



Providing information to our members and fellow unionists

ILWU Canada

September 2025

# Waterfront News

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## Lise Lindsay Retires from ILWU Canada Office

By Bob Dhaliwal, Catherine Dubé, and Jeannie Magenta



**A**fter almost three decades of service to the ILWU in various roles, as an administrative staff person and longtime bookkeeper, Lise Lindsay officially retired on June 30, 2025. She began at ILWU Local 500 in the

mid 1990s and eventually began working at ILWU Canada in the early 2000s. Initially, when she started at ILWU Canada, she was doing convention preparations and general administrative work. When a previous staff member left on short notice, Lise was thrust into bookkeeping and caring for the office as a single staff person with a little part time help here and there. Eventually, more staff was hired, of which she trained many individuals over the years to assist her.

Lise has worked for and assisted generations of ILWU Canada Officers. She has seen many of them grow into their roles as leaders. First witnessing them as Convention delegates, Safety Committee representatives, Board members, and planning committee members for events, and later morphing into ILWU Canada Officers through their hard work and dedication to the Union. Through her role as ILWU Canada staff person, she gave a

lot of time and energy to mentoring and supporting the Officers as they learned their roles as well as throughout their tenure. She was the constant presence in the ILWU Canada office when everything else was always in flux.

She is known for her strong work ethic and steadfastness to her role. We will all miss her sharp wit. Lise has an eye for detail and was truly a pro when it came to proofreading. The filing, although it was a mountain to climb, was left in the best shape it has been in years and for that we can all be thankful.

A retirement party was held for her at the Maritime Labour Centre on June 27, 2025, to give her a warm send off. We thank everyone who attended and made the evening extra special as we celebrated Lise.

We hope she enjoys the extra time with her children and grandchildren. As she transitions into the next chapter of her

life, may retirement bring her much joy, rest and be filled with memories that will last her a lifetime.

Lastly, we look forward to her stopping by to say hi when she has a moment to share all her adventures of retirement.

*“Over the span of my employment, I have been fortunate to have met so many kind and amazing people: all the officers, executive board members and, of course, the members. I want to thank my co-workers, who are one-of-a-kind, and also acknowledge our fellow staffers at the Locals and Affiliates, who work so hard every day supporting the officers, executives, and membership. It is hard to say goodbye, but according to our Pensioners, the water is fine.*

*It has been an honour to work in this special industry and unique environment. In solidarity, thank you all and take good care!”*

Thank You,  
Lise Lindsay



## William “Willie” Adams Retires as ILWU International President

By Bob Dhaliwal



**A** retirement party was held for brother William E. “Willie” Adams, the recently retired International President of the International Longshore and Warehouse Union (ILWU) near the Port of Tacoma on July 20, 2025. Willie had previously announced his retirement, effective January 1, 2025. At the event were members from up and down the coast as far south as California and as far north as Canada and Alaska. From the Canadian delegation were Rob Ashton President,

Bob Dhaliwal Secretary Treasurer and Jessica Isbister 3rd Vice President from ILWU Canada along with executive and members from several other Locals. There were also guests from Australia, Europe and New Zealand. We thank Willie’s home Local 23 for organizing the event and the well-wishers that attended. It truly was a great event.

### A Storied Career

Adams began his journey in 1978 as a longshore casual worker on Tacoma’s docks after moving from Kansas City, Missouri. Adams got involved in the political life of his Local in 1998, becoming a member of Local 23’s Executive Board and was an elected delegate to the ILWU Longshore Division Caucus. He served in both those positions until 2003 when he won a term on the International Executive Board,

representing the Puget Sound Region in 2000-2003. Adams also served as a Trustee of the International Union. He then served 15 years as Secretary/Treasurer before being elected ILWU’s 7th International President in 2018 as the union’s first African American president.

During his presidency, Adams guided the union through some of the most turbulent recent challenges: the COVID19 pandemic, economic downturns at major ports, and a national movement for racial justice.

### Leading in Crisis

Less than a year into his presidency, Adams and the union faced an existential legal crisis. A multimillion-dollar secondary boycott judgment threatened the union’s financial stability and ultimately led

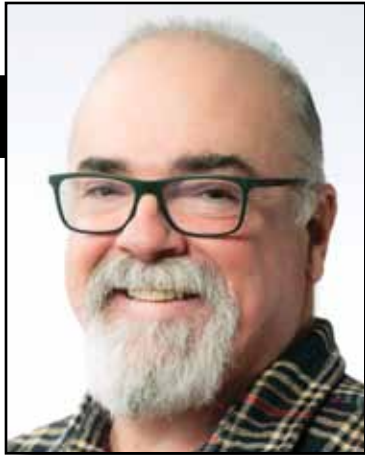
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## President's Report

Security Clearance program. This came as a surprise to ILWU Canada, ILA and CUPE 375, as we had figured we put the government on the correct path a few years ago.

The Canadian Maritime Workers Council (CMWC), composed of ILWU Canada, ILA and CUPE 375, took this struggle on together. We began engaging with the government, explaining to them that treating Canadian Longshore workers like criminals is anti-Canadian and anti-Worker.

We have proven to the government repeatedly that putting more Longshore workers through increasingly invasive background checks to work on the Waterfront does nothing but cost the Federal Government money. Money that could be spent on more Health and Safety procedures and resources to inspect our workplaces. Further, the CMWC has provided the Federal Government with better options when it comes to "securing" our ports. One example is getting proper X-Ray machines at the CBSA inspection warehouses. This is an ongoing file that we as a Council will continue to work on

to defend our Unions and our collective Rank-and-File.

We have also been working with ILWU Local 400 President Jason Woods to engage with Ottawa on safe crewing levels for tugboats. Canada currently has the worst crewing levels in the world. On tugboats that should have three crew members aboard, we only have two. We have posed to Transport Canada a question: What happens if someone falls overboard? We do not usually get any responses. The answer is quite simply, with a tug crewed by only two people and one falls overboard, a horrible accident will occur. The second crew member on board must not only steer the tug but they must also save the crew member that has fallen overboard. This can possibly prove to be fatal. Or what happens if a crew member suffers a heart attack and life saving CPR is needed? An ambulance cannot be called to the scene.

The Federal Government has an obligation to the Seafarers of this country to make this incredibly dangerous job as safe as they can and ensure the recruitment and retention of future generations of Seafarers. Canada is looking at a shortfall of approximately 8,300 Seafarers to meet industry demands by 2029. This is the equivalent of more than 30% of its current workforce as per the Canadian Marine Careers Foundation.

The only reason these tugboats are being crewed by only two and not three Seafarers is simply that the Employer wants to earn more profit. We put to Transport Canada that if these globally horrific crewing standards are not rectified, they and the Employers that push for sub standard crewing will be complicit in possible injuries our workers incur or possibly even worse, death.

I am currently working with Local 523 and their members at AltaGas in Prince Rupert to renegotiate their second Collective Agreement. Over the course of the summer, I will also be getting into bargaining with the Nanaimo and the Port Alberni Port Authorities along with Jessica Isbister, 3rd Vice President of ILWU Canada, and Local 517.

The ILWU Canada Executive Board as well as the Longshore Executive Board went on the road to Prince Rupert at the end of May to hold our Board meetings and to usher in the grand opening of Local 505's brand new Union Hall. On behalf of the Officers of ILWU Canada I want to congratulate the members of Local 505 on their new home. May it serve you and the Union as good as your old Hall.

In closing I wish you all had a wonderful summer. Be safe out there.

*In Solidarity,  
Rob Ashton*

**A**s summer winds down, ILWU Canada has been full speed ahead.

In 2021 the government did a "Re-look" at the Marine Transportation Security Clearance Program. The Union at the time commissioned a report by Professor Wesley Wark from the University of Ottawa to investigate what the biggest security issues are facing the maritime sector. This report found that the biggest security concern was cyber security, not Longshore workers across the country.

The Union believed this would be the end of the attacks on workers in this regard, until this spring.

Earlier this year the Federal Government announced another investigation into the Marine Transportation and



## 1st V.P. Report

resolve matters in good faith. They seem to need a third party to help them make up their mind. This is particularly troubling because of the BCMEA's dominance over disputes that arise at the terminals and at the Local level. The Association is involved from the get-go and our employers, the actual people we work for and who pay our wages, are sitting on the sidelines and letting the BCMEA handle the disputes and grievances that arise at their terminals. This is shockingly short sighted, and it is an extremely ignorant labour relations practice. The direct employers are essentially farming out their labour relations responsibilities to a third party.

The abrogation of this responsibility by the direct employers has given the BCMEA free rein to assert their dominance and influence in all areas of the industry. The BCMEA has grown into a bloated self-serving and self-perpetuating bureaucracy, and stands as an impediment to better and more constructive direct relationships between the Union and the member employers. Where those relationships do exist, the BCMEA works to undermine them. Ultimately, the Association has expanded to the point where it has developed a culture of self interest and its own self-perpetuating goals which may not always align with the interests of their member employers or the industry as a whole. The BCMEA is attempting to build an empire, and the ILWU Longshore division is the only thing standing in their way.

More attacks are coming. The BCMEA will stop at nothing to destroy this Union. In the coming months and years, ILWU Longshore Locals must stand more united and be more connected than ever before. We are up against an anti-union; anti-worker machine, and we must stand together to defend our Union

and build a brighter future for those who come after us.

### Roberts Banks Terminal-2 Update

Port automation is a major issue for the ILWU, and it ought to be a major concern for the Province of BC and the Federal Government. Port infrastructure development raises questions about how we are positioned to meet the challenges of realigning our trade relationships away from a North-South paradigm to an East-West and Asia Pacific priority. We fully understand that we are in a new and serious geopolitical and economic reality. Canada and BC need to focus on building a resilient Canada-wide economy and a critical part of that strategy is investing in port infrastructure to build out capacity to meet the objective of having more diversified and increased international trade. The ILWU and its members want to be partners in that endeavour, not just bystanders or victims.

The Vancouver Fraser Port Authority advertises on their website that they have support to build Roberts Bank Terminal 2 from government, industry and First Nations. While this may all be true, we think that they forgot about workers. The VFPA does not have the support of the ILWU to build a fully automated terminal at Roberts Bank. They have not engaged in any consultation with labour about this terminal. The ILWU and its members have been sidelined and marginalized in the process. This is profoundly disrespectful and insulting.

The VFPA and the Federal Government that regulates them must take immediate action to rectify this situation. We simply can't tolerate standing by and watching billions of dollars of taxpayer money being used to build Roberts Bank Terminal 2 (RBT2) for it to end up being the death knell for thousands of well-paying unionized jobs in this province.

Last month, the Vancouver Fraser Port Authority began the procurement process for RBT2 and issued a request for qualifications and opened the bidding

process for construction companies to bid on the contract, which includes the delivery of an approximately 100-hectare marine landmass, 35-hectare widened causeway, 1,300-metre wharf structure and berth pocket, and expanded tug basin for RBT2. This is a change in strategy for the Port. They have now decided to build the artificial island and the wharf structure themselves and then try to find a terminal operator to complete the surface construction and operate the terminal.

The VFPA will soon begin a separate request for proposals to find the potential terminal operator who will invest in the construction of the terminal buildings, the container handling equipment and infrastructure needed to operate the terminal. This is the VFPA's equivalent of a Field of Dreams – if you build it, they will come.

Another change of position by the VFPA is to allow incumbent terminal operators to submit bids to operate the terminal once the VFPA has finished construction of the new land mass. That means that Global Container Terminals and DP World can both submit bids to be the operators of RBT2. However, the future terminal operator is more likely to be a foreign corporation with billions of dollars on hand and ready to invest. This raises other concerns about offshoring of profits by foreign owners of critical Canadian infrastructure that was built with billions of dollars of tax money taken from Canadian workers.

RBT2 according to the VFPA will bring 2.4 million TEU capacity online between 2030-2035. The VFPA has been insisting that this new terminal must be largely, if not completely automated, which we say will have dire consequences for current and future jobs at BC's container ports.

The VFPA is relying on long-term container traffic forecasts to build its case for the need to build RBT2. The forecast from WSP Global in October 2020 con-

*Continued on page 3*

*Greetings fellow workers.*

It has been a busy first half of 2025. In my role as 1st Vice President, I am directly involved in Longshore grievances and arbitrations. This is a responsibility outlined in Black Book Document #30 and entrenches the 1st Vice President's role in labour relations issues on the waterfront. All grievances that proceed to Step No. 4 of the grievance process, all Industry Arbitrations and all Job Arbitrations are matters that must be attended to by the 1st VP.

As of the writing of this article there are approximately 45 grievances that have already been referred to Industry Arbitration and waiting to be heard and two arbitrations that are in progress. In June of this year, the Joint Industry Labour Relations Sub-Committee held a series of three meetings to deal with a large volume of new matters that were not resolved at the Local-level and therefore were referred to Step No. 4 of the grievance procedure. Unfortunately, the JILRC Sub-Committee was unable to resolve most of the grievances referred to it and as a result, there are at least 40 new matters that are being referred to Industry Arbitration.

This is a continuation of a disturbing trend in the Longshore industry where grievances pile up and do not get resolved earlier in the grievance process. The system is broken. In my view, the BCMEA does not have the will nor the ability to

**1st VP REPORT...***Continued from page 2*

cludes that extra capacity will be needed soon (2030) and provides long-term forecasting to 2060. While the report reaches its conclusions based on numerous factors, its assumptions are not without some criticism and ought to be scrutinized in the post-pandemic reality and in the context of the current Trump trade chaos.

There is another option for Longshore workers, the province, and the nation. That is, we collectively commit to preserving well-paying unionized port jobs in an environment of expanded trade capacity resulting in greater volumes of traded goods between Canada and the rest of the world and away from the United States. We commit to using the best state-of-the-art battery powered and alternate fuel powered container handling equipment and employ key semi-automated operations to capitalize on the latest technol-

ogy to drive efficiency and reliability. This is what we see as a winning scenario across the board. We drive capacity while building low to zero emission terminals, we build scalable infrastructure for fluctuating trade volumes while maintaining the good jobs that support families and communities, we use the latest semi-automated ship to shore and intermodal cranes to drive technological efficiency and reliability without losing jobs within the new mode of operation.

All of this is possible, but it requires the political will to make it a reality and fundamental to that is the belief that workers have a voice, we have agency and have earned a seat at the table when our workplaces and our industries are being converted into jobless environments at the hands of private capital. This goes to the heart of the principles of Just Transition, as well as who ultimately pays the costs, and who will reap all the rewards.

The cost of automation is externalized, just like environmental impacts are externalized. Workers, their families, communities, local economies, and governments ultimately bear the brunt of the externalized costs of automation. That is why when automation is a key component of any significant infrastructure project, an economic impact assessment process must be conducted in conjunction with and parallel to the legally required environmental impact assessment process. The proponents of RBT2 and any future port operator must factor in and ultimately pay the cost of hitherto externalized impacts that are essentially a subsidy for corporations who want to use technology to remove human labour from the equation. We know that the fate of this project is in the federal realm and is federally regulated, but any of the potentially serious negative effects will be felt most acutely here in BC. Our provincial representatives

need to voice these serious and legitimate concerns to their counterparts in Ottawa. They need to stand up and join our fight to protect our jobs, to protect BC jobs. ILWU Canada is actively engaging with the provincial government to raise awareness and to garner their support in our efforts to tell the federal government and the Vancouver Fraser Port Authority that RBT2 must not be fully automated. The Feds will be spending our tax dollars to build this project. Federal infrastructure money should not be used to eliminate jobs or to destabilize existing jobs. Our engagement and advocacy work continues as we shift our priority to the decision makers in Ottawa. We will continue to fight to save our industry. Our voices will be heard, and we will not stop.

*In Solidarity,  
Tom Doran*

**2nd V.P. Report**

up and down the West Coast, from Alaska to San Pedro, as well as young dockers from all around the world as part of a delegation organized by the International Transport Workers Federation.

At the time of this writing, we have just celebrated the ILWU's first president Harry Bridges' birthday. I think it is important now as ever to reflect on Harry, his politics, his view for labor, and the organizations he helped found and belong to (some alleged). The world is in a strange place politically. Understandably the working class has felt abandoned by our political structures. It's easy for workers to be frustrated and gravitate and latch onto rage bait and buzz words that have negative connotations. That is why it is as important now as ever to reflect on leaders like Harry and the things he and the early organizers of this union stood for. We cannot reject the ideas and principles that this union was founded on, or we risk falling for false ideas that divide us. Remember: Harry Bridges was an anti-fascist immigrant that helped build this great union and he said,

"The most import word in the language of the working class is solidarity."

*In solidarity, In struggle,  
Dan Kask*

*Greetings Fellow Workers,*  
**T**he education work continues at ILWU Canada. This summer, we held our second "Summer Series" in Prince Rupert, a four-day education series that covers Stewards' training, internal organizing training, Occupational Health and Safety as well as Mental Health First Aid training. ILWU Canada 3rd Vice President Jessica Isbister, Organizer Genevieve Lorenzo, Brian Campbell from the BC Federation of Labour Occupational Health and Safety department, as well as Christina Brock Mental Health First Aid instructor, all facilitated courses this year.

We are in the last stages of planning this year's ILWU Canada Young Workers Conference. The theme this year is "United in Struggle". This felt appropriate given the struggles that workers are having on both sides of the border and around the world. We look forward to hosting workers from

**3rd V.P. Report**

*Greetings Fellow Workers,*

I am thrilled to share some significant news in the world of workplace safety from the international stage. On June 13, 2025, the International Labour Organization (ILO) adopted a groundbreaking Convention concerning biological hazards in the working environment. This landmark Convention, known as Convention 192, marks a monumental step in global efforts to ensure occupational health and safety across all sectors by aiming to prevent exposure to and protect workers from biological hazards.

Biological hazards defined in Article 1(a) of the Convention include (not an exhaustive list):

- pathogenic microorganisms (viruses, bacteria, fungi, and parasites)
- cells and cell cultures,
- endoparasites – protozoa (for example malaria, amoebic dysentery) and helminths (for example flatworms, round worms)
- non-cellular microbiological entities (for example viruses, prions)
- irritants, allergens, and toxins of animal or plant origin

Exposure to biological hazards can cause harm to workers, including (not an exhaustive list):

- infectious disease (for example brucellosis, viral hepatitis, tetanus) including secondary health effects
- non-infectious disease (for example toxic or inflammatory syndromes)
- death or personal injury resulting from exposure to biological hazards

Convention 192 calls on Member States to develop national policies and implement measures focused on occupational safety and health. These measures should encompass prevention and protection strategies against biological hazards, as well as the development of preparedness and response plans for handling accidents and emergencies. Under the Convention, employers are required to adopt preventive and protective measures in collaboration with workers, who must also be adequately informed and trained about the hazards and

risks they may encounter in their working environments.

To support the implementation of these measures, an accompanying ILO recommendation provides detailed guidance. This includes conducting risk assessments, establishing early warning systems, and developing preparedness and response strategies for outbreaks, epidemics, or pandemics. Additionally, the recommendation elaborates on the definitions of biological hazards and risks, specifying routes of exposure and transmission, such as airborne, contact, or vector-borne pathways.

Together, these ILO instruments offer a robust framework to prevent biological risks across many types of workplaces, now and in the future. It is important to note that Conventions are legally binding international treaties that can be ratified by Member States, while Recommendations serve as non-binding guidelines, offering valuable direction and support.

ILWU Canada and other labour organizations across the country will be loudly calling on the government of Canada to ratify Convention 192. We welcome these new protections and improvements for worker safety across all of ILWU Canada sectors and the labour movement globally.

Convention 192 is the result of many years of work supported by labour organizations through the ILO's tripartite structure, including ILWU affiliations: the Canadian Labour Congress (CLC), the International Transportation Workers Federation (ITF), and the International Trade Union Confederation (ITUC).

This development represents a significant advancement in our collective efforts to enhance workplace safety and protect the health of workers worldwide.

An Injury to One is an Injury to All

*In Solidarity  
Jessica Isbister*

**Sec-Treasurer's Report**

duties on top of their regular job to keep ILWU up to date on the goings on federally, provincially, and internationally. I will update you on some of the committees I have been participating in.

**ITF Dockers Section – Future of Work and New Technology Working Group**

I continue to chair this working group which looks at the effects of automation on dock work globally. We are very close to having version 2.0 of the Automation Toolkit ready to help Dockers deal with automation. It was always meant to be a living document that would be updated continuously as we obtain new information. Along with chairing the working group, I am responsible for tracking the progress of automation globally. See <https://www.itfglobal.org/en>

*Continued on page 4*

*Greetings Brothers and Sisters,*  
**W**orking at ILWU Canada is always interesting. We are constantly dealing with new legislation, labour disputes, members' and Local issues. We have been keeping up with disputes in the rail, marine and aviation sectors. We have been trying to support other unions in their struggles.

Each officer has been assigned different

## SEC-TREASURER'S REPORT...

*Continued from page 3***Labour Standard Advisory Committee (LSAC)**

The Labour Standards Advisory Committee consults with the Labour Department on changes to the Labour Code and employment standards in Canada. This is made up of employers, associations and labour unions. The committee will be meeting again later this year. We are still waiting for the new government to set its priorities for the Labour Department.

**Canadian Labour Congress (CLC)**

In February there were virtual meetings of the Gig Work and Pension groups. We discussed increasing protections for gig workers and improvements to pension standards. See <https://canadianlabour.ca/>

**BC Federation of Labour – Climate Justice and Jobs Standing Committee**

I have been attending meetings of this committee virtually. We are working on recommendations to the government regarding a just transition for workers as the economy transitions from fossils fuels to more sustainable forms of energy. See <https://bcfed.ca/>

**Community Savings Credit Union (CSCU)**

I continue to sit on the board of Community Savings Credit Union as a director representing ILWU Canada. We are encouraging Locals and Union members to bank with them because they are the only fully unionized credit union in BC. The credit union is growing and has opened a new branch

in Richmond. Check out the union's credit union: [https://www.comsavings.com/UnitedWayBC\(UWBC\)](https://www.comsavings.com/UnitedWayBC(UWBC))

I continue to sit on the labour committee and campaign cabinet for the United Way. This organization fundraises for smaller agencies that cannot do it for themselves and focuses mainly on issues involving

youth and the elderly. They have been doing amazing work on food security and after school programs for kids. Find out how you can help at <https://uwbc.ca/program/labour/>

**LEAD Conference Tacoma Washington**

In April I drove down to Tacoma to attend the ILWU International Leadership Conference, LEAD. There were delegates from most ILWU Locals in attendance. Along with leadership, the various panels

also discussed internal and external organizing to strengthen the Union.

**Longshore Pension and Benefits Boards**

As the administrative Trustee for the Longshore pension and benefit plans, I deal with the day-to-day issues that arise from running such complex plans. Trust me there are issues every day that need to be addressed in a timely manner. The plans continue to maintain a strong financial position even in these volatile times. For more information, see <https://www.longshoreplans.ca/>

Anyone wanting monthly updates on what is going on in the industry should email me to get on our email newsletter list at [treasurer@ilwu.ca](mailto:treasurer@ilwu.ca)

*In Solidarity,  
Bob Dhalwal*

**WILLIE ADAMS...***Continued from page 1*

to ILWU filing for bankruptcy protection in 2023. Despite adversity, Adams framed these trials as tests of character—emphasizing collective resilience and member solidarity.

As a strong supporter of civil and labour rights, Adams has also been active in the Tacoma community. He started producing “Celebrations of Black History and Labor” programs in Tacoma in the 1990s and early 2000s. The events featured leading cultural and political figures including Danny Glover, Paul Robeson, Jr., Yolanda King (Martin Luther King Jr.'s daughter), Chuck D and Betty Shabazz (daughter of Malcolm X). The programs received national attention and critical acclaim, and Adams also received the City of Tacoma's Destiny Award and the Paul Robeson Peace and Justice Award from Mothers for Police Accountability in Seattle, Washington for his work in the community.

**Passing the Torch**

Adams also directed several of the Union's membership education and leadership development programs, including shop steward and secretary-treasurer training. He believes that “the greatest thing

you can do is prepare the next generation to take over and have a vision to peek outside the box.”

“Hard times reveal your character,” according to Adams, and “leaders lead when everything goes wrong. You have to be able

**WILLIE ADAMS and ROB ASHTON**

to deal with adversity.” Adams states that strong leadership requires teamwork, so he empowers his fellow Officers and leans on their strength. Ultimately, Adams said any power he has comes from the members of the ILWU. According to Adams, he's just “keeping the seat warm for the next person,” and he says “you have to know when it's time to go. Leadership is knowing that you can still lead, but you don't have to be the person.”

On October 29, 2024, Adams for-

mally swore in the new ILWU leadership: Bobby Olvera, Jr. as President, Ed Ferris as Secretary/Treasurer, and Ryan Whitman (Mainland) and Brandon Wolff (Hawaii) as Vice Presidents. A bronze plaque honoring President Emeritus Willie Adams was



**WILLIE ADAMS and AL REASON** Local 502 unveiled in the ILWU courtyard during the ceremony.

In his official statement, Adams endorsed the incoming officers unreservedly, expressing confidence in their ability to build on the union's legacy.

**Legacy & Reflections**

Adams leaves behind a union sharpened by struggle and unified by purpose. He often credited members for the ILWU's enduring strength.

His leadership embodied solidarity with dockworkers globally including support for ILWU Canada in their strike in 2023 and the struggles of many other dockers unions around the world. He championed issues of equity, inclusion, and workers' rights in the face of automation and global corporate pressures.

**Thank you and Farewell**

From the bottom of our hearts, we truly thank Willie for all the numerous occasions he made the trip to Canada to speak at the ILWU Canada Leadership Course, Young Workers Conferences, ILWU Canada Conventions and every other momentous occasion in between. He is an engaging speaker who always held a captive audience with his words of solidarity. He has a way of weaving stories with a powerful message to always fight for your Union while lifting and supporting each other.

We wish him all the best in the years to come and may he enjoy a much-deserved rest from his gruelling schedule of fighting the employers.

Lastly, Willie if you're reading this, you are always welcome to join us anytime you are up here in Canada.

**ILWU Leadership at CLC Winter School, February 2025***By Catherine Dubé, ILWU Canada Administrative Support Staff*

Since 1975, The Canadian Labour Congress (CLC) Pacific Region has been holding its annual Winter School at the Harrison Hot Springs Resort, which is an entirely unionized hotel with members of UniteHere! Local 40 and IUOE Local 882. ILWU Canada's week-long Leadership course was once again on the curriculum this year. ILWU Canada 2nd Vice President Dan Kask and ILWU Canada office staff person Catherine Dubé facilitated the course to a class full of dedicated emerging leaders of the ILWU. The ILWU Canada Leadership Course would not be an integral part of labour and union education at the CLC Winter School without all ILWU Locals who, year after year, demonstrate the value of collective learning and building solidarity in the labour movement by supporting the work done in this course.

To set the context for the week of learning, Brother Kask began by telling the story of the Everett Massacre. On Sunday, November 5, 1916, one of the bloodiest battles in labour history in the Pacific Northwest exploded in Everett, Washington. Three-hundred Wobblies (Industrial Workers of the World, IWW)

boarded the steamers Verona and Calista from Seattle to Everett to hold a rally in support of striking shingle weavers. Business owners and police had heard of the Wobblies' plans, and secured the aid of armed goon squads, vigilantes, or “citizen deputies”, as well as the Snohomish County Sheriff, Donald McRae, who was known for targeting Wobblies. Mayhem ensued as the three-hundred Wobblies arrived in town. Five members of the IWW were killed and twenty-seven were wounded after ten minutes of gunfire. Before the shooting started, as the first steamer, the Verona, drew into the dock and someone on board threw a line over a bollard, McRae stepped forward and called out,

*“Boys, who is your leader?”*

The last part of the story, the answer the Wobblies gave McRae, was saved until the end of the week. As the class spent the week practicing public speaking, preparing for and rehearsing mock arbitration and union meeting scenarios, discussing ethics and leadership styles, and tackling organizing and campaign-building strategies, the history and values of our union remained at the forefront.

Constantly coming back to our Ten Guiding Principles, it was crucial that the students and facilitators remembered what brought us here in the first place: solidarity and uniting the working class to fight for a better world for workers everywhere. Making strong arguments in arbitrations and charring union meetings are important skills only insofar as they strengthen our union and build collective power. Learning to be a good leader within the

ILWU is not about simply building up one individual leader's skills, power and ego, but rather about developing a vision for the union and an overarching strategy that enables us to work together and unite under the common banner of the working class. The week closed with the rest of the Everett Massacre story, when the Wobblies on board the Verona yelled back to McRae,

**“We are all leaders!”**



## Understanding Federal Pay Equity

By Jessica Isbister, ILWU Canada 3rd Vice President

ILWU Canada is committed to promoting Pay Equity. All workers deserve to be paid fairly and not experience discrimination at work.

Pay Equity is recognized internationally as a fundamental human right. The International Labour Organization (ILO) Global Wage Report 2018/2019 found that women's earnings are on average 20% less than men globally. In Canada, the wage gap for 2022 was reported as 12% among workers aged 20 to 54. Yet this does not tell the full story; Indigenous Women, immigrant women, and other minorities experience the gender pay gap differently, often experiencing larger wage gaps.

The Canadian Human Rights Commission (CHRC) website provides valuable details to better understand the Pay Equity Act, below is a summary from the website:

### Federal Pay Equity Legislation

- The Pay Equity Act was passed by Parliament and received Royal Assent on December 13, 2018, and came into force on August 31, 2021
- The purpose of the Act is to achieve pay equity for employees in jobs that are commonly held by women by addressing gender-based discrimination in the pay practices and systems of employers.

The Pay Equity Act is about “equal pay for work of equal value”. This means that if two different jobs contribute equal value to an employer's operations, then the employees in those jobs should receive equal pay.

The idea of “equal pay for work of equal value” is like the idea of comparing apples to oranges – although they are different, they are equally nutritious.

### The Pay Equity Act is proactive.

- Meaning that the onus is on employers to assess at set points in time, whether employees in jobs commonly held by women are earning equal pay for work of equal value in their workplace.

### The Canadian Human Rights Act is reactive.

- Meaning that it is complaint-based. The onus is on individuals filing a complaint.

The Act gave employers three years to come into compliance. Many waited until the last year to begin, resulting in multiple cases in front of the Pay Equity Commissioner. It is very early for final data on pay increases. However, there is preliminary data indicating some women's jobs are receiving hourly increases. ILWU Canada hopes to see fair pay for all workers.

**ILWU Guiding Principal III.** Workers are indivisible. There can be no discrimination because of race, color, creed, national origin, religious or political belief, sex, gender preference, or sexual orientation. Any division among the workers can help no one but the employers. Discrimination of worker against worker is suicide. Discrimination is a weapon of the boss. Its entire history is proof that it has served no other purpose than to pit worker against worker to their own destruction.

Delegates also participated in a cultural tour hosted by the La Perouse Aboriginal community, and enjoyed powerful Indigenous performances, including from ILWU Vice President (Hawai'i) Brandon Wolff and the ILWU Hawaiian delegation consisting of Matthew Coleman, Brenson Wailehua, Nepo Toafiaalii Leutu Jr (Sunny), reinforcing international Indigenous unity.

A highlight was the presence of Aunty Rhonda Dixon, daughter of the legendary MUA wharfie and land rights activist Chicka Dixon. Her words, alongside Elder Kevin Tory, grounded the gathering in rich cultural and political legacy.

Women in the Workplace: Breaking Barriers – Women at the MUA's First Nations Conference 2025

The MUA National Women's Committee as reported by Angie Moore proudly joined the conference and participated in a dynamic Day 2 session titled “Women in the Workplace – Breaking Barriers.”

Led by Vicky Morta, the MUA's first woman Indigenous Bosun, the panel included:

- Fiona Mansell, Assistant National Secretary of MUNZ (New Zealand)
- Joulene Parent, Executive Member, ILWU Local 500

The discussion tackled systemic issues facing Indigenous women in the workplace:

- Pregnancy discrimination
- Weak return-to-work policies
- Harassment, violence, and unconscious bias

Speakers emphasized the importance of safe, culturally appropriate pathways to leadership. ILWU's Joulene Parent reminded us:

“Ask women—and ask again—where can I lift others up, and who can I bring along?”

The session ended with concrete proposals, including embedding women's representation structurally across the labour movement.

### Confronting Racism & Economic Exploitation

Workplace and institutional racism was a core theme. Ashley Spowart and Robin Hajinoor of Broome Ports shared their experiences confronting systemic discrimination with union backing.

MUA's Thomas Mayo reiterated this commitment:

“A resolution was carried; to call on all MUA officials and members to call out racism and to continue our vital work against systemic discrimination that holds Australia back.”

Delegates also condemned Black Cladding, the practice of corporations exploiting Indigenous partnerships to secure contracts without benefiting communities. The message was clear: Reconciliation must be Indigenous-led, transparent, and enforceable.

This aligns with ILWU's Ten Guiding Principles, especially #3:

“Workers are indivisible... Discrimination is a weapon of the boss.”

### Indigenous Longshore Workers: A Legacy of Resistance

ILWU Canada proudly presented on the rich history of Indigenous longshore workers, particularly from the Squamish, Musqueam and Tsleil-Waututh Nations. In 1906, these workers formed IWW Local 526, known as the “Bows and Arrows.” The workers funded a political mission to England, where Chief Joe Capilano met King Edward VII to demand recognition of Indigenous land rights, an early, pow-

erful act of international solidarity. Also highlighted was how ILWU Local 500 managed recent Indigenous hiring, receiving 30 applications for local Nations. It was arranged that the Nations would host, and the union would provide an orientation as well as union education. A Pensioner from each Nation publicly drew names following the education.

ILWU Canada and ILWU Hawai'i also sponsored the Squamish Nation Youth Pow Wow and, in the future, will also be sponsoring the All-Native Basketball Tournament, Canada's largest Indigenous cultural event, hosted in Prince Rupert.

We also have visual reminders of this rich legacy at Local 500's Hiring Hall, where Indigenous artwork now adorns the building. At the mural unveiling, Elder Larry Grant (Musqueam Nation) and Longshore Pensioner said:

“It'll probably go around the world that this country values its relationships with Indigenous workers on the waterfront.”

MUA National Secretary Paddy Crumlin reaffirmed the union's commitment to building a more inclusive, representative workforce:

“The future of our industry must be built on equity and respect,” Crumlin told delegates. “That means ensuring First Nations workers are not only represented, but leading in their workplaces on the waterfront, at sea, and at the negotiating table.”

These directly align with ILWU Canada's Resolution R-18 (from the 37th Convention):

“The ILWU go on record in defense of Native and Indigenous people's struggle throughout this country.”

This is more than symbolic; it is a call to organize, to ensure our resolutions live on in action, not just archives.

### Final Reflections: Leadership, Policy, and the Path Ahead

Canada's labour-led approach to reconciliation—though still a work in progress—is ahead of many global peers. ILWU Canada's commitment to Indigenous leadership, policies like R-18, and grassroots education are creating international ripple effects.

As Peter Lahay noted in an ITF Article from August 16, 2023,

“We began by acknowledging that First Nations peoples were the West Coast's first seafarers. We changed our constitution. We travelled to Kitamaat Village to meet with the Haisla Nation. All of this work began before Seaspan launched its own initiatives—something our members can forever be proud of.”

From the “Bows and Arrows” to ILWU Canada 39th Convention, our movement has proven that meaningful change requires:

- Political will
- Member education
- Policy that reflects our values

### “Educate. Agitate. Organize.”

This is more than a slogan, it is a responsibility. To build power between conventions. To uplift Indigenous and marginalized workers.

Let's keep building that path together with courage, with clarity, and with solidarity.

Waterfront workers have a rich, deep history—and an opportunity to move forward with progressive vision, practical policy, and real action. At the heart of this is engagement and leadership of the rank and file. Your voices, your experiences, and your decisions will continue to shape a stronger, more just future for all workers.

## MUA International First Nations Maritime Workers Conference

By Joulene Parent, Local 500

### Global Gathering for Indigenous Workers' Rights

In July 2025, the Maritime Union of Australia (MUA) hosted the historic International First Nations Maritime Workers Conference in Sydney, Australia. The event brought together over 100 Indigenous unionists and allies from Chile, Hawai'i, Canada, the United States, New Zealand, and across Australia. From ILWU Canada, Joulene Parent from Local 500 and Christina Verde from Local 333 attended the Conference.

Delegates gathered to share lived experiences of colonization, economic exclusion, workplace racism, and political resistance—reinforcing global solidarity in the fight for Indigenous rights and worker justice. MUA Indigenous leader Thomas Mayo and National Secretary Paddy Crumlin opened the conference by acknowledging their deep inspiration from ILWU Canada's 39th

Convention, themed “Honour the Past, Invest in Our Future,” held in Vancouver, June 17–21, 2024.

### Honouring Union-Indigenous Alliances

A keynote speech led by Professor Padraig Gibson and Thomas Mayo highlighted the long-standing alliance between maritime unions and Indigenous peoples. Stories of resistance and solidarity were brought to life and will be developed into a graphic education tool for union members.

### Key speakers included:

Tony McAvoy, Australia's first Indigenous Senior Counsel, who gave an overview of Native Title and Land Rights legislation.

Joe Williams, a Former South Sydney Rabbitohs and champion boxer, who spoke on mental health advocacy and intergenerational trauma and the need for early intervention.



CHRISTINA VERDE, Local 333 and JOULENE PARENT, Local 500 joined by two MUA members”

# BATTLE of BALLANTYNE

## The Battle of Ballantyne Pier

By Tom Doran, ILWU Canada 1st Vice President

This year ILWU Canada marked the 90th anniversary of the Battle of Ballantyne Pier with a gathering at New Brighton Park in Vancouver on June 18, 2025. In the park there stands a permanent monument to commemorate that pivotal moment in the history of waterfront workers in the Lower Mainland and throughout BC. The Battle of Ballantyne Pier was a violent, bloody punctuation mark in a series of events that began many years earlier. The strike was ultimately lost but as we know that is not the end of the story.

In fact, our next chapter began the year before in San Francisco. The battles that took place up and down the West Coast of the U.S. during the Longshore strikes of 1934 were punctuated with bloody street battles and the murder of two strikers by the police in San Francisco on July 5, 1934, and by the end of it a total of six strikers lay dead at the hands of the bosses. These were the events that forged a new union on the docks and a new form of militant rank and file industrial unionism.

The 1935 Longshore strike in Canada differed in some ways with events of the 1934 strike in the U.S. and these differences were what ultimately led to success in 1934 and failure in 1935.

One of the fundamental differences between the two strikes was the ability of Harry Bridges and the other strike leaders to convince the other workers and the African American Longshore workers not to scab their strike. They were successful in grinding water-borne trade to a halt - but at a tremendous cost.

These conflicts arose during the mean, dirty, hungry years of the 1930's. The world capitalist system collapsed in 1929, ushering in the Great Depression. Workers in both countries were plunged into poverty, desperation and despair. The effect of this crisis was swift, brutal and long-lasting.

In the years leading up to the 1935 strike in Vancouver, Longshore workers were facing brutal, dangerous and degrading conditions like the "Shape Up". Unemployed men (and there were a lot of them about) would gather in large numbers at the docks waiting for the boss to pick them for a day's work. This system was prone to corruption, favoritism and bribery. It was a brutal, degrading system where workers would have to compete with each other for the scraps thrown to them by the Shipping Federation.

The life of a Longshoreman was expendable. Death and dismemberment were just the cost of doing business. There were long hours for low pay, no vacations, no sick pay, no medical benefits and no pension. It was hard work in hard times.

Workers on the waterfront in Vancouver were divided into different unions with the largest being the company sponsored Vancouver & District Waterfront Workers Association (VDWWA). This so-called union was created by the Shipping Federation after the ILA was defeated during the 1923 strike. With the strike broken, their leaders jailed, their members blacklisted, everyone else was forced to work for the company union if they wanted to work at all. This was the backdrop to the 1935 strike.

In 1934 the VDWWA signed a collective agreement with the Shipping Federation, but it was likely obtained by coercion and manipulation. So, if they got an agreement just the year before, how did they end up on strike in 1935?

The Powell River Longshoremen had recently organized but their union was not recognized, and the mill owners used scab labour to load a ship full of newsprint. When that ship arrived in Vancouver, the Longshoremen declared it "unfair" cargo in support of their fellow workers in Powell River and refused to work the ship.

It was this act of working class solidarity that led the Shipping Federation to lock out the VDWWA on June 4, 1935, and to declare the labour agreement void. The Shipping Federation seized on this opportunity to try and crush the very union it had created years before, because it had become too organized and too militant and dared to act like a truly independent democratic union.

The brutality unleashed on the strikers at Ballantyne Pier on June 18, 1935, was a premeditated, coordinated attack planned by the Shipping Federation and their president James Hall. The shipping bosses were aided in their conspiracy by a cast of

corrupt characters like the mayor of Vancouver - Mc Greer, the Vancouver Chief of Police - Foster and his force of mounted, motorized and armed officers, the Premier of BC - Patullo and the Prime Minister of Canada - Iron Heel Bennett. The police beat, tear gassed and shot at unarmed strikers, women, children and passersby. It is only by chance that no one was killed during those bloody assaults on the streets of East Vancouver.

What this day exemplifies is the raw unhinged hatred of the capitalist class toward any workers who have the audacity to organize in self-defense so they can fight for a better life. This was class warfare against waterfront workers and it manifested in brutal physical violence and pathological economic violence against unarmed defenseless people. It's a shameful stain on the history of the Shipping Federation, the predecessor of our own BCMEA.

In December of 1935, the strike was ultimately lost because the VDWWA could not prevent the scabs from working on ships and on the docks. It was desperate times for the unemployed and the bosses knew it. The rhetoric in the press and on the air was warning of the impending communist insurrection and declared all waterfront strike activity as a communist conspiracy.

The great forces of capital, the media, the police, the legislatures, the courts, and a divided working class with worker competing against worker - this is all what ultimately lead to the breaking of the 1935 strike.

Some may have criticized the leadership of the day - and some of that criticism may be true - but what I see is working class people fighting back and standing up for what is right against incredible odds during an impossible time with all the brutality and vitriol of the capitalist class hurled against them. Their actions and their bravery inspired generations and led to the creation of a militant and vigilant culture on the waterfront that fights back against company corruption, infiltration, manipulation and influence.

The battles of 1923 and 1935 and the years before and after - the failures and defeats, the company unionism, cronyism, the blacklists and imprisonments, the brutal violence and economic hardship - set the stage for Longshore workers on the West Coast of Canada to once and for all, finally and fully, gain control of their affairs and build a militant democratic union. This came about during WWII when the conditions were finally tilting in favour of the dock workers - labour supply and war production outweighed the anti-union animus of the employers, and the Federal government was worried about keeping the ports operational. Then, in March 1944, the VDWWA voted unanimously to join the ILWU. In July the same year, so did the Royal City Waterfront Workers Association in the Port of New Westminster, and the rest, as they say, is history.

So, what do we take away from remembering the Battle of Ballantyne and learning about our history in the context of the events of the time? What lessons can we draw from the experience of our forbearer's?

#1 Solidarity is the most important word in the vocabulary of the working class - according to Harry Bridges and I agree with Harry.

#2 Your union is, and your fellow workers are, more important than you might realize.

#3 Self-help in hard times only comes when working people get organized as a community. We MUST organize the unorganized.

#4 The media lies, bosses lie, courts and politicians lie. Find out who they serve before you give them space in your head.

The ILWU has always struggled since its inception to protect the rights of dock workers and to hold the line against constant pressure from the employers, politicians and the media who weaken our Union and roll back hard-won conditions. This has not ceased, it has only intensified.

So, remember our history, remember the lessons, don't believe the bosses and their lies, watch out for the fair-weather friends of labour. Not every loss is a failure. Never forget that workers are indivisible - IF we are united, we will win, but it might take us a while.



# THE 90th ANNIVERSARY



# BATTLE of BALLANTYNE Con't



## Ballantyne

POEM By Brandon Thompson

They Stood In Rows Beneath The Rain,  
 And Met The Crown With Fists In Vain.  
 Tear Gas Clouds And Swinging Sticks.  
 The Cost Was High, The Wounds Were Thick.  
 Some Lost Their Jobs, Some Bore The Scars,  
 Some Faced The Jails Behind Those Bars.  
 But In That Smoke, Through Pain And Fear,  
 A Voice Was Born, We Still Hear Clear.  
 So When We Walk Along That Shore,  
 We Walk With Those Who Came Before.  
 We Speak Their Names, We Hold Their Flame.  
 Ballantyne Lives In What Became.  
 Ballantyne Wasn't Just A Fight,  
 It Was The Birth Of Union Right.

## Bio

Brandon Thompson is a young worker of ILWU Local 500 and has been working on the waterfront since 2019. In his spare time, he dedicates himself to developing thoughtfully designed apparel, and creative projects that reflect the identity, values, and pride of the union community. His work can be found at [www.1630.ca](http://www.1630.ca)



## The Battle of Ballantyne

By Gordon Westrand, Pensioner Local 500

**O**n June 18, 1935, my Grandfather “Charlie the Fish” and his three eldest sons walked to the Labour Temple in Vancouver to join their fellow workmates. They walked peacefully to the picket line at Ballantyne Pier to invite the Scabs to join them. Without provocation, the Police confronted them: club wielding mounted Police and carloads of cops armed with shotguns.

The Battle raged on all day and into the night, targeting strikers and their families, injuring many. A number of the strikers, including my Uncle Carl, received jail terms and were blacklisted.

In 1938, the Employer approached the strikers, asking them to come back to work due to the severe shortage of workers during WWII. My Grandfather was told the terms to work were to forgive and forget. He told them, “neither will we forgive nor will we forget”.

The Battle of Ballantyne was won by the Employer, the Politicians and the Police, but the War was won by the Union. The Membership went on to form one of the most militant and democratic unions in Canada.



# ILWU Local 505 Union Hall Grand Opening in Prince Rupert

By ILWU Canada Office



ILWU Local 505 had the grand opening of their new Union Hall in downtown Prince Rupert on May 27, 2025. At the opening ceremony, Glen Edwards was honoured as President Emeritus for his leadership from 2000 to 2020. The new Hall is a three-story, 10,000 square foot building with a capacity of 240 people providing ample space. The Hall is an \$8.2 million redevelopment project on the site of the old hall, which was 100 years old.



The building and development of the new Union Hall was led and primarily funded by ILWU Local 505, with \$2.6 million in support contributed by the BC Maritime Employers Association (BCMEA), DP World, and the Prince Rupert Port Authority (PRPA). According to Local 505 President Keith Cociani, this is more than simply a Hall to dispatch work, it's open to the community for labour council meetings, other ILWU Locals working

out of Prince Rupert, Union education courses, Board meetings and several other events. Since its opening in May, the Hall has already hosted large events such as an ILWU Canada Executive Board Meeting and several union education courses for ILWU Canada members and casuals based in Prince Rupert, including Shop Stewards, Occupational Health and Safety, Mental Health First Aid, and Organizing. In addition to Local 505, ILWU Canada Locals 333, 400, and 514 have been regularly using the Hall to conduct union business. Officers and representatives from all ILWU Canada Locals as well as dignitaries from ILWU International joined for the grand opening in May. As Local 505 President Keith Cociani said, "A Union Hall is more than a building; it is a home to build community. We live in rapidly changing times and our new home will be an invaluable tool to meet the challenges we face."



# Pensioners' Picnic

July 17, 2025





## Supporting Kids Through Softball and Solidarity

By Joulene Parent, Local 500

*“On behalf of Sandra Peters, one of the major fundraiser organizers, with information also from their Facebook page “Steel Industry Softball Tournament”*

In 2018 a Foreman for the Steel Gate at Fraser Surrey Dock, Shaun Felton (ILWU 514) along with his brother Mike Felton (ILWU 502) and a few other ILWU Local 502 Longshore workers decided to start a softball team for fun and socializing. They called themselves the Steel Gate Hookers, pitching in their own money to start a team and little did they know that this would rapidly grow into a dedicated yearly fundraising event.

Since then, the Steelgate Hookers have

stepped up to the plate not just to play ball, but to raise money for BC Children’s Hospital. Through two annual slow-pitch tournaments, the Steel Industry Tournament in Cloverdale and Bats for a Cause in Kelowna, they have raised over \$140K this year thanks to the support of generous sponsors and donors. With this amount added to all previous year’s totals, the tournaments’ donations to date add up to an incredible \$396,149.23!

The organizers of the tournaments would like to thank:

- Steelgate Hookers for \$10,000.00 donation.
- DP World for \$10,000.00 donation.
- Bill and Tanya Miller for \$10,000.00

donation.

- 168 Truck Stop for \$11,000.00 donation.

- Dekker Family for \$750.00 donation.

**As well as:**

- Cloverdale Minor Baseball
- Tiffany Toor of City of Surrey.
- Steelgate Hookers for donating and running the Sunday Caesar Bar.
- Dr. Mulpuri and I’m A HIPpy foundation for running the Sunday 50/50.

These tournaments happen every year in large part thanks to the volunteers, who

arrive very early to set up, who stay very late to clean up, and stay all day cooking and serving at the concession and beer garden.

The fundraiser collected raffle items, gift cards, merchandise, and other donations. Every dollar raised went directly to the children’s hospital. Want to help with the next tournament or learn more? Search Facebook for “Steel Industry Softball Tournament” or “Bats For A Cause.”

As the Steelgate Hookers said “Thank you for supporting a cause that hits home for so many”



# Retired Longshore members

## 2025 RETIREMENTS - LONGSHORE

LOCAL	NAME	AGE	SERVICE	DATE
500	Francisco Alambre	65.67	42	01 Jan 25
502	Rob Allinson	66.17	22.87	01 Jan 25
500	Bob Atanackovich	56.50	37	01 Jan 25
500	Surjit Brach	65.00	38	01 Jan 25
500	Kerry Bradley	63.25	43	01 Jan 25
502	Sandra Burrows	62.08	22	01 Jan 25
500	Domenic Costante	67.00	47	01 Jan 25
500	Shawn Gardner	65.00	21	01 Jan 25
500	Avtar Grewal	68.33	37	01 Jan 25
500	Warren Grover	62.50	35	01 Jan 25
500	Brad Ingves	65.08	39	01 Jan 25
500	Garth Johnson	66.33	29	01 Jan 25
500	Alan Keely	64.42	21	01 Jan 25
500	Martin Kroll	65.83	11.3	01 Jan 25
500	James Leal	61.50	38	01 Jan 25
502	Dorwin McCallen	63.83	21.6	01 Jan 25
500	Wade Mikkelson	60.33	35	01 Jan 25
500	Edward Molnar	64.50	28	01 Jan 25
505	Brian Mutch	69.83	23	01 Jan 25
500	Milijan Nikitovic	64.50	36	01 Jan 25
500	Brian OConnell	63.83	34.93	01 Jan 25
500	Dave Reid	67.08	25	01 Jan 25
500	Glenn Spence	65.42	40	01 Jan 25
505	Norman Stokkeland	66.92	21	01 Jan 25
502	Bryan Wilson	65.17	23	01 Jan 25
514	Bruce Wood	60.00	35.51	01 Jan 25
514	Randy Boudot	60.67	37.37	01 Feb 25
505	Russell Clark	70.92	49	01 Feb 25
514	William Edwards	65.92	17.22	01 Feb 25
502	David Gregory	66.75	14.04	01 Feb 25
508	William Lister	66.33	37	01 Feb 25
500	Michael Juran	62.42	36	01 Feb 25
502	Cindy Miller	64.00	20.69	01 Feb 25
514	Ralph Ratzburg	68.33	35.05	01 Feb 25
514	Keith Schmidt	62.42	11.57	01 Feb 25
508	Trevor Whitaker	60.08	37	01 Feb 25
502	Sandra Boire	65.00	4.96	01 Mar 25
500	David Dosen	64.33	45	01 Mar 25
519	Randy Hanhart	64.25	3.62	01 Mar 25
500	Edward Johnson	65.17	44	01 Mar 25
500	Giani Morfini	65.00	17.98	01 Mar 25
500	Ronald Morris	61.17	46.01	01 Mar 25
502	Ron Audet	69.00	23.39	01 Apr 25
505	Michelle Delloch	63.33	17.36	01 Apr 25
502	Peter Egdorf	63.33	18.81	01 Apr 25
505	Murray Gant	62.50	21.00	01 Apr 25
514	Jeff Green	57.08	35.50	01 Apr 25
502	John Leslie	66.83	25.00	01 Apr 25
500	Robert Marshall	68.17	36.59	01 Apr 25
505	Darren McConnell	55.50	13.25	01 Apr 25
508	Dale McEachern	60.92	38.48	01 Apr 25
514	Frank Morena	65.00	45.25	01 Apr 25
500	Chris Phelan	66.58	22.36	01 Apr 25
500	Zvezdan Preradovic	65.25	19.53	01 Apr 25
500	Kenneth Salmon	65.00	3.67	01 Apr 25
514	Richard Stoney	61.08	20.10	01 Apr 25
502	Rocky Thompson	60.17	26.30	01 Apr 25
502	Michael Williams	65.83	25.42	01 Apr 25
505	Dan Zajac	65.08	10.42	01 Apr 25
514	Lance Fyfe	65.25	22.26	01 May 25
502	Eugene Gerard	65.42	37.33	01 May 25
508	Michael Ledingham	56.00	15.20	01 May 25
500	Bruce Warner	64.67	31.33	01 May 25
514	Brent Williams	65.00	17.33	01 May 25
508	Brady Bell	65.58	15.41	01 Jun 25
502	Lance Carlson	63.00	41.46	01 Jun 25
502	Edward Clark	63.33	25.41	01 Jun 25
500	Jaswinder Grewal	65.00	10.75	01 Jun 25
500	Soo Rae Kim	66.42	12.10	01 Jun 25
502	Debbie Rose	57.25	15.41	01 Jun 25
502	Terry Koehler	66.58	24.69	01 Jun 25
500	John Skoczylas	63.67	30.45	01 Jun 25
514	Jim Wilson	63.83	11.82	01 Jun 25
514	Eric Henatyszen	60.17	34.68	01 Jul 25
500	Ranko Jovicevic	65.00	12.35	01 Jul 25
500	Rick Kasum	65.00	14.5	01 Jul 25
514	Jeffrey Rekunyk	60.08	20.03	01 Jul 25
500	Loi Todesco	63.50	22	01 Jul 25

# We remember them well

## 2024 - 2025 DECEASED PENSIONERS - LONGSHORE

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
514	Gordon Trca	04-Nov-24	84
514	Paul Carmichael	19-Nov-24	81
500	Roger Cholette	27-Nov-24	80
500	Keith Hughes	27-Nov-24	85
502	Dennis Shelkie	08-Dec-24	77
500	Michael McCrea	07-Dec-24	72
505	Dino Esposito	23-Dec-24	81
514	Donald Olmstead	23-Dec-24	75
500	Rion Bohmer	25-Dec-24	62
514	Allan Hansen	27-Dec-24	83
500	Alfred Keel	27-Dec-24	95
500	Gerald Doerksen	28-Dec-24	85
500	Clyde Ellams	29-Dec-24	68
500	Jacob Unrau	30-Dec-24	83
500	Dale Kingston	01-Jan-25	76
502	Chester Motz	03-Jan-25	78
500	Gilbert Gudbranson	05-Jan-25	84
500	Amarjit Deol	13-Jan-25	85
502	Roy Briscoe	13-Jan-25	76
500	Wallace McKay	18-Jan-25	89
505	Keith Clifton	25-Jan-25	65
500	Duilio Dametto	27-Jan-25	94
508	Hansjorg Bruehler	01-Feb-25	91
500	Louis Lachapelle	12-Feb-25	88
502	Kevin Brewer	18-Feb-25	68
500	Wayne Clements	19-Feb-25	66
500	Harjit Bhatti	04-Mar-25	74
502	Gurprem Grewal	08-Mar-25	68
500	Salvatore Morabito	09-Mar-25	93
502	Jack Bonin	16-Mar-25	97
500	John Boe	21-Mar-25	71
514	Melvin Trelvik	22-Mar-25	83
500	Frank McGill	23-Mar-25	84
500	Demetrio Vadala	03-Apr-25	91
500	William Gardiner	04-Apr-25	87
508	Dennis Middlemiss	04-Apr-25	98
502	William Salmon	06-Apr-25	65
500	Al Gervan	10-Apr-25	73
500	Roger Lupien	11-Apr-25	80
500	George Brown	17-Apr-25	91
508	William Haddow	21-Apr-25	59
500	Troy Moerike	26-Apr-25	62
502	Robert Gosling	28-Apr-25	74
514	Valdimar Josephson	13-May-25	91
514	Ken Campbell	14-May-25	76
500	Jack LaForge	15-May-25	73
500	Locksley Mitchell	15-May-25	75
500	Harjit Teja	30-May-25	80
500	Neil Hughes	01-Jun-25	72
514	Gary Smith	11-Jun-25	79

## DECEASED WIDOWS

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
500	Anna Murray	17-Nov-24	84
500	Liliana Donatiello	15-Dec-24	91
502	Jeannette Johnson	27-Dec-24	92
500	Irene Bodor	09-Jan-25	84
500	Shirley Roycroft	08-Jan-25	85
500	Genoveva Leonardo	20-Jan-25	94
500	Lieselotte Clarke	28-Jan-25	93
500	Linda Quilty	6-Feb-25	93
500	Jeanne Sloan	07-Feb-25	89
500	Annie Dosen	02-Mar-25	94
500	Sara Vickers	01-Mar-25	90
500	Betty Brunt	03-Mar-25	92
508	Betty Parnell	14-Mar-25	85
508	Inez Tucker	24-Mar-25	84
502	Patricia Medelko	25-Mar-25	92
508	Margaret Pilon	26-Mar-25	90
500	Violet Heth	31-Mar-25	99
500	Norma Ringrose	08-Apr-25	91
500	Mary Shpak	25-Apr-25	98
500	Louise Allen	05-May-25	91
500	Maria DaSilva	05-May-25	97
500	Valerie Davis	21-May-25	67
508	Yvette Denis	24-May-25	81

## DECEASED ACTIVE MEMBERS

LOCAL	NAME	DATE OF DEATH	AGE AT DEATH
500	Jody Tronson	04-Sep-24	58
505	Gregory Desautels	23-Nov-24	62
505	Gregory Desautels	23-Nov-24	62
502	Lloyd Smith	02-Dec-24	69
505	Bradley Colussi	20-Jan-25	37
500	Martin Briggs	30-Jan-25	58
502	Tedd Vallis	30-Jan-25	60
502	Baljinder Jagpal	31-Jan-25	59
502	Todd Nidosky	21-Feb-25	60
500	Aadon Jones	TBD	44
500	Sharanjit Kang	15-Apr-25	40
502	Kelly Dumont	04-May-25	49
502	Ravien Dhanda	11-May-25	44
502	Robert Barna	19-May-25	56
514	David Dorval	26-May-25	60
500	Brandon McLean	28-May-25	54
502	Bryan Buckle	06-Jun-25	34

# Waterfront News

International Longshore and Warehouse Union Canada

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400 – MARINE DIVISION	519 – STEWART
500 – VANCOUVER	520 – PILOTS AND DISPATCHERS
502 – NEW WESTMINSTER	522 – MLC AND SGS
505 – PRINCE RUPERT	523 – RIDLEY TERMINALS
508 – VANCOUVER ISLAND	
514 – SHIP AND DOCK FOREMEN	

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RWUBC – RETAIL WHOLESALE UNION BC  
 RWDSU - RETAIL WHOLESALE UNION SASKATCHEWAN  
 GSU – GRAIN SERVICES UNION