refused to take vans on site to pick up or drop off seafarers. This is having an impact on ease of access to shore leave.

The ITF and affiliated trade unions have worked very hard at the IMO and ILO to ensure these workers' human and trade union rights were not trampled in the rush to apparent or real security. Unfortunately, it looks like our regulators and industry have missed the boat.

If you have any information or concerns, please contact ITF Canada, Peter Lahay at 604-251-7174.



Port of Vancouver tightens the lid on waterfront access

Vancouver's waterfront is now clamped securely shut, with only two vehicle entrances at the east and west ends of the port. Both the Victoria Drive and Heatley Overpass entrances have been closed, and the port is investing \$12.8 million over five years to enhance security.

This includes perimeter fencing, lighting, optical intrusion detection devices and closed-circuit camera surveillance. The port employs fully automated gates and vehicle access control systems so that only authorized vehicles and individuals can access port property on the Vancouver shore of Burrard Inlet.

Other security initiatives:

- a fully staffed contracted security department

- 24-hour patrol boat coverage in Burrard Inlet.
- card-only and gate access in place at all terminals
- 24-hour closed-circuit television monitoring of port roadways and cruise terminals
- advanced gamma ray container screening equipment
- 100 per cent cruise ship passenger and baggage screening.

The federal government has come up with \$115 million to help ports and terminals across Canada with security costs. In addition to expenditures by the port, various terminal operators are spending from \$250,000 to \$2 million to secure their facilities.

ties.

Largely as a result of fallout from the 9/11 terrorist attacks in the U.S., Transport Canada has adopted a zero-tolerance policy similar to the U.S. and European countries. As of July 1, non-compliant ships will not be allowed to enter Canadian waters.

The International Ship and Port Security (ISPS) code is a new set of international standards to detect and deter threats to inter-

national maritime security. ISPS came into effect July 1, 2004. Under ISPS, ports are required to enhance and upgrade their physical and operational security. All 25 major terminals have worked together to complete security assessments, submit security plans to Transport Canada and receive approval from Transport Canada for their plans.

ILWU saves cruise ships from costly disruption

The International Association of Machinists and Aerospace Workers has sent a note of thanks to ILWU Canada and Local 500 for agreeing not to cross a picket line of their Aeroguard security guard members who provide cruise ship security. The strong ILWU support for the security guards is credited with saving the cruise ship operations from a costly disruption.

The port had awarded a new security services contract to Securiguard Inc. earlier this summer, but Securiguard refused to recognize the union or hire the Aeroguard workers. The displaced workers were also expected to train their replacements.

Faced with possible disruptions to cruise ship operations which generate more than \$500 million for the BC economy, the port authority reached an agreement with Aeroguard, whose security guards will continue to operate under their present agreement.

"I can't say enough about the strength of union solidarity and the courage of the ILWU members who supported us", said Mike Clegg of the Machinists Union. He particularly singled out Local 500 President Bob Ashton and ILWU Canada First VP Chad O'Neill for their strong leadership on this issue.

Convention set for New West

The Retail Wholesale Union will be holding its convention at the Inn at Westminster Quay in New Westminster on Friday and Saturday, Oct. 1 and 2, 2004.

The conference will begin with registration at 6:30 pm on Friday, prior to a reception. A dinner follows the conclusion of the convention on Saturday evening.

Both provincial NDP leader Carol James and federal NDP leader Jack Layton have been

invited to attend the convention and address delegates.



Pensioners report another successful fishing derby

The ILWU Fishing Derby, which was held on Aug. 7 and 8 this year, was a resounding success thanks in large part to the generous contributions from a great number of ticket sellers

and the companies that donated to this worthy cause.

Organizers wish to especially thank the BCMEA for their assistance in faxing a letter to the member companies

announcing the derby, and for the support provided by the office staff.

The ILWU Canada officers, office staff and local membership and officers also provided their usual assis-

tance with money and physical help, which is always the strength from which we work in organizing this annual event. The ILWU pensioners sincerely appreciate this ongoing support.

The winner of the Alaska Cruise was Scott Stewart, who also won second prize for a fish weighing in at 10.9 pounds.

First prize for biggest fish went to Frank Lucci with a 26.4 pounder. Brian Payer was awarded third prize for a 10.7 pound salmon.

The 514 Herbie Nesbit Trophy was won by ILWU member Duke Fairbrother, with a 7.3 pounder for the biggest fish caught by an ILWU member. Duke's son Jason also received a prize for a smaller salmon.

Norwegian Cruise Lines led the list of donors with a cruise to Alaska in 2005.

*Jim Keith, Chair
ILWU Pensioners Organization*



Eddie's Ashes

Eddie 'Scottie' Glennie died on March 18, 2004. On March 23 we had a memorial service at the Maritime Labour Centre. More than 500 people celebrated Ed's life.

On a sunny summer Saturday a smaller group boarded the "Bienestar" (Glenn Bolkowy's boat) at the Vancouver Rowing Club. The party included, besides Glenn and his wife Sue: Sandra Glennie, Lillian Dagg, Sandy Connell, Leland Jantzen, Alex MacKay, Bill Landles, Trish Scofield, Bob Jaenicke, and Peter Haines.

We motored to Point Atkinson for a final fare-thee-well and a return of Ed to the sea.

Ed first crossed the Minch to leave his home in Stornaway [Hebrides, Scotland] in

1946 to sail the Seven Seas. After many adventures he jumped ship at what was then Alberta Wheat Pool in Vancouver. He walked west along Commissioner Street on that hot June day in 1952.

After a short walk he came upon the Princeton Hotel [the Prinnie] and he stopped for some refreshments in the pub. Ed entertained us in the Prinnie for over 50 years with sea tales, humour and wisdom. Everyone at the Prinnie misses Ed.

At Point Atkinson we scattered Ed's ashes while the pipes played Amazing Grace and The Braes of Loch Eil on the Bienestar's sound system. We all drank Glenlivet and tossed roses into the surf.

Good-bye Ed.

RETIREED LONGSHORE MEMBERS

Member's Name	Age	Years of Service	Retire Date	Gerard Rivard	61	34	8/01/04
Local 500 - Vancouver				George Doherty	64	32	8/01/04
Herculano Apolo	65	28	5/01/04	Zivko Vancic	62	31	8/01/04
Kenneth Howard	63	13	5/01/04	Tom Zalischuk	65	47	8/01/04
Angelo Moretti	65	14	5/01/04				
Leonard Owens	64	41	5/01/04	Local 502 - New West			
John Shand	64	41	6/01/04	Ignazio Coco	62	26	4/01/04
Gus Cambly	64	19	6/01/04	Gerald Penz	65	34	5/01/04
Joseph Finnigan	62	34	6/01/04	Donald Sabo	65	1	5/01/04
John Ford	64	45	6/01/04	Maurice Gaucher	64	20	5/01/04
Jake Groening	60	37	6/01/04	Jozsef Gombas	65		6/01/04
Yoo-Chea Kim	64	28	6/01/04	Dennis Krpan	65	43	8/01/04
David Lomas	62	44	6/01/04	Ken Wheeler	65	16	8/01/04
Jean Cadeau	65	10	6/01/04				
Terry Austin	65	42	7/01/04	Local 508 - Vancouver Island			
Larry Moreau	62	44	7/01/04	John Mitchell	65	10	5/01/04
James O'Keefe	62	35	7/01/04	William Paitson	62	36	5/01/04
Michael Brown	65	19	7/01/04	Jerry Jonasen	62	34	6/01/04
Paul Paulsen	65	8	7/01/04	Clinton Bailey	61	39	7/01/04
Kyo-Hoon Ahn	64	30	8/01/04	Allan Bird	60	39	7/01/04
Jim Boddy	65	15	8/01/04	Barry Cocking	62	36	7/01/04
William Franson	65	18	8/01/04	Allan Demerais	62	40	7/01/04
				Brian MacFarlane	61	40	7/01/04
				Richard Plaunt	65	47	7/01/04
				Terrance Whitefield	60	40	7/01/04
				Joseph Wyse	60	40	8/01/04
				Daniel Dobie	61	42	8/01/04

WATERFRONT NEWS

Official publication of the International Longshore and Warehouse Union Canada
020-1880 Triumph, Vancouver, BC, V5L 1K3

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Member, C.A.L.M.

We Remember them well

Deceased Pensioners			Sanford Gray	76	5/5/04
Member's name	Age	Date	Edwin Deederly	78	6/10/04
Local 500 - Vancouver					
Alex Halabuza	84	4/2/04			
Paul Lassman	88	4/8/04			
Frederick Braithwaite	79	4/11/04			
Arthur Brandt	77	4/22/04			
Salvatore Calla	85	5/16/04			
Edward Crane	90	5/27/04			
Donald Harrison	81	6/5/04			
Henry Dutka	81	6/16/04			
Kenneth Grant	94	6/21/04			
Alan Smith	83	7/2/04			
Robert Patterson	88	7/11/04			
Rudolph Wagner	82	7/25/04			
Leonard Findlay	66	7/31/04			
Angelo Scigliano	69	8/1/04			
Wilfred Shaw	80	8/9/04			
Dennis Smith	71	8/17/04			
Local 502 - New West					
Cecil Johnson	73	3/17/04			
Daniel Wong	63	4/26/04			
Michael Boruck	90	5/7/04			
William Korp	90	6/3/04			
Local 504 - Victoria					
William Jackson	90	5/15/04			
George Allen	87	6/29/04			
Local 505 - Prince Rupert					
Vincent Ashby	89	2/20/04			
Everett Biggs	84	3/11/04			
Guilbert Carrier	90	5/2/04			
Local 514 - Foremen					
William Filipchuk	77	5/12/04			
Cyril Kendrick	88	7/12/04			
Raymond Wilm	68	9/8/04			
Deceased Active Members					
Local 500 - Vancouver					
Steve Vezmarovic	63	4/16/04			
Local 505 - Prince Rupert					
Greg Garrioch	50	1/18/04			
Deceased Longshore Widows					
Local 500 - Vancouver					
Helmi Shaughnessy	83	2/4/04			
Eileen Lenz	90	4/21/04			
Anna Cuciz	70	5/21/04			
Olive Hutchinson	86	7/10/04			
Anne Rutledge	72	7/18/04			
Local 502 - New West					
Doris Jalbert	76	12/23/03			
Emma Hodgson	93	2/1/04			
Mildred Beck	90	5/17/04			
Local 505 - Prince Rupert					
Marjorie Passmore	81	2/11/04			
Local 508 - Chemainus					
Evelyn White	84	7/19/04			