



Providing information to our members and fellow unionists

ILWU Canada

November 2021

Waterfront News

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Official Publication of the International Longshore & Warehouse Union Canada

135th Memorial for the Seattle Longshoremen

July 29, 1886 - Coal Dust Explosion on board the Queen of the Pacific

Reprinted from *The Cowichan Valley Citizen*, April 7, 2016 by Tom Paterson

It was all over in an instant, with a single flash of flame like that of a lightning bolt. According to the headlines in the Nanaimo Free Press, 12 men had been severely burned and several others “slightly scorched” while loading the Pacific. The tragedy began with the cry of Fire! followed almost instantaneously by an explosion between decks and “the outburst of an immense sheet of flame through the forward hatch”.

Of the 20 men who were working below decks, trimming the coal, 12 received severe burns about the head, back, chest and arms. Some of them, panicking or in agony, jumped overboard and, upon being picked up by the ship’s crew, were rushed to the infirmary of Dr. D. Cluness, medical officer for the Marine Department. There, he and Drs. Renwick and Davis partially dressed their injuries while Dr. O’Brien attended to those still on board the ship. All the while, teams of horses and wagons were being rounded up to serve as ambulances to take the injured men to the city hospital.

The newspaper described it as “a pitiable sight to see the poor fellows with the burnt flesh hanging to their arms, hands and faces”.

Immediately suspected as the cause of the blast was highly volatile coal dust. The fact that the coal was being loaded by chutes, meaning the unavoidable production of dust despite the use of canvas curtains, in the illumination of open-flame lanterns, had created the catalyst for disaster.

Upon the dumping of a coal car (five tons) down the chute, the explosion was

ILWU Canada's Young Worker Committee organized a small gathering in Nanaimo, BC, to honour the longshore workers that were killed on the job.

The day’s events included the following list of speakers:

- Brittini Paquette, Master of Ceremony
- Dan Kask, ILWU Canada 2nd Vice President
- Matt Fournier, ILWU Local 508 Member
- Jamaina Mcleod, ILWU Local 508 Young Worker
(read speech written by James Brophy, Local 508 member)
- David Hill-Turner, President of the Nanaimo Historical Society
- Susan Garcia, Director at Large for Nanaimo Historical Society
- Donna Sacuta, Executive Director of BC Labour Heritage Center

described by a survivor as a dull, heavy thud “as like an earthquake”. Amazingly the resulting flame flared upward and outward through the forward hatch without causing injury to the ship. It was all over in an instant, with a single flash of flame like that of a lightning bolt. This was not the way of a gas explosion which, it was thought, would have caused greater damage.

“Another theory advanced,” reported the Press, “was that a giant cartridge had been accidentally left [by miners] among the coal and had been fired by the concussion of the [coal falling down the chute], but that Wharves for loading coal were built on Cameron Island, where the Queen of the Pacific was docked on July 29, 1886. The ship carried its own crew of longshoremen and seamen, however some locals were also working that day. The Snuneymuxw people inhabited their traditional village by Cameron Island until 1862 when they were removed. BC Archives, B-04707.5 is so highly improbable that it is hardly worthy of serious consideration. The fire was a sudden outburst of flame, and in a moment had expended itself. We have made careful inquiries into all the circumstances and surroundings of this unfortunate and mysterious accident, and we draw the following conclusion:

At the time of the explosion the weather was extremely sultry and oppressive, and that the limited ventilation in the hold and between decks, was almost stagnant, and the air became impregnated with the fine particles of coal dust.”

“The quick rush of about five tons of coal down the chutes and into the stagnant atmosphere of the between decks, caused a sudden draught and the impregnated atmosphere was thrown into active commotion and while in this state the dust ignited from one of the several lamps hanging about the between decks. It is now a well-established fact that not only will the coal dust in mines, but the dust in flour mills, explode. The preventative for such explosions is good ventilation, and we feel confident that the explosion of Thursday was caused solely by the oppressive atmosphere causing the limited ventilation to stagnate, and the use of ordinary ship lamps...”

Already, despite four doctors and nine nurses working round the clock, some of the worst injured had succumbed to shock. First to die, the next afternoon, was longshoreman William ‘Frenchy’ Robee; although a resident of Seattle, he was interred in the Nanaimo cemetery. He was followed hours later, in death and in interment, by fellow Seattle stevedores James [William] Kade, aged 30, and Hans Hanson, 21. Four days after the explosion, August Johnson, a 28- year-old seaman on the Pacific, joined the death toll. This left six longshoremen and seamen in hospital with life-threatening injuries.

Because government-appointed medical officer Dr. Cluness doubled as coroner, between attending to victims’ medical needs, he chaired the first inquest, that of William Robee. Three further inquests, those for James (since corrected to William) Kade, Hans Han-

son and August Johnson followed. In every case, Dr. Benwick cited nervous shock because of extensive skin burns as the killer, none of the victims having demonstrated internal injuries through inhalation.

By the ninth day, those still being treated were said to be having “a severe time of it,” some of them in such extreme pain that they had to be forcibly held down in their beds. Perhaps mercifully, next to go were Patrick Priestly, George Watch and Henry Jackson, all said to have succumbed to nervous shock. Sadly, for Jackson, his “good heart and strong constitution” appears to have prolonged his agony. John Macdonald died on August 11. James Coffee also passed away several weeks after the explosion. The

Queen of the Pacific, apparently undamaged by the explosion, sailed from Nanaimo harbour on July 31, 1886 bound for San Francisco, with 1,000 tons of Nanaimo coal on board.

A Coroner’s Inquiry in early October 1886, deliberated for a brief time and concluded that the death of the nine men were “from the effects of burns caused by an explosion of coal dust”.

RIP

- William “Frenchy” Robee, longshoreman from Seattle
- James [William] Kade, 30, native of Newfoundland, longshoreman from Seattle
- Hans Hanson, 28, native of Norway, longshoreman from Seattle
- August Johnson, 28, native of Sweden, longshoreman from Seattle
- Patrick Priestley, 43, native of Ireland, longshoreman from Seattle
- George Watch, 26, native of Finland, resident of Nanaimo
- Henry Jackson, 42, native of London, England, seaman, boarded in Port Townsend
- John Macdonald, 39, native of Massachusetts, longshoreman from Seattle
- James Coffee, 32, native of Cork, Ireland, seaman

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President's Report

tive agreements have been ratified by their respective members of Local 517. For Ridge Meadows Recycling this has been a tough go for ILWU Local 522 and it's membership, but they are standing tall and proud at the bargaining table with their employer. I want to thank Dan Kask, 2nd VP of ILWU Canada for stepping up and working with Local 522 to bargain this agreement. Coming up soon is the terminal staff members of Local 517 at Fraser Surrey Docks, now DP World and the newly organized Field Technicians.

The Field Techs were just recently organized into Local 500. There are currently four of them and their work is repairing and installing computer hardware in mobile equipment for all DP World Terminals in BC and Halifax, except for Prince Rupert. So, if you see our new Brothers at the terminals, say hello and welcome them to our family. I also want to send a shout out to the members who gave the Field Techs the guidance and support to come to us for help, your contribution won't be forgotten!

I want to again thank our rank and file for being as solid as you all have been throughout this pandemic, stay safe, get the vaccine and help save lives!

In Solidarity
Rob Ashton

I hope this letter finds you as healthy mentally and physically as you can be during these times. Hopefully we can come out this COVID-19 pandemic. Remember to get your vaccinations so we can speed up the process and get back to our Union meetings and activities.

This has been a challenging time for all and for ILWU Canada, it meant reviewing our plans for the 2020 Convention: planned for last spring. The ILWU Canada Executive Board, due to COVID-19 restrictions unanimously decided to postpone the convention until we were able to host one safely in person. Currently the ILWU Canada convention is slated for the spring of 2022. Keep an eye out for the call for resolutions to Convention, as every member has a say in the running of our great Union!

My office has been full steam ahead with negotiations for our groups at the Nanaimo Port Authority, Ridge Meadows Recycling and Port Alberni Port Authority. The PAPA and NPA collec-



1st V.P. Report

launched an awareness website which is designed to help our workers and their families get the resources they need to benefit wellness.www.longshorehelp.com. Thanks to our EAP members.

The members from ILWU Local 508 on the Island are facing devastating job loss due to the take-over of job jurisdiction of the Sand Group at the Port Alberni Port Authority. This is all due to the fact the Sand Group are not members of the BCMEA. ILWU Canada will be using all means necessary to support our members in any way we can through our legal team making sure we get every job on the dock possible.

The BCMEA has also chosen to ignore and challenge the new Labour Code legislation directed at the right for personal leave. After exhausting attempts to reason with the employer to do the right thing and honour the legislation as it was written in grave detail, even sighting specifically in the Code how it was intended to apply to Longshore. They refused. We as a union reached out to all branches of government for enforcement but it was to no avail, we could not get them to show their teeth to the employer. At the end we were forced to pay to go before an arbitrator to render a decision. The arbitrator did rule with the law and in our favour. This was not a shock to us just a large waste of money for no good reason.

I would at this time like to send positive thoughts to all of those who have lost their homes or are under evacuation notice for what has turned into BC's worst fire season. Please stay safe everyone!

I will close by thanking the members of ILWU for allowing me to serve as 1st VP on your behalf.

In solidarity
Pat Bolen

I would like to applaud all my Brothers & Sisters of the ILWU for the amazing job of keeping Canada's supply chain open and functioning under the dark umbrella of the COVID 19 pandemic. We have all gone through some scary and uncertain times with our families. With any luck the worst is behind us and hopefully we are on the road back to a normal way of working and living.

Most of my time since I last reported to all of you has been spent battling with the main industry longshore issues stemming out of our last round of bargaining with the BCMEA. These are things we should not have to fight about, things that were handed down through the new Labour Code Legislation.

The BCMEA's Labour Relations department has continuously been making arbitrary decisions that were not agreed to in the Drug & Alcohol Policy (DAP). We have been faced with having no choice but to go to arbitration to bring clarity to the policy to protect the rights of our members. The DAP was put in place to try to help people with issues they may be having, and keep our workplace safe. Unfortunately, the employer also wants to use it as a form of punishment to individuals struggling with the disease or illness.

Through the Employee Assistance Program (EAP), we have recently

2nd V.P. Report

Greetings fellow workers, lots has happened since my last report, but even in the face of a global pandemic we are all still working hard.

The Young Workers Committee's (YWC) Community Solidary Project, a partnership with the United Way of the Lower Mainland (UWLM) got off to a rough start due to the pandemic. A large part of that project was meant to be boots on the ground type of community work but that was halted due to COVID protocols. When things return to normal, the YWC and UWLM will continue with this project. The committee also organized a reading group for the book "Secrets of a Successful Organizer", meeting weekly to debrief each week's chapter. Check out the article "Secrets of a Successful Organizer" for more details.

The education programs have continued throughout the pandemic. I participated in the 2021 Virtual CLC Winter School as a facilitator for the Young Workers in Action course. All signs point to the 2022 CLC Winter School returning to normal, and we look forward to offering our ILWU Leadership Course again. A new online version of the ILWU Canada Shop Steward Course was piloted in February 2021. ILWU Canada's Organizer, Genevieve Lorenzo and I co-facilitated the course. The course material was updated and included more information about internal organizing and power building. The course narrative now better represents the history and traditions of the ILWU. Feedback was very positive. The Organizing Safer Workplaces project took place April 22-23, and April 29-30, 2021. Demand for the first dates were so high we had to add a second set of dates. This program was co-facilitated and developed by Brian Campbell of BCFED OH&S Center. This was a 2-day course that covered the effective use of the dispute mechanisms in the Canada Labour Code Part II, as well as how to collectively organize around a safety issue and achieve better outcomes.

I have been involved in a few other ILWU Canada Projects. First one being the "Kill a Worker, Go to Jail" Campaign. The union continues to fight for justice for Everett Cummings, and Don



Jantz, as well as drawing attention to the short falls of the federal labour program. Second on behalf of ILWU Canada, I have started attending meetings for the North America Solidarity Project, with fellow ILWU representatives, Ed Ferris, International Secretary treasurer, Dean McGrath, ILWU International Executive Board, and Peter Heart, Inland Boatman's Union. The North American Solidarity Project, a joint effort between several progressive-minded unions in the US, Canada, and Mexico, this includes Unifor, United Electrical, Radio and Machine Workers of America (UE), National Nurses United (NNU), Utility Workers Union of America (UWUA), and the International Longshore Workers Union (ILWU) and its affiliate the Inland Boatman's Union (IBU). The purpose of this project is to explore the possibility of building a continental labor alliance based upon democratic and militant social unionism and true internationalism.

I have also been working with ILWU Local 517 and 522 in collective bargaining.

Lastly this year, the COVID restrictions lifted enough that we were able to have a small in person gathering to commemorate the 86th anniversary of the Battle of Ballantyne pier. This year's event was largely planned by our Young Workers Committee and was emceed by ILWU Local 502 member, Jessica Isbister.

I want to thank the rank and file again for all their hard work during this pandemic. The rich got richer, the poor got poorer, and workers had to fight like hell to make sure employers kept them safe at work.

"The working class and the employing class have nothing in common"

In Solidarity
Dan Kask

ILWU PENSIONERS

This is just a short note to say that the Pensioners Club is still here and active. We have not heard of any pensioners contracting COVID-19 and hope that it stays that way. No meetings have been held since March 2020, with none scheduled at this time. We are waiting on confirmation from the Health Authority and the Maritime Labour Center to tentatively schedule a November meeting. This may possibly change when further information becomes available. Since there was no March 2021 meeting, which would normally be an election meeting, the executive is willing to stay on until another election meeting is called. No donations have been given out (schools, etc.) this year, but we have renewed COSCO, BC Forum and our business card ad in the Legion Book. We will however be giving out scholarships this year in the same manner as last year either by having the draw at an executive meeting or hopefully a regular Local 500 meeting. At this time, we would like to thank all the pensioners who have supported and helped each other this year. To renew your membership (\$15), you can mail or drop off your dues at the Local 500 office and one of our officers will pick them up for deposit.

The mailing address is:

ILWU Pensioners Club

#100-111 Victoria Drive Vancouver B.C. V5L-4C4

If you would like a membership card sent to you, make sure to leave your name and mailing address, otherwise cards will be available at our next meeting.

PLEASE PRINT CLEARLY

At this time, the officers would like to wish everyone and their families a very healthy, safe, and Happy New Year.

Herb Howe – President
Al Le Monnier – Vice President
Ted Grewcutt – Secretary Treasurer



3rd V.P. Report

Assessments to highlight exposure risks and implement control measures that limited each workers exposure to the virus. While several lives were lost within the rank-and-file membership south of the border. The longshore locals here managed to stay COVID free for the first six months of the pandemic before contracting our first case. Now almost every longshore local has reported cases of COVID but to my knowledge there have been no fatalities here.

It's not over yet... we need to stay proactive and take baby steps out of this lockdown. One area to continue to exercise caution is aboard vessels that call at our ports. When relief seafarers arrive in Canada to give a much-needed relief to seafarers that have been held captive aboard these vessels for as much as 19 months, the relief seafarer may bring with him a new hazard. The new on-signers as they are referred to, are required to receive a negative test prior to leaving their home port. Then they must travel halfway around the world, through various airports to arrive at a West Coast airport. They are then transported by private shuttle to the vessel where the exchange of crew finally takes place. What has happened on occasion after being onboard the vessel a day or two, the new on-signer now starts to display symptoms of COVID, and a test comes back positive.

When working on a vessel limit your interaction with seafarers, wear a mask if you do interact and remember to sanitize the operator's cab with alcohol wipes. To date here, there has not been a single report of a longshore worker that has been infected by a seafarer and there is no reason why we can not maintain this perfect record.

The XXII World Congress on Health and Safety at Work

Canada was among the founding members of the International Labour Organization (ILO) in 1919 and hosted the ILO administration during the Second World War. It is Canada's turn to welcome the global prevention community to the first ever virtual held event. The World Congress is a crucial global forum for the exchange of information and opinion by experts in health and safety, representatives of companies and employees, decision-makers from government and public authorities, social partners, and anyone active in the area of Occupational Safety and Health. The theme for this congress is "Prevention in a Connected Age", and will have more than 30 sessions on Health and Safety with over 150 speakers, six technical speakers, twenty-one symposiums, a spotlight on youth and over 50 exhibitors.

Organizing Safer Workplaces

I'd like to thank the 2nd Vice President, Dan Kask, who with the help of Brian Campbell from the BCFED did an incredible job facilitating two health and safety-based training courses online using our Zoom platform. It gave participants the tools needed to have a functioning site safety committee and explained how to leverage elements of the Code in the workers favour. It was a very thorough explanation of the Labour

Code and accompanying Regulations that was well received by all.

Employment and Social Development Canada (ESDC), Labour Program OHSAC Harassment and Violence, Update

The new stand-alone Harassment and Violence regulations came into effect January 1, 2021. Very few sites have a completed Harassment and Violence Prevention Policy in place, but our site safety committees are working hard on the joint development. The employee stakeholder group at OHSAC is not happy with the outcome of the watered-down regulations, but particularly disappointed how the employer/designated recipient will select an investigator from a list compiled by Canadian Center for Occupational Health and Safety (CCOHS). This gives the employers the opportunity to keep selecting the same investigator. To make matters worse, once an investigator has been added to the list held by CCOHS, there is no process in place to have poor investigators removed. We are continuing to work on this with the Labour program and feel the primary partner should have a say in the decision when selecting an investigator, especially when it involves a minority worker.

CLC Part IV, Administrative Monetary Penalties, Update

The new Part IV of the Canada Labour Code titled Administrative Monetary Penalties (AMPs) came into effect on January 1, 2021, ahead of schedule. Although Secretary Treasurer, Bob Dhaliwal wrote submissions to the Labour Program, and I spoke to this subject many times in Ottawa we were unable to change how or when an AMP would be applied by ESDC. Unlike Transport Canada, who has been using an AMP system in the Marine sector for years as a deterrent on initial non-compliance environmental issues. ESDC will only use the AMP as a last resort for multiple AVCs or Directions on non-compliance issues against an employer or employee. The maximum penalty under the new AMP's is \$250,000.

The Labour Program is currently reviewing Part VII – Levels of Sound with the intention to harmonize those standards with provincial regulations. After the first meeting in Gatineau and a follow up tele-conference this January, the Labour Program has made it known that their intent is to reduce the number of decibels of noise a worker can be exposed to from 87 dba to 85 dba over an eight-hour period. They also are seeking to include a requirement that workers exposed to these sound levels be tested annually. The employer stakeholder group has asked that this requirement of testing be mandatory every second year instead of yearly as some employers have tens of thousands of employees.

Confined Space, Part XI, Update

Consultations began once again this June after initially being reviewed between November 2015 to January 2017. The Labour Program is considering some new wording including the creation of a term called a "Hazardous Confined Space". Although there hasn't been any recent requests for submissions, they have once again stated that their intent is

to harmonize the regulations with provincial standards.

Levels of Sound, Part VII, Update

This is still ongoing and has expanded now to include sound levels of the Railway Act, Aviation Act, and MOHS regulations. If the level of sound that a worker is exposed to over an eight-hour period cannot be lowered to below 85dba the workplace safety committee shall develop, implement, and maintain a Hearing Loss Prevention Program (HLPP). The new amended regulations will include a baseline audiometric testing for exposed workers within six months and, at least once every 12 months after that initial test for all employees. Watch for amendments in the Fall 2021 Canada Gazette.

Menstrual Products

After being put on hold due to COVID-19 the Labour Program has once again brought the subject of availability to menstrual products at the workplace for female workers. Consultations and an online survey will be out this fall before going to Canada Gazette sometime in 2022. They are now also looking towards the possibility of bringing into the regulation's language for gender neutral washrooms.

Canadian Marine Advisory Counsel (CMAC)

MOHS Regs Standing Committee

During the Spring online standing committee meeting Transport Canada released two Guidance documents extremely important to the longshore industry that effect all workers that board vessels up and down the coast. The first guidance was on "Safe Access to Vessels" followed by "Cargo Hold and Confined Space". I will do my best to summarize both documents.

Safe Access to Vessels, by means of the ship's attached accommodation ladder must no longer have the personnel safety net attached from handrail to handrail of the accommodation ladder. Personnel safety nets must be attached at the handrail furthest away from the vessel, then be draped under the accommodation ladder and then be attached to the vessel's deck rail. For portable stevedore gangways the personnel safety net shall extend on both sides for 1.8 metres. These two compliant methods both eliminate the drowning and/or crushing hazard present between the ship and the dock.

Cargo Hold and Confined Space research has identified at least 106 reported accidents between 1999 and December 2018 in which 140 people, including 90 seafarers and 50 longshore workers, lost their lives due to asphyxiation, toxic gas poisoning, explosion or fire on ships carrying solid bulk cargoes. Since January 2018, 16 longshore workers and 12 seafarers have died from asphyxiation or explosions in confined spaces – or from falls after passing out due to toxic atmosphere. This is a shocking spike in deaths in confined spaces. Cargo holds are not designed for regular and continuous occupancy by persons. They are designed to stow and transport a product, material, or substance. This also applies to cargo holds of container vessels. Cargo inside containers can shift in transit and leak or simply off gas and leak into the hold. Transport Canada will be

continued on page 6

EMPLOYERS PLEAD GUILTY IN COURT: UPDATE

Dubai Ports World Canada (DPWC), the new owners of Fraser Surrey Docks were charged with six counts under the Canada Labour Code but had their legal defense team negotiate an agreement with the Crown Prosecutor. That negotiation saw DPWC plead guilty to a single charge with a penalty fine of \$200,000 for the wrongful death of Everett Cummings on July 21, 2018. In a separate unrelated trial, Neptune Bulk Terminals Ltd. were charged with ten counts under the Canada Labour Code for the wrongful death of Don Jantz on October 22, 2018. Neptune Terminals hired the same well-known legal defense team as DPWC out of Ontario called Peck and Associates Barristers and were able to negotiate with the Crown Prosecutor for agreement of a guilty plea on only one charge, carrying a penalty fine of \$250,000. In both cases I find this totally disgusting of our legal system or should I refer to it as a "Criminal Justice System".

Both site safety committees did an outstanding job performing their duties under the Labour Code during the investigation process. If it were not for the individuals on those two committees' charges would never have been brought forward. The open display of the pure lack of commitment to workers safety and the ideology of "Production First" by these managers/employers was shamelessly apparent and put on display in the courtrooms. It is without saying, extremely disappointing, the Crown Prosecutors for both trials chose not to apply criminal charges under the Westray Act instead of the Labour Code. All these site managers that I hold responsible for these two easily preventable fatalities are still currently working in the longshore industry, although some may be at a different site or port, now near you.

COVID 19

As I sit here today writing I think of the many phases we have gone through over the last 20 months. That is when we all started hearing of this new Coronavirus called COVID-19. In the longshore industry it was left up to longshore to keep Canada's economy and the supply chain of Personal Protective Equipment (PPE) steadily flowing, or at least as well as can be expected during a worldwide pandemic. At times entire countries were shutdown, schools closed, stores and restaurants closed, and only a few essential businesses including the longshore industry were working 24-hours a day, seven days a week. Once again, I praise the site Health and Safety Committees for answering the call to review their Hazard Prevention Programs and Risk

86th Anniversary of the Battle of Ballantyne

On June 18, 1935 an estimated 5,000 longshoremen and the unemployed workers marched to Ballantyne Pier to protest the employment of strikebreakers.

Led by Mickey O'Rourke holder of the Victoria Cross, they were met by a massed police force headed by Vancouver Police Chief W.W. Foster, a director of the Shipping Federation.

Tensions and antagonism had been building up between the Vancouver and District Waterfront Workers Association (V & D WWA) and the Shipping Federation and it was only a matter of time before a showdown would take place.

The union was determined, under leader Ivan Emery, to take over the dispatching system, improve wage rates and to change the method of distribution of surplus work.

The Shipping Federation was adamantly opposed to these changes. It had determined that the time had come to break the union once more, just as it had in 1923.

The Shipping Federation had already established a new company union, the Canadian Waterfront Workers Association (CWWA), and according to the unions daily strike bulletin of July 18, they had announced the intention to break every maritime union in BC and replace them with company unions.

When newsprint in Powell River was loaded by non-union workers, bypassing their newly organized longshoremen, the Longshoremen and Water Transport Workers of Canada (the LWTWC was the federation uniting unions on the waterfront) placed the ships from Powell River on

women and children were gathered. They swung their clubs indiscriminately in what the Vancouver Daily Province described as the "bloodiest hours in waterfront history." At least 100 people were injured by the police.

In 1943, the BC Council of Longshoremen (BCCL) brought together 6 independent unions including the CWWA, the Vancouver Longshoremen's Association, the North Vancouver Longshoremen's Association (NVLA), the ILWU Vancouver, the ILWU New Westminster and the International Longshoremen's Association (ILA) Vancouver.

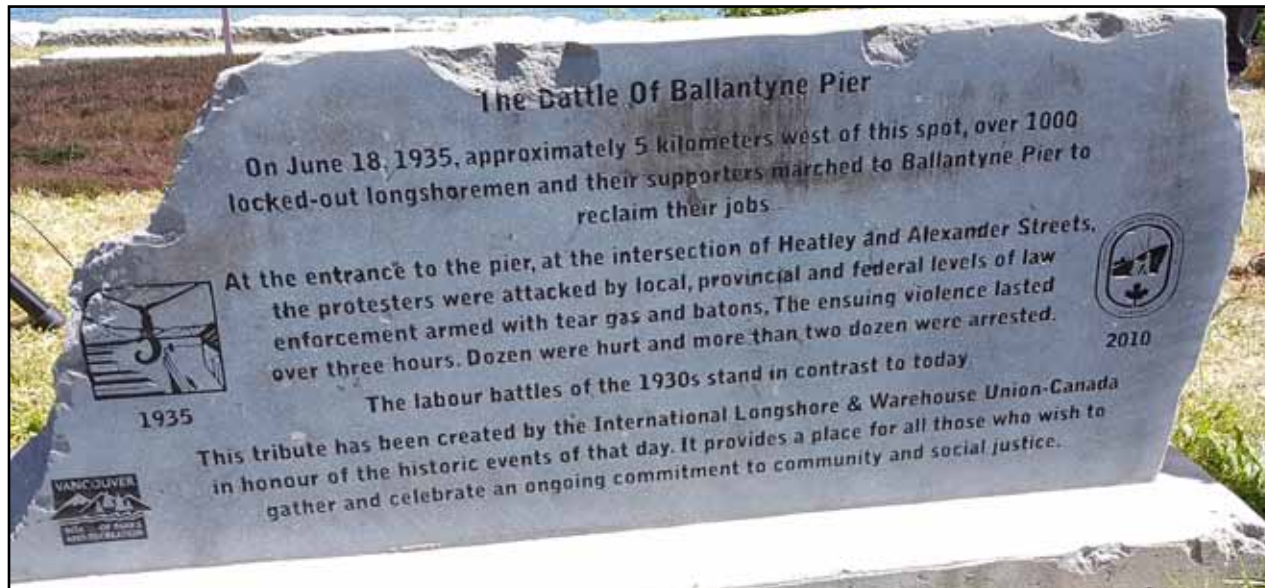
In March 1944, Vancouver became chartered ILWU Local 501 and in July 1944, New Westminster became chartered ILWU Local 502 establishing ILWU jurisdiction in BC.

In 1945 the BCCL became the BC District Council (BCDC) and included Vancouver, Port Alberni, Prince Rupert and New Westminster.

The Battle of Ballantyne was a setback from which the Vancouver and District longshoremen resiliently managed to build a militant, representative union out of a lost strike.

The Shipping Federation failed to realize that the intermittent nature of longshore work, injustice of the dispatch and threat of capricious dismissal, combined with the skill needed to perform the job, left the longshoremen no choice but to look to each other in militant solidarity.

On behalf of ILWU Canada we would like to extend a special thanks to our pensioners, Jim McKinley, Dave Lomas and Barry Campbell for their continued care of the monument.



the unfair list. When the newsprint from Powell River arrived in Vancouver, longshoremen, in line with the longstanding policy, refused to unload it.

The Shipping Federation responded by declaring the Oct. 1934 contract agreement at an end. The lockout and strike began on June 4, 1935.

The strike was supported along the west coast, including Victoria, Prince Rupert and the United States.

When peaceful marchers proceeded to Ballantyne Pier, police fired tear gas and charged into their ranks.

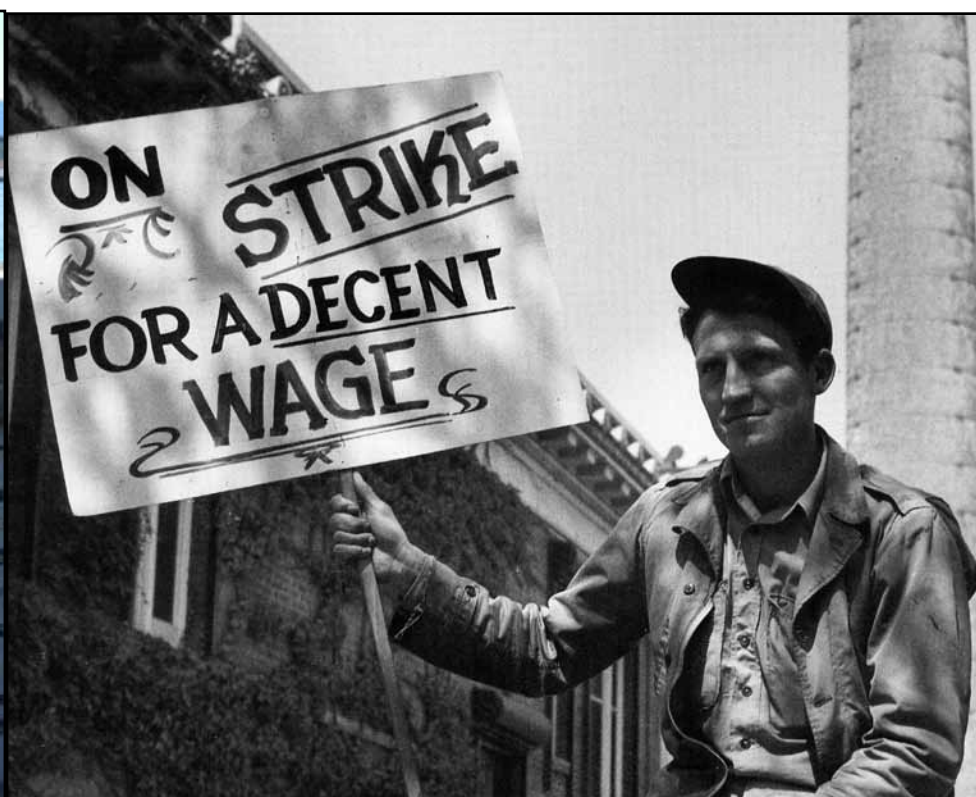
Mounted Police rode their horses through the marcher's ranks, pursuing them through the streets and back down the lanes. They rode up the steps of houses in the neighborhood where

The Longshoremen's Women's Auxiliary established a first aid post in the Longshoremen's Hall to treat the injured. The police smashed the windows and hurled tear gas bombs inside.

On December 9th, realizing that the strike was a losing battle, the union officially called off the strike.

It appeared the Shipping Federation had won a complete victory, but change – though stalled – could not be halted. Soon the CWWA and the Vancouver Longshoremen's Association (VLA) were lobbying for equalization of earnings and rotation dispatch.

In 1941, the CWWA and the VLA amalgamated to present a unified body to the employer.



Stronger Regulations Needed to Prevent Further Deaths



CHARLEY CRAGG



Left to Right: JUDY PEARSON, CARVER PEARSON and TROY PEARSON



REG NEASLOSS

All of us were shaken by the tragic loss of the 36-foot tug *Ingenika* near Kitimat on February 11, 2021. Lost that night were skipper Troy Pearson and 23-year-old deckhand Charley Cragg, who was working his first-ever shift on a tug. The second deckhand, 19-year-old Zac Dolan, made it to shore but nearly froze before rescuers found him the next day.

Weather conditions were horrific. A massive Arctic blast had rocked the entire province. Winds the length of the coast were topping 60 knots and temperatures had dipped well below freezing. It was not a night for a small, over-matched tug to be delivering a 200-foot barge of construction equipment to Kemano, but the barge needed to be there for the morning. So they sailed.

For years, ILWU Local 400 has been lobbying Transport Canada to provide stronger regulations and enforcement for the ever-growing fleet of undersize tugs that work our coast daily, over-matched by large barges. We're lobbying for a reason: since 2016, there been 350 accidents and 24 sinkings in this under-regulated segment of the industry. Every day, these small tugs haul massive overloads of dangerous and noxious cargo,

undertaking continuous operations without sufficient qualified crew to operate 24 hours a day, every day. The full list of accidents rattles even the most seasoned of mariners - but has failed to move the government. Transport Canada continues to fail both the coastal environment and workers' safety.

While ILWU Local 400 was busy pressing Ottawa hard, the *Ingenika* sank. It shook us to our core, and stiffened our resolve to get the changes made. Neither the crew nor the vessel were members of our union. It didn't matter. We knew the families would be seeking answers and needing support, and we have reached out to them. The families of Charley and Troy are committed to raising the standards for towboat operations on our coast. Like us, they recognize that the loss of this tug and these two men was absolutely avoidable - and that without fixing the situation, accidents will continue.

Together, we are pressing Transport Canada for answers. But more than that, we are demanding stronger regulations and enforcement to put an end to substandard towboat operations. It affects us all when companies like the owners of the *Ingenika*, orders an over-matched, under-experienced crew and vessel to press on in condi-

tions like those that February night in a mission to deliver a barge - for money. The real cost was paid with the lives of those workers, by the families torn apart in grief and lifetimes of loss, and in the damage to the marine environment. This mess must end.

We have vowed to ensure Transport Canada rids the industry of substandard towing operations.

Honouring Fallen Indigenous Crew Members through Education

Troy Pearson, the *Ingenika's* skipper, was a proud member of the Haida Nation. He worked for years as a fisherman and for the Department of Fisheries and Oceans. There were many factors at play the night Troy and deckhand Charley Cragg lost their lives on the *Ingenika*, and we await a full accounting from the Transportation Safety Board. But ILWU Local 400 is acting in solidarity with our coastal communities now.

First Nations seafarers' have a long history as members of ILWU Local 400. The union made space in Kitimat to ensure local First Nations hiring on LNG projects. But we are mindful of the broader movement for reconciliation in our communities and know

that we can do better and do more.

ILWU Local 400 has established two marine education scholarships for First Nations citizens entering the maritime community. There are many barriers for people wanting to work on tugboats, ferries and other vessels. All of us need training to launch a career on board - or to upgrade, if rising to an officer level. There are additional barriers for coastal First Nations peoples. Marine training schools are in larger, urban centres; they are costly, and so is accommodation and travel. This year, ILWU Local 400 will award the first two annual scholarships in the amount of \$2500 in the names of Troy Pearson and the late Reg Neasloss, a longtime Tymac employee and member of the Kitasoo/Klemtu First Nation. Troy also worked at BC Ferries as well as the Department of Fisheries and Oceans.

We share this coast with our indigenous coastal communities, and we need to play our part ensuring it is safe. First Nations play a big part in this effort. These scholarships are meant to provide them a fair start.

by Peter Labay
ITF Dockers - London
International Transport Workers
Federation - Canada

ON STRIKE!

Take Action and Support IBEW Local 213 Members



IBEW Local 213 members employed at Leducor LTS have been on strike for a fair first collective agreement since September 30, 2019.

Please join us by participating in one or more of the below opportunities to express your support:

- Visit the members at the picket lines Monday - Friday 8-4:30 at 1435 Broadway Street, Port Coquitlam & 1055 West Hastings Street,

Vancouver.

- Drive by and honk for fairness, between 10:30am and 12:00pm any day of the week.

- Take a photo of yourself holding IBEW 213's

#ShameOnLEDCOR

sign and use the hashtags

- #Solidarity
- #UnionStrong
- #IBEW213
- #IBEW
- #FairContractNow
- #TELUS
- #ShameOnLEDCOR

Thank you for taking a stand for fairness!

In Solidarity,
IBEW 213

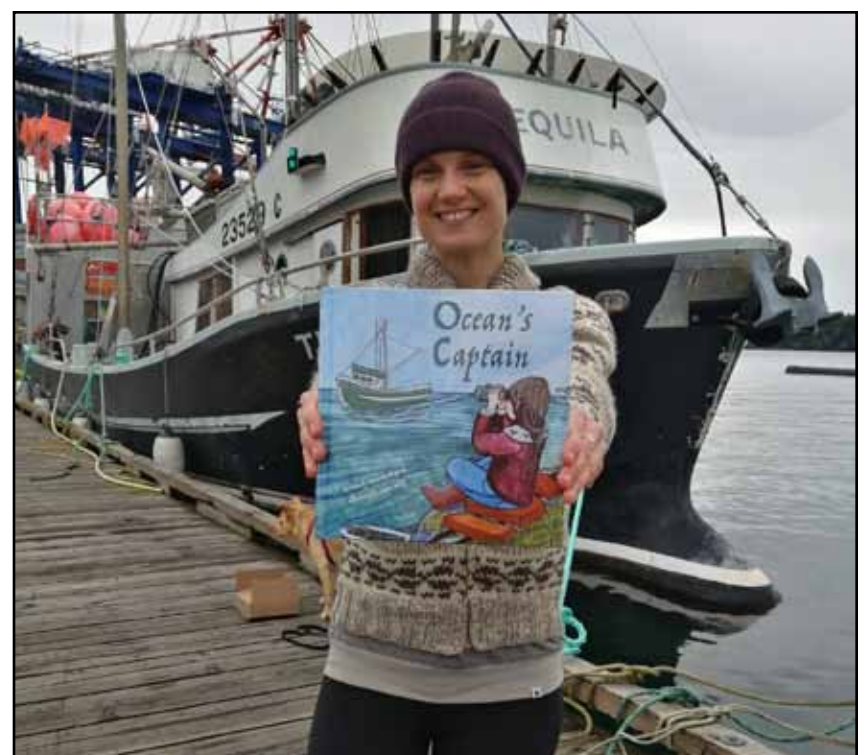
A Tale Of The High Seas

Ocean Rutherford, a member of ILWU Local 400 and published author brings us a tale of adventure and empowerment. The book "*Ocean's Captain*" is a story of Ocean and her journey on land and sea as she discovers her purpose. while trolling for happily ever after.

The book is beautifully illustrated by Oceana Wills from Homer, Alaska.

Great for ages 4-99

If you would like to buy a copy of the book, they are available for \$24.00 at www.oceanrutherford.com



Sec-Treasurer's Report



2021 has been a difficult year for most of us. The constant threat of COVID 19 put a strain on all of us, mentally and physically. Still with the vaccine roll out there was hope as we began the new year. I personally have been able to get both my shots and I encourage everyone in the industry to get vaccinated as soon as possible. This is not only for your health but for the health of your brothers and sisters who you work with and their families.

Federal Labour Code

In 2019 the federal government began modernizing the Canada Labour Code. I have taken on the responsibility to monitor new legislation at the federal level. Some of the changes were long overdue such as the 30-minute break and eight hours rest between shifts. The problem is the labour department gave exemptions to many sectors from these basic labour standards. In our submission to the government, we stated the burden of proof should rest with employers to show that they cannot accommodate the new legislation.

Gig Work

The Government of Canada has also started consultations regarding gig work. We have put in a submission on behalf of ILWU Canada. Many of these digital platforms are creating non-standard, precarious work. Due to a lack of regulation, they are avoiding paying into many of the social programs that protect workers including CPP, EI and WCB. They also do not provide benefits to their employees or pay a minimum wage. There are many

problems with gig work and labour standards need to be modernized to deal with these issues. Corporations would like all of us to be gig workers so they can increase their profits and avoid having employees.

BC Federation of Labour

I have been attending meetings for the Community and Social Action committee. The committee is hoping to push some important agenda items such as housing and poverty reduction.

International Transport Workers' Federation

I continue my role as chair of the ITF's Future of Work and Automation working group for the Dockers Section. We have been able to finalize and distribute a new toolkit for dockers around the World that we hope will help them in their struggle with automation and digitization. With advances in machine learning and robotics many industries are facing possible job losses. We are working on many fronts to ensure workers and communities are consulted when new technologies are introduced into the industry.

ILWU in the Community

For several years I have been sitting on a couple of United Way committees. The

United Way has a strong connection with labour. Their staff is also unionized. They have a labour department and are endorsed by the Canadian Labour Congress. The United Way has done some fantastic work during the pandemic, creating dozens of local food hubs to fill the need when several food banks were forced to close. Please consider donating to the United Way on a regular basis as they create a great deal of good in our communities. This year all the United Ways in BC are combining into one organization. This should help coordinate several important programs that help children and seniors. Many local non-profits could not operate without the funds they receive from the United Way.

Convention

We have begun preparations for an in-person ILWU Canada Convention for the spring of 2022. The decision was made after much debate at the ILWU Canada Executive Board. The officers and the board felt that by the spring the pandemic will be under control and that an in-person meeting would be more productive and allow for more vigorous debate of important issues facing the rank and file of the union. A call for delegates and resolutions will be sent out this fall. Hope to see some of you there.

Longshore

I spend a great deal of time on administrative issues related to the Longshore Pension and Benefits plans as I am the lead trustee for both. As the plans grow so does the complexity. Still there is great satisfaction in being able to help members with their issues when possible. Along with the other trustees we are working to make improvements while ensuring sustainability of the plans.

Stay Safe Everyone!
Bob Dhaliwal

3rd V.P. Report...

Continued from page 3

releasing more information on future regulatory changes as they progress, but came out with the following:

Employer Duties

- A qualified person is required to conduct the risk assessment
- Establish safe work procedures including emergency protocol
- Issue a work permit
- Provide Personal Protective Equipment
- Provide training and ensure understanding (familiarization)
- Record keeping
- Consult with the OHS representative or committee(s)
- Review at least every 3 years and each time there is new information on a known hazard

BCFED OHS Update, Patterson Report, Update

The BCFED has been applying pressure on the Board of WorkSafe (WCB) and the Provincial government to implement the Patterson Report. Janet Patterson's report came with more than 100 written recommendations and a call to return WCB to a worker centered system that treats all injured workers with dignity. Her report was released to the public over a year ago now, on August 23, 2020.

Remember your rights under the Canadian Labour Code

The Right to Know

The Right to Participate

The Right to Refuse Unsafe Work and the Right to No Reprisal

In Solidarity
Cliff Wellcome

ILWU steps up for Seafarers during COVID 19

The pandemic has battered us all. To keep each other safe on the job, we've linked arms with industry, seafarers' ministries and government — and sometimes even forged new relationships. The seafarers sailing in and out of BC ports have needed all of those alliances and acts of solidarity too. Maybe more.

Much has been written over the last 20 months about the plight of this isolated and marginalized workforce. The pandemic snapped the remaining thread in the already thin safety net protecting seafarers. In BC ports, our ITF inspectors are finding seafarers who have been aboard as long as 19 months straight. Many haven't set foot on real land for more than a year. Some have been denied medical treatment for life-threatening illness or injury.

Enforcing the regimes that keep seafarers safe is the work of the global network of ITF Inspectors. In BC, Nathan Smith and Canadian Coordinator Peter Lahay rely on that strong and well-trained network, but also depend on the solidarity of all maritime workers along our coast.

Their work is to ensure that shipowners and Flag of Convenience registries

like Panama, Liberia and Marshall Islands meet their responsibilities under the Maritime Labour Convention (MLC) — and that Transport Canada does the same, by enforcing crew welfare standards under the MLC, as they are obliged to do.

Canada's entire coast, including the



Great Lakes, is covered by just four ITF inspectors, and every day hundreds of new ships arrive. We are effective because of the many eyes and ears along our coasts. These include fellow members of the ILWU, but also include volunteer ship visitors from faith-based organizations. Every day, these important volunteers alert us to seafarers who have been badly injured and denied a doctor, or have been aboard well past their nine-month contract. They report cases where crew

have been denied shore leave, who haven't been given their salary or whose families at home have not been paid for months.

ITF Canadian Coordinator Peter Lahay recently recommended that the ILWU join the Board of Directors of the Mission to Seafarers in Vancouver. The board is comprised of mainly industry people and the mission was very much lacking the voice of workers. We have placed ILWU Canada's President, Rob Ashton and retired Local 400 President, Terry Engler on the board to bring a worker's perspective.

For many years, Lahay and seafarers welfare agencies have called on Transport Canada to form a National Seafarers Welfare Board (NSWB) to oversee and ensure that seafarers in our ports have their rights respected and their needs met. This is Canada's international obligation and as a nation, we had been failing. The board, set up in November of 2020, is comprised of eight seats each from industry, seafarers' welfare organizations and labour, including a seat for all of Canada's ITF Inspectors. The NSWB mission statement declares that seafarers in Canadian ports shall enjoy all rights under the Maritime Labour Convention. A recent meeting recommitted the application of the MLC in the form of a resolution from the ILO calling on Member States to stop abrogating their responsibilities under the Convention. We are happy to report Transport Canada has been responsive.

Our efforts have paid off. The board is fighting for seafarers being allowed shore leave in line with public health guidelines, for care and safeguarding

of seafarers aboard ships with COVID onboard — and perhaps the biggest achievement, getting Canada to provide vaccines to foreign crew in our ports.

The determination and solidarity of ILWU workers has meant the world to seafarers stuck aboard their own workplaces in this troubled time. That safety net has been expanded.

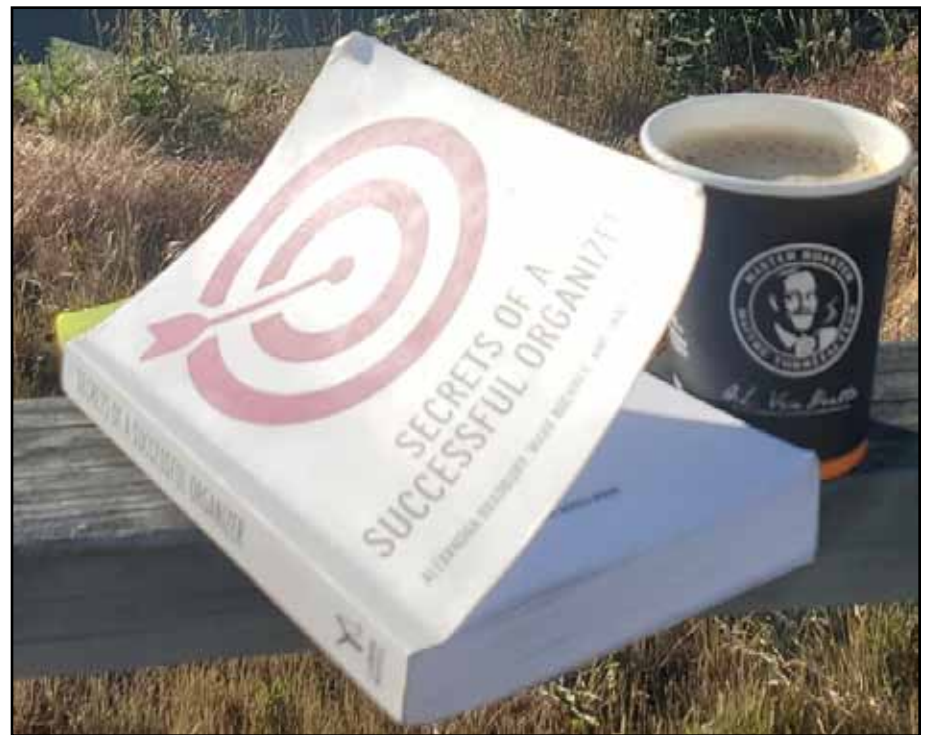
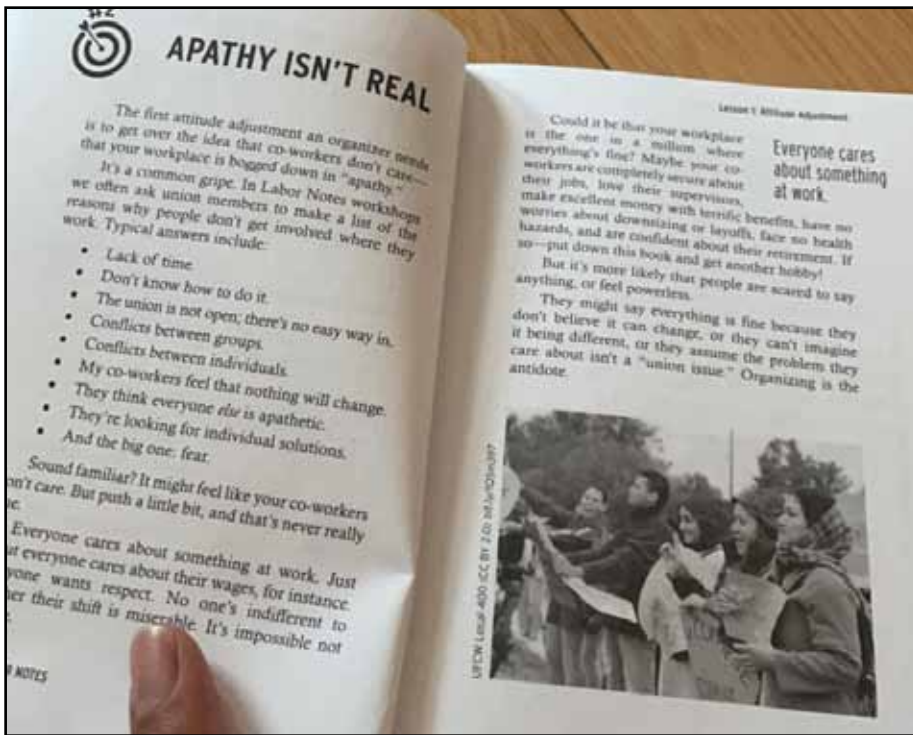
In particular, ILWU Local 400 Marine Section has punched above its weight. They've made large financial contributions to Mission to Seafarers projects like the Day of the Seafarer on June 25. The Mission and ITF Inspector delivered pizzas and other gifts to seafarers throughout that week. Last Christmas, they donated 600, Local 400 toques for distribution to crew. They're backing a new cruise ship workers' advocacy project — and vowed to keep going.

The pandemic has underlined what every maritime worker knows: as workers, we unite in our efforts to recognize the sacrifice and commitment that all of us make to the prosperity of the global economy. The pandemic has sharpened the focus on the lack of meaningful enforcement for foreign crew, the easily exploitable sector of the global workforce that mans our ships at sea. Our alliances are helping, but until there is a greater financial cost, shipowners will continue to mistreat these workers.

We will be there for them until that ends.

Submitted on behalf of
ILWU Local 400 &
ITF - Canada

Secrets of a Successful Organizer



Authors: Alexandra Bradbury, Mark Brenner, and Jane Slaughter

Following a year under COVID we as the ILWU Canada Young Workers Committee (YWC) knew that the longer we sat idle due to COVID restrictions, the opportunity to build the YWC was being wasted. After thinking it through, the best thing we could do internally as a committee was to start a book club. We chose to read Secrets of a Successful Organizer, written by the Labor Notes Organization. For two months we met every week over Zoom, discussing the previous chapter's material we had covered while digging into what that means for us as a YWC in the ILWU.

This book lays down the basics of successful organizing and gives concrete examples of how this type of organizing has built worker power before.

The basis of the book revolves around a target to categorize your co-workers. Knowing where your co-workers fall on this target will help win issues that matter in the workplace. The "core group" of workers who are militant trade unionists and who are constantly organizing makeup the bullseye of the target. The next ring is "activists" who step up when the union calls on them and will help get the word out to other members. Following the "activists" are the "supporters" who will wear union gear but won't necessarily help bring people closer to the union. The last ring is for the "disengaged" who just show up to work and nothing else. The "hostile" group sits just outside the outer target ring. This small group is hostile towards the union, and frankly

aren't worth the time when trying to organize.

Secrets of a Successful Organizer spells out why it is necessary to build a reputation as a good worker. Being a good worker on the waterfront earns you respect and therefore your coworkers are more likely to listen to what you have to say. It is also critical to listen to coworkers about workplace issues. The combination of respect, trust, and good listening skills will help piece together issues that are deeply felt. Following this way of being can bring workers closer to the union by showing them there is strength in unity. After all, it is this rank-and-file participation of the ILWU that has made this great union strong over all these years.

Thanks to this history, not only do

we expect ourselves and fellow workers to work hard and hold pride in our work, but we must also be actively organizing and building from the bottom up. Past longshore workers have fought for and maintained high union standards and we owe it to them to keep this tradition alive. By reading this book, the YWC hopes to continue this tradition of the ILWU's militant organizing. Using the lessons learned from this book while letting the "Ten Guiding Principles" teach us learned lessons from our union's history, we hope to keep the ILWU militant and strong.

Review written by Tyler Rasmussen with the support of the ILWU Canada YWC.

Don Jantz Criminal Case

October 22, 2018, Brother Don Jantz, from Local 500 became the second needless fatality in just over three months when the walkway grating he stepped on gave way resulting in a 17-metre fall from the south stacker reclaimers at Neptune Bulk Terminals in North Vancouver.

March 26, 2021, on an overcast afternoon in North Vancouver a handful of ILWU workers gathered outside the courthouse while Neptune Terminal's was on trial for the death of Don Jantz. While Neptune did plead guilty to the



charges they managed to get off on a fine and no jail time. Sadly, the sum of a life was negotiated to a paltry fine of \$250,000.

The afternoon was dedicated to the family for victim impact statements, and we hoped these statements would sway the presiding judge to increase the fine.

What is even more shocking is that

rarely is the employer required to pay any fine at all.

May our Brother know that this fight is not over, and we will continue fighting.

An Injury to One is an Injury to All.

By Jeannie Magenta

E. Cummings Court Case

On July 21, 2018, Everett Cummings, from Local 502 was killed while working alone on a 55,000 lb long fork machine outside of the mechanics building.

On April 14, 2021, a group of longshore workers and friends gathered in support of the young family of Everett Cummings at the Surrey Federal Courthouse.

Once again, the life of a worker was reduced to a fine. The Crown suggested \$300,000 and the employer DP World suggested \$100,000 finally agreeing on \$200,000. At this sitting Everett's ex-wife and kids were present to give victim impact statements before the presiding judge makes the final decision.

By Jeannie Magenta

Waterfront News

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Monday through Friday.
We are closed
on all Statutory Holidays.



Retired Longshore Members

RETIREMENTS - LONGSHORE

LOCAL	NAME	AGE	SERVICE	DATE
514	Doug McLean	71.42	51	01-Apr-17
502	Michael Bowditch	70.58	17	01-Jan-21
508	Lyndon Deederly	65	19.75	01-Jan-21
500	Tony Scigliano	63.75	45	01-Jan-21
500	Glenn Cameron	61.17	37	01-Jan-21
500	Domenico Peluso	61	41.5	01-Jan-21
500	Warren Tillyer	60.17	35	01-Jan-21
500	Dale Anson	61.92	42	01-Jan-21
508	William Haddow	55	35	01-Jan-21
500	Rick McPartlin	65.58	32	01-Jan-21
500	Carmelo Savella	69.42	22	01-Jan-21
500	Avtar Khaira	65.08	14.92	01-Jan-21
502	Barry Holden	67	21	01-Jan-21
502	Lorenz Brugger	64.75	12.87	01-Jan-21
502	John Colliss	58.83	10	01-Jan-21
514	Layne Young	60	27	01-Jan-21
514	Richard Wealick	63.92	38.5	01-Jan-21
500	Ted Lee	64.75	34	01-Feb-21
502	Danny Boyle	65.17	18	01-Feb-21
500	Ronald Wigman	64	36	01-Feb-21
500	Eric Scott	64.92	33	01-Feb-21
500	Ronald Emery	63.33	34	01-Feb-21
500	Josef Eppel	62.75	35	01-Feb-21
500	Donald Keserich	61.67	41	01-Feb-21
502	Lyle Pelzer	62.08	39	01-Feb-21
500	Ranko Leckovic	64.42	31	01-Feb-21
500	Doug Smith	65.75	16	01-Feb-21
500	Gerrit Blok	65	16	01-Feb-21
500	Mervin Smith	65.92	9.32	01-Feb-21
514	Darcy Ormston	65.58	9.42	01-Feb-21
502	Larry Mailloux	66.42	18	01-Mar-21
502	Gilbert Williams	67.75	19	01-Mar-21
500	Drago Curovic	60	40.5	01-Mar-21
500	Darrel Thomsen	65	34	01-Mar-21
500	Baldev Rakhra	67.5	29	01-Mar-21
500	Nirmal Chhokar	68.5	25	01-Mar-21
502	Rodney Hoskins	67.17	14	01-Mar-21
500	Leif Nielsen	69.42	15	01-Mar-21
502	John DeBruyn	68.33	35.5	01-Apr-21
502	Rodney McLean	69.42	33.77	01-Apr-21
508	Raymond Lavallee	62.83	33.5	01-Apr-21
500	Egidio Pedron	70.5	43.67	01-Apr-21
500	Tony Mazzei	63.75	44	01-Apr-21
500	Bradley Wall	65.08	42.57	01-Apr-21
500	Gary Chassie	62	34	01-Apr-21
500	Jim Sandri	62.83	37.92	01-Apr-21
500	David Davidson	61.58	40.93	01-Apr-21
500	Roland Beauchamp	60.75	35	01-Apr-21
500	Antonio Canti	65.33	34	01-Apr-21
505	Clifford McLean	64.08	21.96	01-Apr-21
500	Alfred Paskall	61	35.35	01-Apr-21
500	Patrick Moore	60	38	01-Apr-21
502	James Paterson	69.17	22	01-Apr-21
505	Marie Meynen	65.33	11	01-Apr-21
500	Kyle Rossiter	65	33	01-Apr-21
500	Lawrence Ashyn	57.33	33.28	01-Apr-21
500	Nizam Mohammed	70.83	22.45	01-Apr-21
500	Neil Hughes	68.08	18.97	01-Apr-21
500	Cameron Thornton	61.83	30.52	01-Apr-21
514	Nicola Nicastrì	65	34.92	01-Apr-21
514	Ray Jaco	63.17	44.25	01-Apr-21
514	Bradley Gaetz	63.08	43.25	01-Apr-21
502	William Langley	66.83	32	01-May-21
500	Robert Tymoschuk	65.5	45.59	01-May-21
502	Robert DeBruyn	65	21.33	01-May-21
500	Terry Friesen	61.75	35.36	01-May-21
500	Richard Newman	61.67	42.46	01-May-21
500	Jasbir Sidhu	66	26.33	01-May-21
500	Calvin Smith	63	14.41	01-May-21
508	Mike Hayton	66.17	10.33	01-May-21
514	Ronald Werenka	68.42	32.77	01-May-21
514	Randy Richardson	61.67	37.99	01-May-21
514	Craig McGuire	62.25	40.61	01-May-21
514	Robert Bridges	65.08	29.28	01-May-21
514	David Manning	60.08	13.94	01-May-21
508	Mark Chadwick	63.75	36.53	01-Jun-21
502	Baljinder Sekhon	68.33	18.41	01-Jun-21
505	Rod McDougall	66.83	13.41	01-Jun-21
502	Lyle Robinson	62.25	41.91	01-Jun-21
500	Max Hohendorff	65	15.41	01-Jun-21
500	Jaspal Toor	65	34.41	01-Jun-21
508	Don Stubbington	65.42	13.49	01-Jun-21
500	Peter Rich	65.08	26.41	01-Jun-21
502	William Bird	66.75	18.5	01-Jun-21
500	Clinton Chard	65.92	15.48	01-Jun-21
500	Michael Duey	65.5	13.25	01-Jun-21
500	Tomas Stastny	65	9.41	01-Jun-21
514	Raymond Tarlier	62.83	43.41	01-Jun-21
514	Ronald Berry	64.75	33.41	01-Jun-21
514	Warren Streifel	59	30.55	01-Jun-21
502	Robert Mapson	65.58	18.68	01-Jul-21
500	Vincent Point	59.25	26.82	01-Jul-21
502	Terry Price	66.67	21	01-Jul-21
500	Kim Davidovitch	61.42	29.3	01-Jul-21
502	Fredrick Zwick	65.42	18.71	01-Jul-21
502	James Arnott	65.42	10	01-Jul-21
505	Freda Beler	60.58	13.5	01-Jul-21
500	Eric Ennyu	65.17	38.58	01-Aug-21
500	Brian Lowry	63.17	33.7	01-Aug-21
500	Richard Hash	65.17	38.68	01-Aug-21
500	Scott Brown	62.75	29.27	01-Aug-21
500	Allan Davidson	60	38.86	01-Aug-21
500	Michael Burke	59.83	23.59	01-Aug-21
505	Glenn Naylor	71.5	11.46	01-Aug-21
505	David Hinze	66.5	24	01-Aug-21
500	Robert Gilfoil	61.08	34.58	01-Aug-21
508	Carl Jensen	63.67	12	01-Aug-21
500	Ronald Koch	60.58	28.03	01-Aug-21
500	Frank Muggia	65	25.58	01-Aug-21
500	Robert Deweyn	65.58	6	01-Aug-21
500	Vince Hebein	59.67	33.55	01-Sep-21
500	Laurence Leedham	66.92	34	01-Sep-21
505	John Godfrey	65	16	01-Sep-21
500	Mickey Collins	65.25	29.27	01-Sep-21
500	Wilfred Bradley	68.67	3	01-Sep-21
500	Bryan Lielke	62.42	24.48	01-Sep-21
502	Murray Wilcox	66.92	34	01-Sep-21
500	Parminder Gill	66.83	27	01-Sep-21

We remember them well

DECEASED PENSIONERS - LONGSHORE

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
500	Ronald Ingves	27-Jul-20	86
502	Harold Ruth	06-Nov-20	84
500	David Douglas	23-Dec-20	77
500	Joseph Sanzalone	27-Dec-20	79
500	Michael Ryan	19-Dec-20	81
514	David MacDonald	29-Dec-20	97
500	Michael Sinclair	31-Dec-20	68
500	Dennis Bruckshaw	30-Dec-20	75
505	Robert Band	03-Dec-20	77
500	Francesco Luongo	03-Dec-20	81
514	Gordon Kurt	11-Dec-20	64
514	Leigh Sykes	21-Dec-20	76
508	John Molnar	26-Dec-20	86
500	Emilio Cuciz	30-Jan-21	84
500	George Zelis	02-Jan-21	83
502	David Glass	03-Jan-21	72
508	Malcolm Spraggett	09-Jan-21	82
500	Gordon Osborne	14-Jan-21	75
500	Joseph McDonald	25-Jan-21	83
500	Ernest Hooge	01-Feb-21	90
502	Gordon Robillard	04-Feb-21	63
500	Gilbert Nahanee	09-Feb-21	76
500	Urbano Lemmo	16-Feb-21	84
500	Kehru Sandhu	22-Feb-21	76
502	Kurt Spangberg	22-Feb-21	91
500	Edwin Nelson	02-Mar-21	81
500	Honesto Dino	06-Mar-21	92
508	Sam Kenneth	21-Mar-21	74
505	Ronald Martinson	22-Mar-21	77
514	Kenneth Nutt	30-Mar-21	80
500	Mario Skara	30-Mar-21	86
500	Narendra Pandey	13-Apr-21	72
514	Norman Verner	01-May-21	72
500	Borislav Pantelic	03-May-21	79
500	Peter Louvris	03-Jun-21	73
500	Vito Fronzo	10-Jun-21	90
505	Clifford McLean	19-Jun-21	64
508	Richard Plaunt	25-Jun-21	82
502	Randal Edwards	30-Jun-21	82
508	Patrick Pattison	30-Jun-21	73
500	Desmond Dallaway	18-Jul-21	80
500	Dominic Vitaro	29-Jul-21	69
500	Valentine Hebein	30-Jul-21	61
500	Thomas Cunningham	03-Aug-21	74
514	Fred Bevilacqua	06-Aug-21	72
500	Thomas Cappos	16-Aug-21	74
500	Giacomo Limitone	17-Aug-21	92
500	Mark Ledenko	25-Aug-21	83

DECEASED WIDOWS

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
502	Simone Desmarais	28-Jun-21	102
500	Donna Gray	24-Jun-21	92
500	Mary Peters	10-Jun-21	95
508	Sylvia Bonde	04-Jun-21	79
500	Gertrude Yuen	16-Jun-21	79
505	Sally-Ann Keast	04-Jun-21	79
500	Margaret Williams	27-Jun-21	89
500	Elizabeth Ward	06-Apr-21	90
508	Lillies Bolitho	25-Apr-21	90
508	Phyllis Timothy	11-Apr-21	98
508	Margaret Atkinson	01-Apr-21	82
500	Gladys Siebert	27-Mar-21	92
508	Lorraine Wagner	27-Mar-21	90
500	Loreen Eck	28-Jan-21	91
500	Shirley Brown	24-Jan-21	85
500	Mary Nelson	18-Jan-21	75
508	Isabelle Oulette	07-Jan-21	87
500	Shirley Leeson	01-Nov-20	72
500	Lily Triebwasser	28-Nov-20	68
500	Elsie Freistadt	02-Jul-21	83
505	Vivian Sklapsky	09-Aug-21	77
508	Elaine Girard	02-Aug-21	84
500	Diane Mahy	28-Jun-21	80
500	Aranka Lenart	03-Aug-21	93
500	Ora Lucas	05-Jul-21	96
500	Zofia Ferancik	24-Aug-21	95
500	Euphemia Gorval	22-Aug-21	92

DECEASED ACTIVE MEMBERS

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
502	John Gilchrist	04-Feb-20	60
500	Gurdip Sehra	03-Dec-20	66
500	R. Corey McGee	09-Dec-20	41
500	Rupinderjit Mann	29-Dec-20	45
505	Stewart Harris	24-Jan-21	64
502	Anthony Baidoo	28-Feb-21	61
502	Judy Radford	11-Apr-21	59
502	Martin Thomas	13-May-21	52
502	Nicholas Gavriel	13-Jun-21	53
500	Reno Harrison	27-Jun-21	27
502	David Eidsness	26-Jul-21	45
500	Lakhbir Toor	16-Aug-21	52
502	John Bowie	13-Aug-21	40

PORT LEGEND

333 – GRAIN WORKERS UNION	517 – PORT OF VANCOUVER
400 – MARINE DIVISION	519 – STEWART
500 – VANCOUVER	520 – PILOTS AND DISPATCHERS
502 – NEW WESTMINSTER	522 – RIDGE MEADOWS RECYCLING
505 – PRINCE RUPERT	523 – RIDLEY TERMINALS
508 – VANCOUVER ISLAND	
514 – SHIP AND DOCK FOREMEN	

AFFILIATES

RWUBC – RETAIL WHOLESALE UNION BC
RWDSU - RETAIL, WHOLESALE DEPARTMENT STORE UNION
GSU – GRAIN SERVICES UNION