

Flotsam and Jetsam.

# "No road is long with good company."



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No. 1

Providing information to our members and fellow Unionists.

August 2006



## ILWU Canada

# Waterfront News

Official publication of the International Longshore & Warehouse Union Canada

### President's Message

Tom Dufresne

## Months of preparation pay off for ILWU Canada



Greetings Brothers and Sisters, ILWU Canada recently concluded hosting not only our national convention, but also the International convention in Vancouver, B.C.

I would like to take this opportunity to thank our host committee and the Sargent at Arms committee for their excellent work. Tim Footman, 2nd VP of ILWU Canada, led our host committee team and each of the following committee members was involved over the months of preparation and during the event itself.

- **ILWU staff:** ILWU Canada Host Committee chair Tim Footman; Ken Bauder, Secretary Treasurer; Lise Lindsay and Trasa Hordiyuk, Administrative support.

- **Local 500:** Charles Wallace, Dan Jackson, Marion Chorney, Jeff Boyd, Clint Chard, and John Bevilacqua.
- **Local 500 Pensioners:** Jim Keith, Barry Campbell, Mike Marino, Arly Nielsen, Al Saunders, and Doug McCandless.
- **Local 514 Pensioners:** Len Meneghello and Bill Heads.
- **Local 522:** Joy Gallop.
- **Local 517:** Michael Gorman, David Drew, Brenda Turner, Maryann Treffers, Rene Carriere, Charlene Ewankewich and Wendy Clayford.

### Port security file: Improved security regulation still needs work

Transport Canada's long awaited port security regulation took a major step toward implementation when the government published a draft in the Canada Gazette, Part 1, July 1, 2006. The complete details may be viewed at [www.ilwu.ca](http://www.ilwu.ca) or on the Canada gazette web site <http://canadagazette.gc.ca>.

For more than three years, the ILWU has been a vocal supporter of improved security on the waterfront. Our workplace must be as safe and secure as possible.

Working hand-in-hand with other longshore unions, we formed the Canadian Maritime Workers Council to ensure the voice of the worker was heard loud and clear.

The Council has expressed deep concerns about the government's plan for two reasons. In our opinion, it unfairly targets longshore workers and considers us guilty until proven innocent. And, the plan fails to address several serious security gaps.



(L-r) ILWU Canada Tom Dufresne and Canadian Labour Congress President Ken Georgetti. Brother Georgetti brought greetings and addressed delegates to the ILWU Canada 29th Convention (19th Biennial) held in Vancouver, March 21 to 24, 2006.

Through our interventions, we have persuaded Transport Canada to make some important changes that will help to protect the rights of workers, as follows:

- Safeguards to protect the personal information of security clearance applicants from being shared with foreign governments,
  - A re-consideration procedure available to those who believe they have been wrongly denied a security clearance,
  - Onus on the government to prove it meets the standard of "reasonable grounds to suspect" when denying a security clearance,
  - Removal of the requirement for parents and in-laws backgrounds to be checked,
  - Removal of the requirement for credit history checks.
- The Council is still in discussions with Transport Canada and other stakeholders to ensure that only those working in sensitive positions that could cause a security incident through their actions or inactions require a security clearance.

Your ILWU Canada executive board security sub-committee met on July 5, 2006, with Transport Canada and the Canadian Maritime Workers Council on the Vancouver Pilot project for the Marine

Transportation Security Clearance (MTSC) and there will be further meetings in Halifax and Montreal.

The government anticipates the security regulation will be in place by December 2007. I'll keep you posted on new developments as they occur.

### Politics:

As per the convention mandate, ILWU Canada continues to be engaged in politics at all levels. With the Federal Liberal Party in disarray, Stephen Harper and his conservative party are running amuck in Ottawa gunning for a showdown. While no one knows for sure when the next election will be held it is a good bet that if we allow the Conservatives to gain a majority government many of our long cherished social programs will be in jeopardy — including the Canada Pension Plan and Medicare. ILWU Canada will continue to work with the BC Federation of labour and the Canadian Labour Congress (CLC) to promote the interests of workers. Currently the union is participating with the CLC in the lobby for anti scab-legislation. In the last parliament a similar bill was defeated by only 12 votes. With a strong lobbying effort there is a good chance that this time around we will be successful.

Tom Dufresne  
President, ILWU Canada

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Check out our Pensioner's Podium - pages 10 & 11

## Upcoming Events for ILWU Canada

### 6th Annual Vancouver Island Golf Tournament

September 7, 2006  
1:30 p.m. start  
Cottonwood Golf Course  
Nanaimo, BC

Texas Scramble - Best Ball.  
Entry Fees are \$70 for all entries covering golf, dinner, and prizes. Extra dinner tickets are \$20.

Please enter by September 4.



#### Interested?

Phone (250) 751.1222 or 250.618.3847 (cell.)  
Email bilsy17@shaw.ca  
Fax: 250.751.1261

### ILWU Canada Board Meeting

October 30, 2006, in the Maritime Labour Centre

### Longshore Contract Caucus

October 31 to November 3 in the Maritime Labour Centre.  
Resolution Deadline Friday, September 22nd.

Visit us online at [www.ilwu.ca](http://www.ilwu.ca)



#### Our web page has current information such as:

- upcoming events
- the White Safety Book
- a variety of links to web sites and stories of interest to ILWU Canada members
- updates on security issues
- much, much more!

Check it out at [www.ilwu.ca](http://www.ilwu.ca)!



## Waterfront News

ILWU Canada Official Publication

**International Longshore and Warehouse Union Canada**  
180 - 111 Victoria Drive  
Vancouver, BC V5L 4C4  
Phone: 604.254.8141  
Email: [officers@ilwu.ca](mailto:officers@ilwu.ca)  
Fax: 604.254.8183  
Hours of Operation are 9:00 a.m. to 4:30 p.m., Monday through Friday. We are closed on all Statutory Holidays.

**Editor,** Ken Bauder  
**Assistant Writer,** Lynn Woods-Nordin

**President,** Tom Dufresne  
**1st Vice-President,** Bob Ashton  
**2nd Vice-President,** Tim Footman  
**3rd Vice-President,** Al Le Monnier  
**Secretary-Treasurer,** Ken Bauder

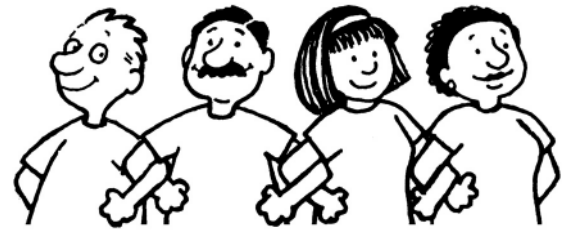
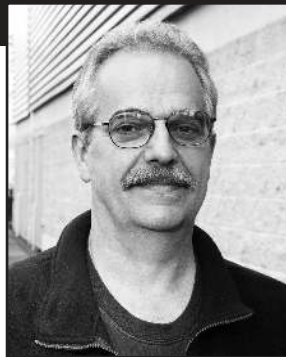


525G (UNION) 567 (LABOR) 567 (SYNDICAL)

## 1st Vice-President's Report

### Bob Ashton

Organizing and Joint Industry Labour Relations



Brothers and Sisters,  
Well about three months into the job and we are definitely getting the swing of things. There is a certain routine to this job, which differs from Local office. Saying that I am very appreciative to have the opportunity to serve for the entire International Longshore and Warehouse Union Canada.

#### Local 508

One of the cases I believe you will find interesting, which has happened recently is a cable transfer job in Esquimalt. Moving armoured fibre optic cable from a cargo vessel to a cable layer is traditional ILWU work. The problem is it was done outside our jurisdiction.

We have met with the agent of the vessel and he assures us that this was a one time affair and it will not happen again. However, we cannot stand by and hope that he keeps his word, so we have met with the Union involved and told them that the movement of cargo is our work. We said we understand their work involves regular and emergency repairs which may require them to move cargo to effect repairs. This would be incidental work which should be less than eight hours in duration.

Local 508 is to have further meetings with the Labourers Union of North America, Local 1204 Dock and Shipyard workers to work out what is incidental work and when they will tell their employers that the work is cargo movement and not theirs to do. We hope these discussions move along amicably with some kind of reciprocal agreement between our Union and theirs. This just goes to show us that we must be ever vigilant of our jurisdiction and guard it jealously.

#### Local 517

I have assisted the Local at Fraser Surrey Docks, as some of their members were laid off with the loss of CP Ships. This is always a difficult thing. With the increase of steel products I would like to hope that Fraser Surrey's work will pick up enough to hire those individuals back.

Also with Local 517 I was involved in a pension issue at the Nanaimo Port Authority. This was resolved without arbitration and I believe in the best interest of both parties. However, I am sure that it may return at bargaining because of the increased cost to our members which because of the language in their agreement we could not get away from. The employer did pick up the shortfall

in their pension plan with no cost to the members.

I also attended a Local 517 membership meeting where I gave a report on the work I had been doing for their Local.

#### Local 500

On the good news side of things I have been involved in discussions with SGS, who you may remember as the company that got out of the cargo sampling business which led to a loss of work jurisdiction for then Local 518. They have expressed an interest in getting back in the sampling business and I am assisting Local 500 with these discussions.

So far so good and we hope to get an agreement for work in Prince Rupert with SGS first and then expand. For those of you who do not know, Local 500 amalgamated with Local 518 and now that work is in Local 500's jurisdiction.

#### Local 502

I was invited to sit in discussions between the Local and Roberts Banks coal terminal.

The discussions revolved around video surveillance as required under the Marine Transportation Security Regulations (MTSR). In fact the question was what was the legal requirement to meet so as to have the employer's site security plan meet the requirements.

In our view, the Employer was going to the extreme with the surveillance system and it was really only necessary to have restricted access to the site which might mean some modification to the system of entry which was in place currently. Transport Canada of course said that if the terminal wanted to put an extensive camera system in they would not object to this.

This position of course did not sit well with the Local nor was it a requirement of the MTSR. As of this date the camera system is not going forward and only the change to site access is being modified.

Other than that, the local is busy work-wise because of its wide diversification of cargo. It will be paying attention as two of its Terminals are up for sale, those being Fraser Surrey Docks and Terminal System Inc. Delta Port.

#### Local 505

The local is quiet for the most part with just Grain and Logs moving. The construction on the new Container Terminal is progressing and we are looking forward to its completion to get Local 505 busy again in their home Port. The Local is having ongoing discussions on training and manning with both the BCMEA and the new terminal operators.

#### Local 519

In Stewart they are having a spurt of logs right now which is keeping them busy. The main issues for the Port of Stewart is to get the Harbour dredged. Also we need a company to invest to get the Arrow Dock facility back up and running. This would require significant capital investment.

We did meet with the Mayor of Stewart and have offered any assistance we can to help them move forward and get the Arrow Dock up and running. This has been a project that many people have expended all of their energy on. It seems the best time for this to happen with the boom in the mining industry but one never knows. I think the biggest roadblock is the lack of a rail system into Stewart.

*(Continued on page 3.)*



Local 517 Bulk Freight Customer service at Fraser Surrey Dock. From left to right Erin, Renee, Linda, Charmaine and Mary. Their work load has increased since the layoffs and they are continuing to meet with Management to resolve ongoing issues. The diversification of cargo on the terminal kept this group with jobs.



**2nd Vice-President's Report**

**Tim Footman**  
Education and Training

Brothers and Sisters,  
Another 18 years have passed and the 33rd International ILWU convention held in May in Vancouver turned out to be an outstanding success.

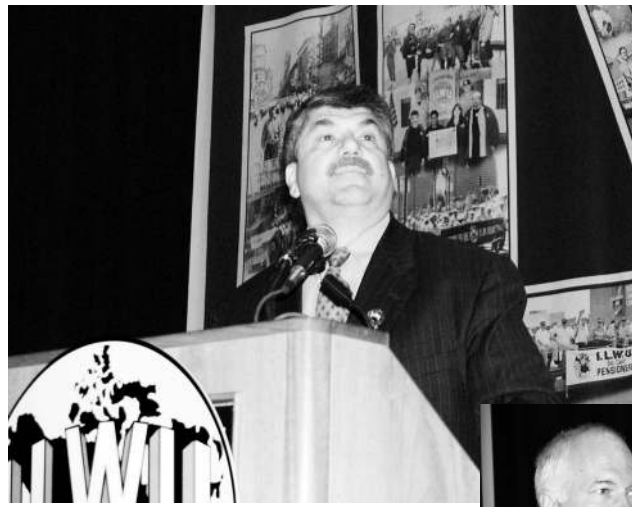
We were privileged to have many wonderful speakers including Richard Trumka, AFC-CIO Secretary Treasurer; Paddy Crumlin, MUA National Secretary; David Cockroft, ITF General Secretary; Jack Layton, Leader of the NDP; Danny Glover; Paul Robeson Jr.; and the amazing Ah Quon McElrath from Hawaii.

These speakers impressed on us the ongoing struggles of the working class people to obtain fair wages, health benefits, pensions and satisfactory working conditions, whilst the corporations brag about their major profits and their increasing outsourcing capabilities. Labour worldwide must stand united and we must continue to support brothers and sisters around the globe in their time of need.

At this time I would like to thank all the ILWU members, pensioners and casuals, who went above and beyond, hosting our delegates and friends at the convention. You can be assured that all went home with wonderful memories of our people, city, and country.

On the home front, rumours are strong regarding amalgamation of the local port authorities. Longshore hours are up, with forecasts of continuing increases in Asia-Pacific trade.

Longshore contracts expire at the end of the year and we must prepare ourselves not only for the inevitable fight for increases in wages and benefits, but look toward

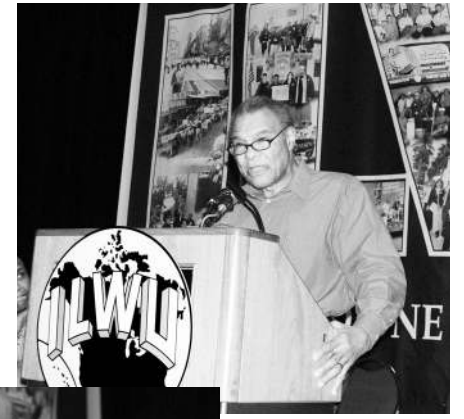


*The 33rd International ILWU Convention was fortunate to have a number of incredible guest speakers. Top row (l-r) Richard Trumka, AFC-CIO Secretary Treasurer; Paddy Crumlin, MUA National Secretary; 2nd row (l-r) Jack Layton, Leader of the NDP., Paul Robeson Jr.; Center row; David Cockroft, ITF General Secretary. Bottom row (l-r): the amazing Ah Quon McElrath from Hawaii, and Tim and his wife, Judy, finally got to enjoy the results of his hard work at the International Longshore Convention.*



*Chief Red Baker opened the International Convention.*

the future where the employers are constantly living in their attempts to use computerization and automation to reduce our work force. Some shipping companies (for example, Canadian Steamship Lines), openly state that their operations avoid ILWU labour at all costs. We must diligently work at not only protecting our jobs but also at being



aware of the employers' tactics of taking them away from us.

New shipping companies and new employers are arriving on the scene and we must show them that we are efficient, conscientious, and that we are the people that can help them boost their profits.

Our employers continue to move inland and we must move with

them to retain our jobs.

In the meantime:

- **Work hard,**
- **Work safe and**
- **Protect Your Job.**

Tim Footman  
2nd Vice-President

**1st Vice-President's Report**

*(Continued from page 2.)*

**Local 522**

Employees of Ridge Meadows Recycling have one issue that needs to be addressed with the employer. That is the employer refusing to recognize our elected Shop Stewards. We will be raising this issue at the next Union/Management meeting and it should prove for interesting discussion.

As the new President of this Local, I would like to say that I am very impressed with the work done by this unit. They are, of course, in the recycling business but their work does not end there. They are also mentoring both physically and mentally handicapped individuals to help them to work safely and productively. In fact some of the individuals being mentored go on to be full time employees of the

Depot. This is quite a responsibility. Imagine your job and then add the responsibility of mentoring another individual and making sure everyone goes home safe from work each night. I am very proud of this unit and proud to have them as Sisters and Brothers in the ILWU.

**Local 523**

Ken Bauder and I attended a membership meeting for the local to introduce ourselves and to answer any questions they might have regarding what ILWU Canada's role would be. I would like to say that this membership was not hesitant in putting forward tough questions for us to handle and I enjoyed the open and frank discussion. I would hope the other locals in ILWU Canada might afford us the same opportunity at their meetings.

**Organizing**

On the Organizing side of things I have been looking at the recycling industry to try and organize some units into Local 522. This local is small and has a recycle unit in it. Any added membership would definitely help this Local out.

We are currently researching a couple of companies to put them on the target list. I know you will be wondering who they might be, but we would not want to warn those companies ahead of time. So I will have to keep you posted. I am also researching a container storage facility to look at organizing it.

I am also involved with labour relation issues under the Longshore collective agreement. These issues involve investigation of incidents, interviewing those involved, and

following the case to completion up to and including presenting arbitrations.

These are just some of the issues I have been dealing with as you can see it is a diverse portfolio and I am looking forward to the challenge.

Finally, I would like to thank Chad O'Neill for his work in this office and for his help personally. Chad had wrapped up all the bargaining that he was involved with at several different sites which allows me the time to learn my new duties in this office.

Again, thanks to all the membership for this opportunity.

Bob Ashton  
1st Vice-President  
ILWU Canada



### 3rd Vice-President's Report

#### Al Le Monnier

Chair, ILWU Canada Safety Committee

#### Brothers and Sisters,

**It is has been a while since I have last reported to you on the latest activities regarding Health and Safety matters and other issues. My report will deal with issues of interest to all ILWU locals and longshore related items separately.**

#### General Information National Marine and Industrial Council (NMIC):

<http://www.tc.gc.ca/pol/en/acf/nmic/menu.htm>

During our deliberations with the Security issue, the maritime labour movement became aware of the existence of a special inter-ministerial committee residing within the Policy department of Transport Canada. This committee is made up of captains (CEOs and presidents) of various maritime industries such as Canadian shipping associations, Port Authorities, ship building and Deputy Ministers from Transport Canada, Fisheries and Oceans Canada, Industry Canada, International Trade Canada.

What this council entails for all practical purposes is a government-funded lobbying group in closed doors advancing and formulating policies that may pre-determine the manner and content of regulations before such regulations are actually debated by the stakeholders. This can only be at the detriment of maritime workers in the long run.

Areas that can be affected at our expense would be immigration, training, Labour code, jurisdictions and collective agreements. The idea of the government having closed door discussions on maritime policies with employer groups without including Labour in the process flies in the face of due democratic process. A committee named the ITF Coordinating Committee was formed a while ago by Peter Lahay of ILWU Local 400 who is the Canadian ITF coordinator. It includes just about all the maritime unions in the country and we meet twice a year in Ottawa during CMAC (Canadian Marine Advisory Council) national meetings. This committee has taken the lead in protesting and lobbying in every avenue opened to us to put an end to this NMIC. It was created by the Liberal government and is now supported apparently by the Tory government. One wonders if there is any difference between the two.

The kind of lobbying being pushed by the employer groups as an example is the abolishment of cabotage laws that protect our Canadian seafarers against international vessels transporting goods within our borders using foreign crews. There is a great deal of talk of short sea shipping to deliver containers with feeder ships. Some people envision this to be done by Mexican seafarers instead. Many are arguing that the way to resolve up-coming labour shortages is by increasing the immigration of skilled seafarers instead of training

our own people. They lobby to change the Labour Code to curtail collective bargaining rights.

Everyone reading this can do his/her part by writing to your respective Member of Parliament insisting that the NMIC be dissolved. It is important to be mindful of the big picture as well as of the details.

#### New Regulation

A new regulation has been added to the Canadian Occupational Health and Safety Regulations. It is Section XIX and is titled Hazard Prevention Program. You can get a full copy of the regulations and the Labour code at <http://laws.justice.gc.ca/en/L-2/index.html>. In a nutshell, the new regulation directs the employer, in conjunction with the Policy or Workplace Safety Committee to develop, implement and monitor a program for the prevention of hazards in the work place and must contain the following components:

- (a) an implementation plan;
- (b) a hazard identification and assessment methodology;
- (c) hazard identification and assessment;
- (d) preventive measures;
- (e) employee education; and
- (f) a program evaluation

A second Division to this regulation will later be added to include a set of regulations related to ergonomic designs. Ergonomics is the science of designing equipment and work stations in a way that reduces or eliminates musculoskeletal injuries due to repetitive motion or bad posture.

The negotiation on ergonomic regulations is being negotiated at the Regulatory Review Committee at HRSDC in Ottawa to which I have become an alternate member.

#### Government procrastination:

We finished negotiating the Marine Occupational Health and Safety Regulations in November of 2003. After countless complaints first with Transport Canada, then at the highest level at HRSDC, we are still waiting for the first draft of those regulations. This is a shameful disregard for the safety of Canadian workers by the government. Aviation has been waiting for seven years and counting for their regulations to be put into law.

We've also been waiting for our new Tackle regulations since 1989. That has reached a level of international embarrassment.

#### BCFED Safety courses:

Members who work under provincial jurisdiction should be aware that the BCFED provides various courses related to Health &

Safety from Safety Committee to Accident Investigation to WHMIS to ergonomics. These courses are approved and recognized by Work Safe BC (WCB). Your employer is required by regulations to send its Safety Committee members to one day course a year. If you want more information please contact me at [al@ilwu.ca](mailto:al@ilwu.ca) or go to the BCFED website at <http://www.bcfed.com/bcindex>

#### International Safety Panel

The ISP is a sub-committee of an international non-governmental organization named the International Cargo Handling Coordinating Association (ICHCA). The ISP deals strictly with longshoring work and is made up of experts in various fields such as terminal



Members of the International Safety Panel met in Vancouver in May 2006.

managers, stevedoring, equipment manufacturers, slings manufacturers and government safety specialists. Through my involvement in the ILO S&H Code of Practice in Ports, I was invited in 2004 by the chairman of the ISP to join this group. The ISP sustains itself by publishing "best practice" pamphlets and information papers on all aspects of cargo handling in dock work. It also liaises with international organizations that have relations with port work such as the Organization of International Standards (ISO) the International Maritime Organization (IMO) and the International Association of Ports and Harbours (IAPH). Another worthwhile activity the ISP does is the compiling and reporting of serious accidents that occur around the world with the purpose of learning and developing solutions to prevent recurrence. The names of the people involved in these accidents are or course omitted to ensure confidentiality. It is in that context that the fatal accident at Vanterm in January and later on the serious injury of the bomb cart driver lifted by twist locks stuck on the trailer were reported to the ISP

to warn other ports.

The ISP meets three times a year at different ports to discuss the various issues on the agenda. I invited the panel to come to Vancouver this last May 2006 and the meeting was a great success from a quality of discussion point of view. The BCMEA and some of its member companies along with the Vancouver Port Authority and ILWU Canada provided a great deal of resources in ensuring a great hosting success. This also provided an opportunity for our local people from both union and management side to meet counterparts from Europe and the US and discuss mutual Health and Safety problems.

It has been a realization for quite some time on my part that many of our Safety issues can be resolved only through an international process. Examples of such issues are the ill designs of container lashing decks and the plugging in of reefers. Through the ISP, with the assistance of experienced lashers and foremen, I forwarded recommendations to resolve these deficiencies which will be addressed at the IMO in London this coming September. This of

course takes a long time and we will see the progress only in a few years time and it will not eliminate the current bad vessels but we have to start somewhere.

#### Longshore Division Issues Container Failure:

Back in February 2006, a 20' Hanjin container was lifted by a top pick from the rail line and transported several yards when, without notice, the two front corner fittings completely failed causing the container to drop that end first and the than the other. The container was loaded with bails of asbestos. Bails dropped and broke off from the damaged broken doors. Luckily it was raining that night and not windy otherwise Vanterm would have had some serious problems in their hands. This was reported casually to



One of two failed front corner fittings on a 20' Hanjin container.

me by one of the regular checkers during lunch break a few days later.

This episode revealed several important issues that continually beset our Safety program on the waterfront:

**1. Lack of communication:**

This incident went practically unknown to the local's Business Agents at the time.

**2. Lack of knowledge:**

That incident exposed a fact that is most disturbing. The industry's management and work force that operate major container facilities know very little about international conventions and standards that supposedly ensure a level of comfort as to the quality and integrity of the multitude of containers we lift every day. They were aware of the CSC (Container Safety Convention) plaque that is seen on a door of every container but didn't really know its significance. They absolutely did not know what the ACEP (Accepted Continuous Examination Program) is about. None of them knew about ISO 3874 which dictates strength requirements for marine containers. I think this is an area of knowledge that all those involved in container handling from management to foremen to checkers and at least regular work force machine operators should be instructed on to some degree.

**3. Lack of follow up:**

After the incident, the Dangerous Goods department of Transport Canada took over the investigation and issued a request to Hanjin Shipping in New York to have the container survey by a metallurgist and to have a transcript of the ACEP record. This was done in early March. We have waited for a reply from Hanjin until the end of June. No further follow up was done by TSI as they figured this was now in the hands of TC. Transport Canada did not follow up on its own requests either. This is where I found out that the regional branch does not have any authority to compel a shipping line to conduct a metallurgical test on their containers nor disclose the examination history of any container through the ACEP. Its only duty under the CSC is to remove the container from circulation which, in this case, was kind of self evident.

I wrote to the person responsible in New York that this incident was reported to the International Safety Panel where it was unanimously agreed that the test and history should be made available. It was emphasized that not doing so would not bode well for Hanjin's reputation. The shipping line eventually agreed to do the tests and provide the examination history of the container.



Above: Stacking collapsed flat rack containers with the built in twist locks.

**4. Action necessary:**

The Container Safety Convention stipulates that a container once put into service must be thoroughly inspected after its first 60 months and every 30 months thereafter.

This was cumbersome for the shipping lines so a system of self-examination (ACEP) was developed where the shipping line, after submitting a plan of examination to the authority where the container originates from, has the container examined at a place of convenience by a designated person. There are no written criteria as to what constitutes a thorough examination.

In this scheme the direct employer is not in control of the quality of the equipment, in this case containers, to which his employees are exposed to especially lashers and tractor/trailer drivers. That is why we need to develop our own system of examination during the handling of containers that would allow us to spot as much as practicable any defective containers.

**International Convention Report**

The US Coast Safety Committee meets the ILWU Canada Safety Committee:

For the first time in the history of the ILWU, the two umbrella safety committees of our respective nations met during the International ILWU Convention Longshore Caucus held in Vancouver this last May. Just about every local was represented from San Diego to Alaska to Hawaii. We discussed several safety issues of common interest but the two most important ones were about the lifting of multiple collapsed flat racks and the double wrapping of slings on steel pipes and tubing and a proper inspection of the slings.

**Multiple collapsed flat racks:**

The US delegation brought to us the problem of shipping lines stacking collapsed flat rack containers and

At right: Close up of twist lock in stacking flat racks.



joining them with the built in twist locks attached to them.

Our US brothers maintain that these twist locks are not certified as lifting gear and their access is impossible to determine what state they are in. Such a lift constitutes a Vertical Tandem Lift which both our jurisdictions have declared to be unsafe.

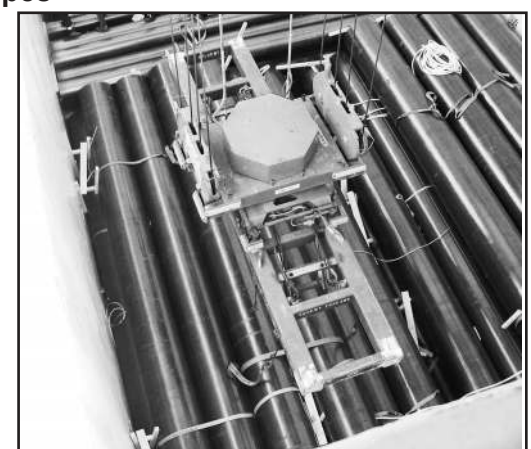
In fact we have taken the lead in fighting the spread of VTL. In error we have lifted these racks in such fashion in the past mainly because we had been told that these twist locks were specifically designed for this.

I have gone around and taken pictures of flat racks and their twistlocks and found that many were rusted right through. There is no certification or stamp with them and cannot be declared valid loose gear or lifting device what ever the case may be. We view them as being securing devices just like any other twist lock. Therefore we join in solidarity with the US locals in refusing to lift collapsed racks stacked three to five high. If such lifts are encountered, the proper method to lift them is by using lifting legs with J hooks or similar device and lift the lot from the bottom corner castings of the bottom rack.

**Double wrapping of steel pipes and tubing:**

The ILWU Canada Safety Committee raised the problem of many shipping lines, most of them the forest carrier gantry types, bringing ship loads of steel pipes and tubing to several ports on the West Coast with such loads pre-slung in a straight basket lift configuration.

Right: Double-wrapped steel.



We have consistently maintained that such configuration is contrary to the time honoured method of double wrapping the slings. Countless of times through the years pipes have slid off when slung in a basket and that is why all sling manufacturers prescribe the double wrapping method when lifting steel pipes and tubing.

The reason why they insist on basket lifting is because of speed up buckshee schemes at the exporting ports in Korea or China. Once again, safety plays second fiddle to production.

This was discussed with the Coast Committee and it was agreed as part of their report to the Longshore Caucus a passed resolution to insist on the following:

1. Check for sling certification at the start of each job.
2. Slings must be inspected before each use: loading and unloading mode
3. Check for cuts, discoloration, abrasion and oil accumulation
4. Pipes and tubing must be double wrapped.

The above was signed by Jim Spinoso, ILWU President; Bob McEllrath, Vice President; Ray Ortiz Jr., Coast Committeeman; and Joe Wenzl, Coast Committeeman.

### Coveralls for lashers:

A pilot project has been initiated to issue coveralls and gloves to all workers dispatched to a container lashing job. At the end of October we will meet with the employers and evaluate its success.

It has been the position of ILWU Canada that this will greatly enhance safety for lashers in terms of visibility without the hindrance of hi-viz vests, ability to get closer to the work for greater strength, protection from marine grease. It was the intention to have this pilot project at all container terminals but unfortunately for the time being it will be only in Vancouver through the dispatch hall unless TSI agrees to distribute them at Delta Port. In the end, it is in their interest also and the logistics are really not all that difficult.

We encourage all lashers to don a pair of coveralls for lashing jobs and to cooperate in making the distribution and return for laundering a success that can be only to our benefit. It is our hope that eventually the coveralls will be distributed at all the work sites.

I want to take the opportunity to thank colleagues Bill Fraser BA at 502, Howie Stohl ex-500 Safety Chairman, Chuck Zuckerman and his son David who took excellent photos and DVD in making the risk analysis.

On the employer's side, kudos go to Mr. Grant Mebs, BCMEA Vice President & CEO, who gave the go-ahead on the project, and to his staff Leigh Saccone who coordinated the project with Mark Knowles and Kelly Poirier. Peter Bamford was also very instrumental in spearheading the project.

### Horizontal Connectors:

There is new contraption being introduced in the container business to accommodate non-standard size containers such as 10 feet. In order to lift them with the 20-foot spreader, they are attached together at the top and bottom corner fittings with a device named Horizontal Connector. (See photo above.)

This device has been the subject of discussion at the ISP where the panel has in general expressed a great deal of concern.

If the containers are fully loaded, these devices would be subjected to a great deal of stress and their condition unknown to us.

The ISP requested an opinion to the Maritime Section of ILO. The ILO has finally replied by accepting the device as a loose gear. This means that the devices have to be certified and stamped with a SWL and thoroughly examined every year. They are not part of the container nor have anything to do with the CSC plaque on the container.

Some of these 10-foot containers have been delivered at Vanterm and Delta Port with some version of Horizontal Connectors. They are not stamped. An American Class Society has certified them but, since there are no established standards or safety factor for these

devices, we cannot accept the validity of the certification.

When encountering such lifts, unless the twin-twenty system can be activated with the spreader at 20 feet, it is best to lift these containers using J hooks or similar approved gear attached where these connectors are at the bottom.

### Standards of Operation:

The longshore locals with the stevedoring companies have been going through a job risk and hazard analysis for vessel operations on the following commodities: logs loading, steel discharge, lumber and pulp and general cargo. The ILWU Canada and the BCMEA have coordinated the discussions.

The purpose of the analysis is to develop a Standard of Operation (SOP) for each of these commodities that will be written in a step-by-step formula. These talks have included trainers from each local to ensure that the training of new recruits is done uniformly. The intent is to have these standards added to the industry's White Safety Book which is due for review.

To have agreed upon SOPs is not only a necessity to reduce injuries but also a great benefit in eliminating disputes on the job on how to do things.

An SOP eliminates the dangerous practice of individuals improvising methods of work on their own which often can prove to be fatal. As an example, in Australia a load of steel pipes was partially pinched underneath a rack. Instead of using a lift truck or move the rack, the foreman decided to hook



Above: Horizontal Connector.

up the load and have the crane operator "skell drag" the load by slewing off shore. The load finally came loose from the rack but the foreman had placed himself right in the bight and was almost instantly killed.

By regulation, equipment of any kind must be used only in the manner of their intended use whether it is a crane, a bridle, Cranston hooks, slings or lift truck.

The other advantage of establishing a SOP is the elimination of the terrible habit of some employers or shipping lines playing locals against each other. This is a reality that exists around the world and is the reason why I strongly believe in the establishment of international conventions, codes of practice and standards of equipment.

It is hoped to have this work done before the end of this year.

### Waterfront General Safety Training (WGST):

Another project we jointly embarked on is the development of a comprehensive set of instructions relating to safety on the waterfront. These instructions will be given by ILWU instructors and special subject matter experts. The subjects will include:

1. Rules & Regulations
2. On-the-job-Safety
3. Lock Out/Tag Out Procedures
4. Confined Space
5. Fall Protection
6. Workplace Hazardous Material System (WHMIS) & Transportation of Dangerous Goods.

The content of the course was put together through the involvement of ILWU Longshore Division Locals Site Safety Committee members, Business Agents and Executive members and employer's Safety Experts. The whole package was coordinated and financed by the BCMEA with the booklet and PowerPoint presentation developed by BCMEA's Leslie Marinning. The introductory DVD was developed by Chuck Zuckerman.

The goal with the WGST is to have everyone in the workforce at all locals attend this one day safety training with pay. The number per class hasn't been determined. We hope to have the project going in September or October.

Fraternally,  
Al Le Monnier,  
3rd Vice-President  
Safety Coordinator

## The History and Origin of Labour Day

**Most of us consider Labour Day the end of the summer, and one last three-day weekend. But why do we celebrate this holiday?**

**Eleven-year-old Peter McGuire sold papers on the street in New York City.** He shined shoes and cleaned stores and later ran errands. It was 1863 and his father, a poor Irish immigrant, had just enlisted to fight in the Civil War. Peter had to help support his mother and six brothers and sisters.

Many immigrants settled in New York City in the nineteenth century. They found that living conditions were not as wonderful as they had dreamed. Often there were six families crowded into a house made for one family. Thousands of children had to go to work. Working conditions were even worse. Immigrant men, women and children worked in factories for ten to twelve hours a day, stopping only for a short time to eat. They came to work even if they were tired or sick because if they didn't, they might be fired. Thousands of people were waiting to take their places.

When Peter was 17, he began an apprenticeship in a piano shop. This job was better than his others, for he was learning a trade, but he still worked long hours with low pay. At night he went to meetings and classes in economics and social

issues of the day. One of the main issues of concern pertained to labor conditions. Workers were tired of long hours, low pay and uncertain jobs. They spoke of organizing themselves into a union of laborers to improve their working conditions. In the spring of 1872, Peter McGuire and 100,000 workers went on strike and marched through the streets, demanding a decrease in the long working day.

This event convinced Peter that an organized labor movement was important for the future of workers' rights. He spent the next year speaking to crowds of workers and unemployed people, lobbying the city government for jobs and relief money. It was not an easy road for Peter McGuire. He became known as a "disturber of the public peace." The city government ignored his demands. Peter himself could not find a job in his trade. He began to travel up and down the east coast to speak to laborers about unionizing. In 1881, he moved to St. Louis, Missouri, and began to organize carpenters there. He organized a convention of carpenters in Chicago, and it was there that a national union of carpenters was founded.

He became General Secretary of the United Brotherhood of Carpenters and Joiners of America.

The idea of organizing workers according to their trades spread around the country. Factory workers, dock workers and toolmakers all began to demand and get their rights to an eight-hour workday, a secure job and a future in their trades. Peter McGuire and laborers in other cities planned a holiday for workers on the first Monday in September, halfway between Independence Day and Thanksgiving Day.

On September 5, 1882 the first Labor Day parade was held in New York City. Twenty thousand workers marched in a parade up Broadway. They carried banners that read "Labor creates all wealth," and "Eight hours or work, eight hours for rest, eight hours for recreation!" After the parade there were picnics all around the city. At night, fireworks were set off. Within the next few years, the idea spread from coast to coast, and all states celebrated Labor Day. In 1894, Congress voted it a federal holiday.

*Celebrate Labor Day by  
Beverly Hernandez - Internet*



## Secretary-Treasurer's Report

Ken Bauder

*"With all their faults, trade unions have done more for humanity than any other organization of men that ever existed. They have done more for decency, for honesty, for education, for the betterment of the race, for the developing of character in men, than any other association of men."*

~ Clarence Darrow

The ILWU is that union.

I hope this sees you and your family well.

During the last seven months my activities have been varied and continuous and they have included the following:

### A trip to Strasbourg, France

I represented ILWU Canada accompanied by Local 500 President Glen Bolkowy in support of an European Transportation Federation (ETF)/International Transportation Federation (ITF) rally to oppose Port Package II legislation that was being presented for the second time to the European Union (EU). The legislation would have allowed the dock operators to disregard any collective agreements in place and hire anyone to perform Dockers/Longshore work. Relevant key dates in this initiative are:

#### December 1997:

The European Commission publishes a green paper on seaports and maritime infrastructure.

#### September 2003:

Unions take part in ITF action week for European Dockers and a series of 24-hour strikes.

#### November 2003:

Following vigorous trade union protests, European Parliament reject ports package I in the third reading.

#### January 16, 2006:

More than 9,000 Dockers from 16 countries demonstrated in Strasbourg and attempted to convince the European Parliamentarians to reject the proposal. Delegations from Australia, Canada, and the USA joined their European counterparts.

#### January 18, 2006:

European Parliament rejects Ports Package II by 532 votes to 120, with 25 abstentions.

With the help of the ITF/ETF the day after the demonstration we went into the EU with our brothers from Australia and the US did a TV interview outlining what was important to our members and our jobs.

As you can see from the key dates, there was a fairly significant push to eliminate Longshore/Dockers in Europe. Could that happen here? Unlikely? The Australians thought the same and they are in a battle with their Government that may see us joining an international intervention on behalf of our brothers and sisters down under. The solidarity shown in Europe and Australia is our position and must be maintained wherever we are attacked.

Photos of the ILWU Banner and some of our brothers from the Maritime Union of Australia and

our US brothers accompany this article.

### Longshore Caucus - March 20, 2006

A one-day Longshore caucus preceded the ILWU Canada Convention on March 20, 2006.

### ILWU Canada 29th Convention 19th Biennial - March 21 to 24, 2006

When I first started to think about the Convention it was with the idea that someone would know what had to be done. To my surprise, I was responsible for sorting out every detail.

On the administration side of the Convention, our administrative assistants Lise and Trasa carried the day. On the setup, recording, dinner, entertainment, gifts, etc. of the Convention all of that fell to me. In a word it was "onerous," but, in the end, "an overwhelming success" were the words used by a number of people who attended the Convention.

Business was conducted and resolutions were debated. Again, it was a successful Convention.

Our guests from Canada and the International community should be recognized as an integral part of our Convention and they came from Saskatchewan, Australia, Europe and the US. Their presence speaks to our Solidarity with the Dockers and Longshore workers around the world. In the end I was proud to be ILWU CANADA.

### ILWU International Convention

Following our Convention we moved immediately into finalizing hosting of the ILWU International Convention. May 15 to 19, 2006. The Convention and our hosting of the International Convention happens once every 18 years. 2006 was our year.

We had the opportunity to show our brothers and sisters from around the world what Canadian hospitality and Solidarity means.

Tim Footman, 2nd Vice-

President of ILWU, was the leader of a team from Locals 500, 517, 522, our administrative assistants, and a group of ILWU pensioners, all of whom put the crowning touch on the Convention.

This was a Convention to remember – it was a success and all who participated agreed that they had a great time and thanked everyone (rank and file members, officers, and staff) in ILWU Canada for hosting the ILWU International Convention.

### Longshore

Upcoming changes that the Longshore Locals 500, 502, 505, 508, and 519 should be aware of include the following.



Above: (L-r) Glen Bolkowy and Ken Bauder from ILWU Canada at the Strasbourg rally.

Below: Some of our brothers from the US and from the Maritime Union of Australia who attended the rally.



Rights: We were fortunate to have the Night Train Review (NTR), a union band, for our convention banquet in March and the International Convention in May. Brother Sy Risby (Local 500) was one of the lead singers.

Below: Delegates to the ILWU 29th Convention 19th Biennial.

### Pension

Increases to the pension plan benefit from \$63 to \$65 per month per year of service (July 1, 2006). This represents about a 3% increase to the existing benefit.

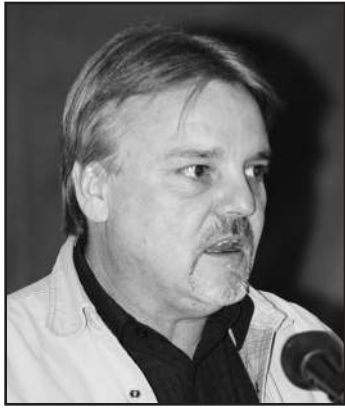
### Drug Card

The Trustees of the Longshore Health and Benefits Plan have an agreement in principle to implement a drug card, which is tentatively scheduled to start in January 2007. This will allow you to pay for your prescriptions at the counter – Plan pays 80% you pay the 20%.

Each year you must pay a \$100 deductible before the 80% kicks in, so when you use the drug card you will present the drug card with your prescription to the pharmacy so that the whole amount of the transaction will be recorded as a burn against your deductible. Once you have accrued the \$100 deductible, your cost for prescriptions will be paid at 20% by you and the plan picks up the 80% automatically. Some restrictions will apply. I will keep you posted.

Thanks - take care,  
Ken Bauder  
Secretary-Treasurer





By Peter Lahay

## A Canadian Vision for a Stronger Maritime Future

Canada stands at a crossroads as a maritime nation, faced with critical decisions on balancing its burgeoning global trade, its national competitive position and its environment.

The decisions it makes will affect the quality of life of citizens from coast to coast, and Canadian maritime unions believe that in order for those decisions to be made wisely, it is time for a comprehensive review of the maritime policy issues that affect the way we do business.

Canada's collective wealth is born of trade, both within its national borders and with nations across the world's oceans.

There was a time when Canada boasted the world's third-largest merchant fleet, vessels that have bolstered our national security during wartime efforts and enhanced our ability to harvest and trade in our immense resource riches.

Today, Canada continues to exploit those resources -- but now our riches are, by and large, shipped overseas on Flag of Convenience (FoC) vessels. Similarly, virtually all of Canada's imported goods arrive in the holds of FoC's.

Coupled with this change comes the fact that many of the consumer goods once produced or manufactured in Canada and sold within the national economy are now produced offshore by cheap labour in developing countries. The shift has, unfortunately, resulted in the massive loss of quality industrial jobs that have historically provided financial peace and security for Canadian families.

Not all of our children will have a chance to complete university and become lawyers, doctors and accountants. Not every young person aspires to such a career. A humane and civil economy is one that is diverse, one that provides a dynamic opportunity for Canadian employment. So not only is our transportation network vital to our national economy, it is also vital as a sustainable employment base.

With the exception of some segments of the now largely deregulated trucking industry, transportation jobs, by and large, provide decent living wages. Jobs in the transportation sector pay anywhere from \$40,000 to \$100,000 per year, and as such are the kind of jobs that allow average Canadian families to enjoy a comfortable standard of living and in addition provide stimulus to local economies.

Presently, there is a significant effort under way to undermine the integrity of Canada's national transportation chains through further deregulation and the importation of foreign guest workers (a phenomenon aptly known as social dumping). These efforts are being led by a coalition of maritime associations who call themselves the Canadian Marine Industrial Alliance.

We believe that many of their views, expressed in their lobbying document titled *A Blueprint for a Stronger Future*, are flawed. Many of their recommendations will

undoubtedly result in shipping companies hiding behind the nationalities of other nations through the re-flagging of their vessels. This will result in the massive loss of Canadian seafaring jobs — and, of even greater concern, the loss of a vital skills base.

Canadians rightly expect that skills and hard work are rewarded with decent employment. That is why Canadians will not accept, and have never accepted, a Flag of Convenience-like transportation industry operating inside our borders. Some whose interests it serves would have us believe this is necessary to ensure Canada's prosperity. Such arguments are nothing more than fear mongering and fallacy.

But that is not to say that we cannot, or should not, improve our transportation infrastructure to better compete in the global marketplace. Indeed, we must constantly search for ways to improve our efficiencies and protect the environment.

Over the past 15 years, many countries have experimented with the deregulation of their domestic shipping and ports industries. Such experimentation has, without exception, caused disruption and dislocation of jobs and economic viability. Most, if not all, deregulated shipping economies are now being reversed or reined in and the misguided neo-liberal policies behind them abandoned. Governments are doing so because they have determined that their national economies are threatened by disruption and a lack of control over their transportation chains.

If a nation does not cradle its maritime industry, then it loses its maritime expertise. In some respects, this has been Canada's fate. Having lost its international fleet, Canada no longer produces homegrown maritime expertise — expertise necessary to guide and grow our maritime infrastructure, both in government and in private industry. When Canadian companies or government agencies such as Transport Canada require higher maritime certifications to fill jobs, they are now more likely to advertise in Singapore or Taiwan than in Canadian publications. It is shameful that our maritime economy is no longer controlled by Canadians in their own best interests, but by global players looking solely to further their own interests.

Our transportation corridors are now at or near capacity. As we address their expansion, we must set clear policy that encourages a

sustainable development plan — and one that all citizens can accept.

In British Columbia's Lower Mainland, where a Pacific Gateway strategy has been proposed, many municipalities remain unconvinced that the strategy will benefit their cities. Government, labour and industry have a huge role to play in resolving such matters. The issues are complicated, but they are also entirely manageable if a holistic approach is taken.

Short sea shipping can be an excellent method of transshipping containers inland, or up and down a coast, without putting further pressure on the existing road and rail infrastructure. To be able to move goods by sea past local high-congestion areas in B.C.'s crowded Lower Mainland, and up the Fraser River to Maple Ridge, Langley and Mission, would be a benefit to Delta and its bordering municipalities. Such an ability would also prove a financial benefit to upriver communities, which would enjoy more jobs and a bigger industrial tax base. Short sea shipping could also be used to move containers between Vancouver Island and the Mainland, relieving pressure on the provincial ferry system. As well, the advent of the 8,000 to 10,000 TEU container vessel allows for one-port call for the large vessels, which can then transship containers to smaller ports on large barges or smaller vessels and so relieve the growing pressure on existing infrastructure.

On the industry front, maritime companies expecting to get back into this traditional coastwise work must plan for ships and barges of sufficient and efficient design. These vessels, referred to as "feeder" ships, are often in the range of 500 to 1,000 TEUs. Feeder ships are quick and nimble enough to provide efficient transshipment and do not require large crews.

These types of vessel do not presently exist in the domestic market, although they have been used in Europe and Asia for 20 years. So Canada must embark on a building program for such a fleet. In addition, both industry and government have yet to train enough certified officers to operate these vessels, and Canada must therefore also provide the stimulus to train a new and local marine workforce — a workforce that is sensitive to the needs of our marine environment.

The recommendations above

would, if acted on, begin to address Canada's maritime deficit. They would provide stimulus for the modernization and re-tooling of Canada's shipbuilding industry. They would provide a base of Canadian marine personnel vital to Canada's environmental and economic needs and also to ensure our economic security post 9/11, an era in which Canada must be self-reliant in repatriating our maritime governance through skills acquisition.

For Canada, the need to define such solutions is critical. As we continue talks over free trade arrangements with Korea and Norway, Canada's negotiators must insist on a transfer of technologies. Both Korea and Norway are modern ship-building nations. No longer do these maritime powers simply employ thousands of shipyard workers to build ships using brute strength.

Most of their respective yards employ state-of-the-art robotic technologies, a goal Canada could set for itself.

As for planning, we are confident that Canada's maritime unions have an accurate, comprehensive and precise understanding of what our ports require to remain successful. Thus, labour should sit with an equal voice at every level at which private business stakeholders are heard. Although we are heartened by the federal government's keen and developing interest in maritime matters we are equally concerned that if the views being expressed by the Canadian Maritime Industrial Alliance are taken as the single source of debate, then Canada as a maritime nation will be poorly served.

Turning to the future, we note that a clear and common theme in discussions of maritime commerce is the need for coherent policy. If the government is truly serious about alleviating impediments to development of a successful maritime sector, it must lay out a clear and concise policy and a vision that will carry us forward.

In closing, it is time for government to play an active and transparent role in developing a truly dynamic marine industry — one that meets the needs of the diverse stakeholders in the marine and transportation economy.

Further, it is time for a roundtable discussion among all parties interested in the facilitation of the maritime commerce that drives our national economy. The discussion should include government, labour, capital interests, communities and non-governmental organizations — environmental groups. Arising from such a meeting there must be a policy group of all stakeholders willing and able to work together to continue to build a diverse and dynamic maritime economy — one that will serve the interests of all of Canada.

*Peter Lahay is the ITF's Canada Co-ordinator and a member of ILWU-Canada Local 400.*



# ILWU Canada congratulates Shawn Nolan ~2006 Labour College of Canada Graduate

**Shawn Nolan is the first ILWU member to graduate from the National Graduate Program at the Labour College of Canada in Ottawa since 1963. This is his report.**

### By Shawn Nolan

I would like to take this opportunity to thank ILWU Canada, Local 502, and my family for their support and encouragement in attending the National Graduate Program at the Labour College of Canada in Ottawa from May 5 until June 5, 2006. I feel fortunate to be the first ILWU member to Graduate from the Labour College since its inception in 1963. The program consisted of five courses; Federal Labour Law, Economics, Political Science, Labour History and Labour Sociology. Classes included six hours of lectures a day and four hours of reading at night. Spending four weeks with 48 other union activists from across Canada is an experience I will never forget.

I want to take a moment to share a couple of things from the college experience that was of great value to me. First is the honour and pride I felt being a member of the most powerful union in the world - the ILWU and secondly the importance of labour education.

At college everyone quickly realized that the ILWU sets the bar in terms of militancy, working conditions and workers rights, but we must recognize and accept the responsibility that goes along with that. These responsibilities are to support other unions when called upon in their time of need, as well as organizing the unorganized. We are only as strong as the weakest; so to help others in their fight only increases our strength.

The labour movement was built on the backs of workers and must never be forgotten. As I reflect on the past I begin to grasp the struggles our fathers and grandfathers had to overcome to attain the rights and conditions we all enjoy today. The fight for better conditions which at one time was

fought for in the streets and back parking lots has now been moved to the boardrooms and Parliament Hill. Employers lobby political parties, recruit management straight from University, and now the time has come to equip ourselves with the same tools and techniques through labour education. In the future it will be our responsibility to uphold the



*I want to take a moment to share ... the honour and pride I felt being a member of the most powerful union in the world - the ILWU."*

dignity of labour. Individually we can do great things but UNITED we can make history.

In solidarity,  
Shawn Nolan  
ILWU Member - Local 502

AN INJURY TO ONE IS AN INJURY TO ALL.

## A paradox of our time in history

Although counterculture comedian George Carlin is often credited for writing this poignant piece after the death of his wife, the actual author is a Christian minister. According to an article in *The Rumor Mill*, the author of this piece is Dr. Bob Moorehead, former pastor of Seattle's Overlake Christian Church. It was included in a 1995 collection called **Words Aptly Spoken**.

Regardless of who wrote it, this article is worth reprinting.

The paradox of our time in history is that we have taller buildings but shorter tempers, wider freeways, but narrower viewpoints. We spend more, but have less, we buy more, but enjoy less. We have bigger houses and smaller families, more conveniences, but less time. We have more degrees but less sense, more knowledge, but less judgment, more experts, yet more problems, more medicine, but less wellness.

We drink too much, smoke too much, spend too recklessly, laugh too little, drive too fast, get too angry, stay up too late, get up too tired, read too little, watch TV too much and pray too seldom. We have multiplied our possessions, but reduced our values. We talk too much, love too seldom and hate too often.

We've learned how to make a living, but not a life. We've added years to life not life to years. We've been all the way to the moon and back, but have trouble crossing the

street to meet a new neighbor. We conquered outer space but not inner space. We've done larger things, but not better things.

We've cleaned up the air, but polluted the soul. We've conquered the atom, but not our prejudice. We write more, but learn less. We plan more, but accomplish less. We've learned to rush, but not to wait. We build more computers to hold more information, to produce more copies than ever, but we communicate less and less.

These are the times of fast foods and slow digestion, big men and small character, steep profits and shallow relationships. These are the days of two incomes but more divorce, fancier houses, but broken homes. These are days of quick trips, disposable diapers, throwaway morality, one night stands, overweight bodies, and pills that do everything from cheer, to quiet, to kill. It is a time when there is much in the showroom window

and nothing in the stockroom. A time when technology can bring this letter to you, and a time when you can choose either to share this insight, or to just hit delete.

Remember, spend some time with your loved ones, because they are not going to be around forever.

Remember, say a kind word to someone who looks up to you in awe, because that little person soon will grow up and leave your side.

Remember, to give a warm hug to the one next to you, because that is the only treasure you can give with your heart and it doesn't cost a cent.

Remember, to say, "I love you" to your partner and your loved ones, but most of all mean it. A kiss and an embrace will mend hurt when it comes from deep inside of you.

Remember to hold hands and cherish the moment for someday that person will not be there again.

Give time to love, give time to speak, and give time to share the precious thoughts in your mind.

And always remember:

**Life is not measured by the number of breaths we take, but by the moments that take our breath away.**

### Affiliate update: Grain Services Union

## GSU requests action on SWP/GSU Pension Plan

**On July 7, 2006, GSU General Secretary Hugh Wagner wrote to the Deputy Superintendent of the federal pension regulator, OSFI, to request the issuing of a compliance order requiring Saskatchewan Wheat Pool to begin making special solvency payments to liquidate the SWP/GSU Pension Plan's solvency deficiency of \$38.8 million.**

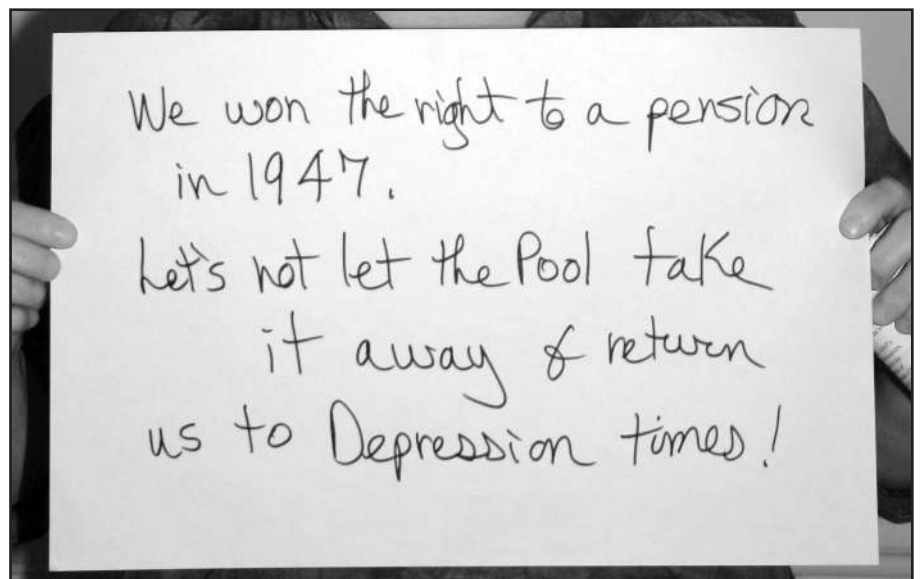
"Considering the inconclusive nature of the June 28 meeting between GSU and OSFI representatives regarding the SWP/GSU Pension Plan, I consulted the union's advisors and decided to urge immediate action in accordance with the interpretation of PBSA, 1985

expressed in the March 16, 2006, letter from the regulator to the Plan's Trustees," Wagner said.

According to Wagner, his July 7 letter to OSFI is intended to focus attention on following through with action to protect all SWP/GSU Plan members.

"Every day of continued delay increases the uncertainty for members. And, more to the point, continuing delay of the required special solvency payments will be prejudicial to the interest of Plan members," said Wagner. "If this is going to end up in court anyway, let's get on with it."

For more information on Grain Services Union, visit their web page at [www.gsu.ca](http://www.gsu.ca).



Grain Services Union members and SWP/GSU Pension Plan retirees wrote their thoughts on paper at the April 2006 GSU pension rallies in Saskatoon and Regina.



# Pensioner's Podium

## Local 500 Pensioners' Fishing Derby

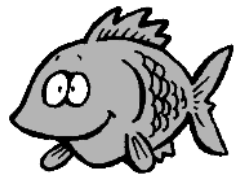
The Pensioners' Fishing Derby is an annual event which started in 1990. This year's derby was held August 12 and 13. Congratulations to derby winner Les Vivian who caught the biggest salmon and won a trip to Alaska.

Money raised at fishing derbys is donated to local charities. Proceeds from the 2005 Derby were shared among the BC Children's Hospital, the BC Cancer Clinic, The Heart and Stroke Foundation in the name of 'Big' Jim Pearce, and The Mood Disorder Clinic.

Thank you to derby participants and thank you to everyone who worked hard to make this derby possible.



Pictured here, Mike Marino, Frank Kennedy, Leo Pagnossin, and Jim Keith make a cheque presentation to a British Columbia Children's Hospital representative. Peter Haines is also in the picture representing Local 500.



*This is a letter sent to Frank Morena, Secretary-Treasurer, Local 514*

Howdy Frank,

This is the prodigal, lazy ex-longshoreman Tom Bibeault. As usual, I'm days late and dollars short, but I usually, eventually show up.

Enclosed is a cheque toward the defense fund against the draconian and repressive security measures the feds wish to impose on the active members of ILWU. I believe this is a fight both active and retired members should join in and I say this to all retired members. "If the federal government can impose unfair and unjust regulations to the detriment of active members, how long before this same government begins to impose punitive and patently unjust, pro-employer regulations on retired members that will quickly reduce both our pension rights and our pensions as well?"

Can't happen you say? Well, just look south of the border and see what has begun to happen to millions of American workers who lost both sizable portions of their pensions and their right to them – all courtesy of the good old American government. Think those ... in Ottawa have any more regards for us than their American counterparts?

Think again Brothers and Sisters. And to all the retirees out there, I say this. Unzip your wallets! The prosperity nearly all of us enjoy in our retirement is largely due to the conditions and benefits the ILWU has won for us over the decades. Let's show both our gratitude and our MOXIE.

Fraternally,  
Tom Bibeault, Retired Foreman



## Local 500 Pensioners Club planning more road trips

Over the last few months the Local 500 Pensioners Club organized two trips to the Silver Reef Casino near Bellingham. We had 30 people on the first trip and 43 people on the second trip. It only costs \$10 and includes the bus trip, a free buffet, and other perks.

**We're interested in doing other trips, so if you have any ideas, come to our meetings and let us know!**

For the last few years we've also organized a dinner in early December. Last year we had 70 people attend and we are planning another one this year.

After retirement it's very easy to lose touch with people so all our social functions are mixed — husband and wives, widows, widowers, and many other people we've know in the past.

We hope to see more of you at our functions and I'm sure you will enjoy them. And we hope to see more of you attend our meetings.

Mike Marino  
Retired Local 500 member and Local 500 Pensioners Club

## ILWU Pensioners Organization - Vancouver (Mainland)

**The Vancouver (Mainland) Pensioners Club continues to keep abreast of issues that effect the membership of the ILWU, both active and retired.**

Being retired means you retain your membership in the ILWU as an honorary member. You still have voice on issues, but no vote.

Vancouver Pensioners meet the first Thursday of every month except August at 10:30 a.m. All pensioners are welcome and urged to attend and associate with your fellow workers and keep up to date on what is happening in the Union. Active members are welcome to sit in and hear the views expressed.

Since the pensioners were chartered to the ILWU Canadian Area we have participated actively in Conventions and Caucuses of

the Union, and prepared to support initiatives the Union membership embark on that are in the interest of the active and retired members, and their families.

Remember, we as pensioners have more time to show our support of the union and appreciation to those members that struggled through the hard years in building this Union into the best in Canada.

We also belong to the ILWU Pacific Coast Pensioners Association (PCPA), which represents retired Longshoremen up and down the Pacific Coast. Keeping us on a more personal level and up to date



on events across the line, particularly on pensions and the education of new members on how this union got here.

All this for a voluntary payment of \$12 a year.

The pensioners handle the Fishing Derby every year, and from the sale of tickets and the financial contributions from member Companies of the BCMEA, we make contributions to Children's Hospital, Cancer Research, Mood Disorders Association, The Heart and Stroke Foundation and other

needy organizations. ILWU Local 514 present a trophy to the ILWU member that catches the biggest fish. The Herbie Nesbit Trophy.

We are also honoured by Local 500 with a Picnic in July and a Banquet every Fall where up to 500 pensioners participate, this is at no cost to the pensioners.

The ILWU Canada will be convening an Executive Board meeting followed by a Negotiations Caucus at the end of October. The pensioners are preparing to have resolutions for consideration by the delegates. This is one example of the Democratic Principles that exist in this union, which can only disappear if we sit back and forget why we are the best "MEN ALONG THE SHORE".

"In retirement, I look for days off from my days off."  
~Mason Cooley

## A Long Way Around By Lawrie Crawford

**Paddy McDonagh (1881-1982) was interviewed in 1974 at 93 years of age. He started longshoring on the Vancouver waterfront in 1910 and retired in 1956.**

Word has come through the bars and cafes of Hastings Street that the Arizona Maru is heading for port. A boat means work, and Paddy McDonagh is hungry. All hiring happens boatside, which is only a stone's throw from where he is, but it's not that simple. After the federal government gave the Canadian Pacific Railway Company (CPR) six thousand acres of waterfront land (in return for the extension of the rails from Port Moody to Vancouver), the CPR built a long fence to protect its interests. Now, the only access is at Gore Street, almost two miles east of the main dock. So Paddy has to take the street car two miles east, walk three blocks to the water, then walk nearly two miles west along the shoreline, to end up about two blocks from where he started.

As Paddy trudges the last mile to the CPR pier, he figures it must be about eleven p.m.. He realizes that it is nearly a year and a half since he jumped ship in Vancouver. He'll never forget that day—June second, 1909. That seventy-two days sailing from Glasgow had nearly done him in; New Zealand was too many days more. Vancouver was far enough. Too bad it's so tough to get work. He pushes the thought from his mind and takes his next step on the path.

His warm breath mingles with the cold fog, as he follows the concave shore. On one side, black hulks of rail cars loom in charcoal light, and on the other, small docks and fishing boats lie in silhouette, framed by the dark glass of the Burrard Inlet stretching to the north shore mountains. Odd-spattered lights dot the distant edge. He sees men's shadows in front, and hears more footsteps behind. He keeps to the dirt trail, rather than walking the tracks.

After Paddy passes the jutting out piers of the Evans-Coleman Shipping Offices and the Johnson Wharf Company, the main CPR dock comes into view. The wharf is built out over the water and runs parallel to the shore. He can make out at least three ships tied up along the dock, and sees the Arizona Maru turning to port. The pier can hold as many as six or seven ships at a time. A gang is still working an Empire boat; two Blue Funnel ships are cast in the dark.

More and more men are gathering around a lantern set by the empty slip reserved for the approaching ship. Odd bits of conversation skit across the water, but Paddy can't make out the words.

He has to follow the tracks, and the men disappear from view, eclipsed by the warehouse sheds. At this point, the tracks splay into a dozen sets of parallel rails, running thick to the back of the warehouses. These sheds, the largest along the waterfront, stand poised between land and ocean. The bold Pacific fulcrum of cargo transfer—sea to land, land to sea; ship to shed, shed to railcar. And, as the men whose backs bear the weight know well, sometimes shed to shed.

But Paddy doesn't care what the cargo is, or where it's going. He's hoping to get on with the V&Vs, the gang for the Vancouver and Victoria Stevedoring Company who have the contract to load and unload the Empire boats coming into Vancouver harbour, and some Australian ships as well. Ship traffic has been increasing steadily since the advent of steam. More ships mean more work, and one of these times he hopes he'll get lucky—as do the sixty other guys standing on the dock.

Paddy joins them amid silent nods and faint "How are ya's". The lantern's glow casts men's shadows across the splintered planking. The hopefuls are lined up in rough

bunches, since arrival order doesn't matter. It is the mood and the eye of the stevedore that gets a man a job.

The boys call the stevedore "Whistling Jesus", though none would call him that to his face. He has this way of strolling along the ragged line-up, then whistling at the men he intends to pick out—usually men who have proven themselves with the V&Vs before. Tonight, as many other times, Whistling Jesus does his picking, and again, Paddy is not among them. Those not chosen, turn to head back to Gore Street. Paddy takes a deep breath of salt air and is about to walk away with them, when the stevedore touches his shoulder and whispers, "Come back at seven tomorrow morning, I might have something for you then." The ship docks as the disgruntled men reach Gore Street. Paddy's step is lighter than it's been for weeks.

The next morning Arizona Maru lies at port, low in the water, heavy with cargo from the Far East. Bales of raw silk, tea, and rice are hidden in her belly. Thirty or so men hang out by her side: some of the faces the same as last night, a little bit grayer and puffed from lack of sleep. Again, they lean and slouch

along the shed walls clutching their jackets closed, avoiding the cold drizzle that has just started up. The morning light shows debris and butts from the night before. Up further, the pier is splattered with white dust from torn and broken flour sacks. It thickens to paste in the rain.

The stevedore approaches. The men straighten up, and scuff out their smokes with their boots. Paddy holds his breath as the stevedore assesses the men. This time there is work for Paddy, and a couple of the others. He breathes a deep sigh of relief. The work pays thirty-five cents an hour for a ten-hour day, forty cents on overtime. They put him to work in the hold, hauling 200 pound bales of raw silk to the chains and the nets slung down by the topside men. It is dark and dank with a strange ripe odor. No matter. He focuses on dragging the bales and doing a man's fair share of work—and doing it well.

Sixteen hours later, lying on his cot for a few precious hours, he's exhausted. It's a good feeling knowing there are still a couple more days of work before him. Saturday he'll be paid and he'll buy a good meal at last. Today, he chuckled when told that the CPR would have built the fourteen-mile extension to Vancouver, even without the land grant. Tonight, that fence is a damn nuisance. *Lawrie Crawford lives in the Yukon where she has worked as a researcher and author.*

## All work, some play for Van-Isle ILWU Pensioners Club

The Van-Isle ILWU Pensioners Club had a very successful luncheon on June 20th. Local 508 along with many Shipping companies and Port authorities honoured 34 ILWU members who retired over the last two years. It was a packed house when the retiring members were given jackets, hats, lifetime ILWU membership, and the famous hook pin.

The ILWU Pensioners club meets on the third Tuesday every month in Ladysmith at the Eagles hall at 11:30 a.m. except for July, August and December. In July we hold a picnic time and place sometime vary. In August we travel to a local area to socialize. This year our picnic was held at the Transfer beach in Ladysmith and our August outing will be at the Protection Island Pub. Our December Luncheon has been changed to the 12th of the month. This is done because the third Tuesday is to close to Christmas. This is a Christmas Dinner with all the trimmings and member are asked to bring something for a gift. The club does buy some gifts and



*(L-r) On October 17, 2005, Van Isle Pensioners Club President Brother Bill Duncan presented ILWU Local 508 President Brett Hartley with an ILWU International offices picture. The picture had previously been presented to all groups attending the "Second International Pacific Rim Mining and Maritime Unions Seminar" at Long Beach California. On behalf of the Pensioners Club, Brother Duncan extended thanks to Local 508 for their support and helping the Pensioners Club attend the Seminar.*

local business are also encouraged to donate. All pensioners and active workers are welcome to attend any of our functions.

The 6th Annual Van-Isle ILWU Golf Tournament will be held at the Cottonwood golf course

on September 7 with a shotgun, best ball start at 1:30 p.m. Entry is \$70 per member and includes stake dinner and prizes. For more information contact Bill Duncan at 250.751.1222 (h), 618.3847 (c), or email me at [bilstyl7@shaw.ca](mailto:bilstyl7@shaw.ca).

# Local 500 helps Heal the Kids

**Local 500 donated \$5 a member to "Heal the Kids Project." Brothers Domenic Peluso and John Demarco went down to Rio de Janeiro with "Heal the Kids" to work with orphaned and neglected children.**

Soon after their arrival their crew, consisting of three families, began work by painting and renovating an orphanage. With brick and mortar they built three sections of walls on the second floor.

They also traveled to a slum area called 'The Red Line'. This district is known as the 'Trash Box' where people live among piles of garbage and sewage that flows down its many streets. In the Red Line over 700 kids greeted them, many without mothers or fathers. John and Dom administered medicine, clothes, toothbrushes, toothpaste and haircuts with humility and love.

Near the end of their stay they went to 'Dona Marta' one of the worst slums in Rio, made famous by the film "City of God". Don Marta is notorious for extreme violence because it is run by drug gangs. The slum is set on a mountain side next to Rio's city centre. The makeshift homes are built on top of each other as there are 700 steps that meander to the top.

The government of Rio has no interest in providing aid to Dona Marta which numbers about 12,000 people. "Heal the Kids" asked and was given permission to visit Dona Marta by the drug lord who knew their guide Veronica. She explained to the drug lord that they simply wanted to help the needy kids of Dona Marta.

They set up medical clinics and began administering toys, clothes, goody bags and medicine for those who had parasites and other physical problems. Their experience in Dona Marta was awkward and one of fear and

intimidation as 15-year-olds walked around with machine guns, pistols and hand grenades.

Before coming home they had a meeting with Mayo Fernandes, President of the Longshore Union at the port of Rio. They explained their vision about shipping a 40 foot container from Vancouver to Rio as humanitarian aid for Rio's orphaned and needy children. Mayo Fernandes gave them his blessings and said that his Union would help in getting the container through the Port.



**Thank you to Local 500's Peter Haines for submitting this report.**



Thank you very much for the ILWU Waterfront Newspaper. It was a pleasant surprise to receive this copy and will be preserved along with the other waterfront items I keep.

I would like to take this opportunity to state that I have never lost interest in Canadian ports and their activities, even though I am residing in this rural area far from any seaport. At this time I don't have a computer although I have been toying with the idea of getting one.

Anyway, if you can keep me in mind for further mailing of local ILWU newspapers I would really appreciate it.

Always yours in brotherhood,  
Murray K Sidery, #16212

## In Memoriam

# Kurt Penner

Kurt Leonhard John Penner was born on the June 12, 1963, in Winnipeg, Manitoba, to Leonhard and Martha Penner.

Along with his older sisters Alethea and Andrea, and new sister Carol, the family picked up moved to Vancouver in 1967. Kurt graduated from Port Coquitlam Senior Secondary School in 1982.

Kurt started working with the longshoremen part-time in 1986 and was working toward his union membership.

When Kurt was accepted into the ILWU as a member, he worked as a first aid attendant, forklift operator, and was a rubber tire gantry operator up to the time that he passed away.

Kurt will be remembered by his brothers and sisters in the ILWU.



## Retired Longshore members

### 2006 Retirements - Longshore

Port	Name	Age	Service	Date
VA	Robert Lessard	62-6	37	1-May-06
VA	Raymond Duncan	63-10	45.75	1-May-06
NW	James Steffen	63-3	21	1-May-06
CH	Donald Rentz	62-9	44	1-Jun-06
VA	Barry Washburn	62-2	41	1-Jun-06
VA	William Dech	65	42	1-Jun-06
VA	Walter Johnstone	65	43	1-Jun-06
CH	Gordon Williams	61	25.25	1-Jun-06
VA	David Douglas	62-6	40	1-Jun-06
PR	Raymond Sklapsky	65	36	1-Jun-06
VA	John Playle	65	25	1-Jun-06
VA	Jose Medeiros	65	19	1-Jun-06
VA	Paul Lee	65	15	1-Jun-06
VA	David Rose	64	25.25	1-Jun-06
CH	Brian Strang	58-9	24.25	1-Jun-06
VA	Dennis Kosovic	62-8	41	1-Jul-06
VA	Patrick Sickavish	61-5	42	1-Jul-06
VA	Arnold Boldt	62-5	36	1-Jul-06
VA	Mike Gale	62-7	21	1-Jul-06
VA	Lee Macri	55-4	12	1-Jul-06
VA	Peter Bartos	65	12	1-Jul-06
VA	Earnest Cleland	62-1	16	1-Jul-06
VA	Robert Sieb	62	43	1-Aug-06
VA	Joseph Sanzalone	65	21	1-Aug-06
VA	Robert Moore	62-11	32	1-Aug-06
VA	Michael Pelzer	62-10	43	1-Aug-06
NW	Loren Briggs	64-3	44	1-Aug-06

### 2006 Retirements - Foremen

Port	Name	Age	Service	Date
CH	Ian Morrison	62-10	41	01-May-06
VA	George Ablitt	61	42	01-May-06
VA	John Leinweber	63-8	35	01-May-06
VA	Dmetro Gerela	65	43	01-May-06
VA	Roy Stevenson	63-2	42	01-Jun-06
VA	Bruce Hutchinson	65	37	01-Jun-06
VA	Anton Tojanich	65	40	01-Jul-06
VA	Ronald Harrison	65	37	01-Aug-06
VA	Roderick Moore	65	46	01-Aug-06

## Here is the Port Legend



CH is Chemainus Local 51  
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

### 2006 Deceased Pensioners Foremen

Port	Name	Age	Date of Death	Date Retired
CH	Robert Strachan	76	1/10/2006	7/1/1994
VA	Joseph Stogren	85	3/12/2006	8/1/1984
VA	Joseph Hipwell	78	5/29/2006	8/1/1990
CH	Stanley Johnson	85	6/13/2006	8/1/1985
VA	Donald Parr-Pearson	74	6/14/2006	4/1/1997

### 2006 Deceased Active Members

Port	Name	Age	Date of Death
NW	Michael Popoff	61	4/12/2006
VA	Daniel Denault	56	4/18/2006
VA	William Laboucane	50	5/5/2006
VA	Kent Nielsen	51	5/10/2006

### 2006 Deceased Pensioners - Longshore

Port	Name	Date of Death	Age at Death	Date Retired
CH	Mervin Chadwick	5/14/2005	73	3/1/1992
NW	Glenn Farrell	5/9/2006	82	7/1/1989
VA	Frederick Kitchen	5/24/2006	93	12/1/1976
VA	Frank Stonoga	5/27/2006	79	6/1/1989
VA	Anthony Rodrigues	6/6/2006	68	1/1/2001
VI	Roy Hutchinson	5/24/2006	89	10/1/1982
VA	Alfred Pickering	6/21/2006	86	12/1/1982
NW	Peter Palidwor	6/22/2006	76	7/1/1995
NW	George Evanisky	6/30/2006	92	11/1/1978
VI	Basil Slater	6/30/2006	78	7/1/1992
VA	Allan Struthers	6/27/2006	59	9/1/2003

### 2006 Deceased Longshore and Foremen Widows

Port	Name	Age	Date of Death	Foremen
CH	Greta Frechette	75	1/2/2006	
CH	Carol James	59	1/2/2006	
CH	Shirley Julian	69	1/29/2006	
VA	Eva Davis	91	3/7/2006	
NW	Winnifred Chappell	95	3/13/2006	
NW	Alice Lazecki	79	4/9/2006	
VA	Margaret Stefani	84	4/22/2006	
VA	Elsie Underwood	87	5/11/2006	
PA	June Bjune	88	5/1/2006	