

Brothers and Sisters in our ILWU family ~

“In every conceivable manner, the family is our link to our past, bridge to our future.”

~ Alex Haley



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No. 1

Providing information to our members and fellow unionists.

June/July 2007



ILWU Canada

Waterfront News

Official publication of the International Longshore & Warehouse Union Canada

Senator Kenny cries wolf again

President's Message

Tom Dufresne



a “cover- up” by politicians trying to “protect their asses”.

I think it’s safe to say that most Canadians are not comfortable with Mr. Kenny’s Republican-style ideas, if they are even aware of them. Canadians want balance, not a simple-minded fix to a mythical there’s-a-terrorist-under-every-bed problem advocated by a headline seeking politician.

Although Senator Kenny is losing credibility fast, Transport Canada has gained new and sweeping authority that could potentially cause great harm to people who work at Canada’s ports.

After a lengthy battle with Transport Canada waged by the Workers Maritime Workers Council, a new security regulation that requires background screening of some port workers and security credentials is set to come into force in the months ahead.

In the circumstances, the Workers Council won some important improvements to the new security regulation. The Council had the courage to try to improve the regulation and enjoyed some success in the bargain.

But Transport Canada has retained significant new powers and their potential for harm has not gone unnoticed.

Justice Dennis O’Connor who conducted the Arar Inquiry, one of Canada’s most exhaustive judicial inquiries into security and police abuse, also identified Transport Canada as a government department in need of reining in.

In his final report Justice O’Connor wrote:

“Transport Canada’s activities have the potential to affect individual rights, dignity and well-being to a significant extent. This is particularly so in the case of the (Continued on page 2)

Greetings Brothers and Sisters,
With the introduction of new, intrusive security regulations by Transport Canada in 2003, ILWU Canada and our brother and sister longshore workers across Canada joined together as the Canadian Maritime Workers’ Council (CMWC) to change the regulations. The CMWC engaged the services of The Strategy

Project (Jim Thompson and Peter Bleyer) to formulate a fight back strategy and campaign. The plan they developed helped immensely in our work and I would like to thank Jim for the services and advice that he has provided over these last few years.

The following article is the final installment from the Strategy Project.

Tom Dufresne

By Jim Thompson

It’s astonishing that the same thin, anecdotal “evidence” – even though it’s been disputed by credible sources and re-cycled many times – can still make headlines.

Such is the case with the fearless terrorist-fighting chairman of the Senate Committee on National Security, Colin Kenny.

Earlier this month, Kenny and his band of merry Senators managed to convert old stories into news with the re-release of a report the Senate Committee originally published four years ago. This is the fourth rehash of this report. Kenny and Co. may be attempting to eclipse the “Rocky Balboa” movie franchise when it comes to sequels.

Notwithstanding the Honourable Senator’s communications skills, Mr. Kenny stands with the minority – albeit a sizeable one – of Canadians when it comes to national security.

Where Mr. Kenny would suppress collective and individual

liberties in favour of security, surveys show Canadians favour a more balanced approach where civil liberties trump security.

A recent Environics poll found a majority of Canadians (54 percent) would rather safeguard than sacrifice their civil liberties in the fight against terrorism, even if that means accepting a lower level of public security. However, 42 per cent think it will be necessary to give up civil liberties to curb terrorism.

The Senator’s tendency to shrilly overstate his scant evidence is doing more to undermine his own credibility than any critic could. To quote a recent column from The National Post’s political writer Don Martin:

“Alarm fatigue has clearly set in. No longer do front pages automatically beckon for the sensational warnings of the report’s senatorial authors. I walked into the news conference on the coastal report’s release Wednesday to find three senators talking to an empty press theatre.

“The committee does itself no favours with torqued up chapter headings like “The Tentacles of Organized Crime” or “Leaky Port Perimeters” or “Canada’s Toothless Coast Guard”.

“It’s hard to take reports seriously that devote 41 pages to relisting the 700 names of witnesses called as far back as 2001. And chairman Kenny is no stranger to hyperbole, blaming the committee’s failure to have much of an impact on

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The many faces of globalization

Takeover of direct employers

During the last number of months we have witnessed a rapid and unprecedented number of takeovers of our direct employers. With the acquisition of Fraser Surrey Docks by McQuarrie Bank, Western Stevedoring Lynnterm and Seaboard Terminals by Stevedoring Services of America, Vancouver Wharves by Kinder-Morgan, Fairview Terminals (Prince Rupert) Maher Terminals by ING Deutsche Bank, TSI Vanterm and Delta Port by the Ontario Teachers' Pension Plan P&O Ports Centerm by Dubai World Ports.

Most of the purchasers are "global" private equity managers whose sole reason for existence is to maximize return on capital. Will they be builders of capacity or will they try to squeeze every last dime out of the operations?

While it is too early to determine what significance the change in ownership will have on our relationships with employers (most of the purchasers have retained the senior management), it does point to a shift in the dynamics and importance of transportation and the supply chain.

Pedro Zamora

On January 15, 2007, Guatemalan Dockers' Union Secretary Pedro Zamora was assassinated while driving his children home. Brother Zamora was a dedicated Trade Unionist who had been working to improve the working conditions at Guatemala's docks and to fight Port privatization.

While the brutality of Pedro's murder shocks us, it also highlights a number of issues such as

- the agenda of the globalization gurus and their followers,
- the lack of respect for Civil Rights,
- the reach purchasing public water supply, hydro transmission, public roads,
- the drive to Public Private Partnerships (P3s), and
- provincial free trade agreements (TILMA) which limit the ability of municipal and provincial governments to enact laws that are in the best interest the citizenry.

Our own government makes noise about the need to respect Human Rights and deploys Canadian troops to supposedly bring stability, freedom, and democracy to Afghanistan and our own hemisphere. The same government is quieter when the number of Trade Unionists assassinated every year in South America shows democracy there is seriously lacking.

Visit the ILWU - Canada Web Site www.ilwu.ca and follow the links to the ITF web site to learn more about the Pedro Zamora atrocity and the International response.

Port security update

The Retail Wholesale Department Store Union has generously offered the services of their in-house legal counsel to ILWU Canada and the Canadian

Maritime Workers' Council. Brother Larry Kowalchuk will review the Marine Transportation Clearance Program, advise the Unions on strategy, and prepare and present our legal challenge to the regulations.

Senator Kenny cries wolf again

(Continued from page 1.)

security clearances it provides and the proposed creation of a no-fly list and passenger risk assessment program. Although the department has stated that it will create internal reconsideration mechanisms, none of these activities are currently subject to independent scrutiny."

Based on this observation, Justice O'Connor recommended Transport Canada come under the scrutiny of the Security Intelligence Review Committee, the civilian watchdog agency that oversees CSIS.

This is a good and wise recommendation because Transport Canada exercises secret and extraordinary national security powers that already affect a huge number of Canadians and will soon target millions more.

With no independent appeal, one mistake, malicious act or bureaucratic breakdown by Transport Canada or any of its security partners could cost an innocent Canadian dearly.



In our free and democratic society, balance and recourse are required when government institutions are given powers that have the potential to unfairly harm citizens.

Despite the Kenny hysterics, most Canadians would agree that the national security powers of Transport Canada should not be expanded without effective civilian oversight of its activities and independent appeal of its decisions.

Editor's Note: The regulations are scheduled to come into effect December 15, 2007.

Jim Thompson is President of The Strategy Project. He was retained by the Canadian Maritime Workers Council to

provide advice and support during the development of the Marine Security regulation, an opportunity for which he is extremely grateful.



ILWU Canada on the move

1st Vice-President's Report

Bob Ashton Organizing/Joint Industry Labour Relations

Local 500

We have dealt with and resolved ten grievances at the Labour relations committee – sub committee. We have had an illegal work stoppage job arbitration expunged. This arbitration was a result of the United Transportation Unions strike at CN rail.

I also assisted the local in their negotiations to place two Union dispatchers in their dispatch hall.

Local 502

We are involved with the local in protecting our Head Checkers Jurisdiction at Delta port with the change over to the Navis system their. The Employer wants to move our duties to non-bargaining unit employees by saying that it is automation. This same issue will affect Local 500 at Vanterm when the employer initiates the change over to Navis there as well. This is

an ongoing issue with no resolve as of yet.

Local 505

While waiting for their new container terminal to open we were involved to have our Rupert Members trained for container handling equipment in our mainland locals. This was a good idea as it would have helped address our short term shortages in our lower mainland locals while getting our Rupert members ready for their new work opportunity. However, we barely got this program up and running and the existing Container Terminals are now balking at training anyone who might work for the competition. Just as we suspected, narrow-minded thinking still survives in our employers group. They simply cannot think of what is good for the whole industry. They look at Prince Rupert as



Local 522 members at Canadian Intermodal Services (CIS) on Mitchell Island.

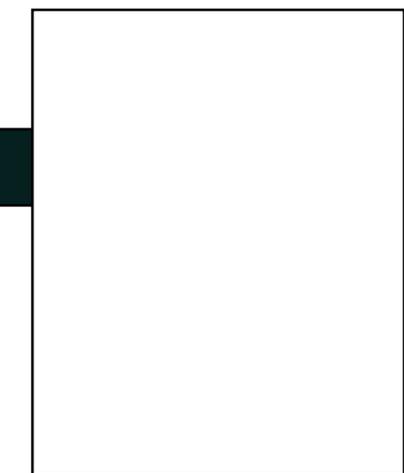
competition instead of thinking of the new facility as an asset to bring new lines to the West Coast. Typical.

Local 508

Our island local is looking at doing some organizing this year which, if successful, will increase their membership. At this time it would be unlikely that the new units would be Longshore. But we do have targets and will proceed toward them. This should begin sometime near the end of May.

Local 517

We assisted the local at Fraser Surrey docks in regard to the members who had been laid off. With the increase in Container (Continued on page 3.)



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2nd Vice-President, Al Le Monnier
3rd Vice-President, Shawn Nolan
Secretary-Treasurer, Ken Bauder



volumes at FSD, we are hopeful that all the members will return to fulltime status. These discussions are ongoing.

Local 522

This small Warehouse local is expanding. They have organized two more Units which will increase their membership by about 60 people. Ridge Meadows Recycling Society will soon begin bargaining with the local as their contract expires the end of this year. We also held a shop steward class for the local's Stewards.

Windsor Security and Local 522 are still bargaining their first collective agreement. We are looking forward to completing this process soon. This will give security and benefits to our new members and security for the Port as well.

These are just a few of the issues that we deal with on a day-to-day basis, so we do keep busy. We are also involved in the Main Industry bargaining, but I'll leave that report to our President.

Organizing

We have successfully completed bargaining a first collective agreement for Local 522 at Canadian Intermodal Services (CIS) on Mitchell Island. We have good group of people there.

This group of new members is looking forward to their future in the ILWU. They have recently elected new Shop Stewards and Safety Stewards. The new Stewards will receive training to be effective in the job they will be doing.

Our members at CIS are very talented group. In their midst are drivers, welders, body men, carpenters, container repair estimators and container checkers. Quite a diverse group of people and unfortunately I couldn't get pictures of everyone as CIS has several sites on Mitchell Island and some of our members were also in the office working at the time photos were being taken.

As these photos were being taken, they were working on converting containers into a portable training facility for the Canadian



Our members at CIS are a very talented group. They can convert regular containers into just about anything.

Military. This was and is a time sensitive, high quality-demanding contract, which our members are up for. We are hoping this leads to more contracts and judging by the work our members do it should be a no brainer for this to bring more contracts for similar work.

In solidarity,
Bob Ashton

Know someone who is interested in organizing? Contact me!

Bob Ashton
Phone 604.254.8141
Email bob@ilwu.ca

ILWU Canada and clean air

2nd Vice-President's Report

Al Le Monnier
Health and Safety Coordinator



voluntary project of reducing the above mentioned pollutants by 70 percent by 2010. It is hoped that this reduction will be achieved through the collaboration of the shipping lines, the port terminal operators, the trucking associations and railroad companies. I wish them good luck.

As I mentioned in my editorial article of the May 24, 2007, Vancouver Sun, we as a workforce and that includes not just the longshore and foremen personnel but office workers and management also, must do our share of reducing emissions by not allowing any equipment, pick-up trucks and personal automobiles to idle needlessly. Shut off those engines while waiting to be loaded or unloaded. Don't leave them running when going on breaks, you expose yourself and others to needless exhaust and noise. Why reduce the quality of your rest period.

Don't trust those containers

At the last national session of the Canadian Maritime Advisory Council (CMAC) I made a Power Point presentation to one of the standing committees on the recent rash of faulty containers we have experienced in Vancouver lately. The purpose of the presentation was to explain the situation to the higher level officers at transport Canada and to ask them to take the following steps:

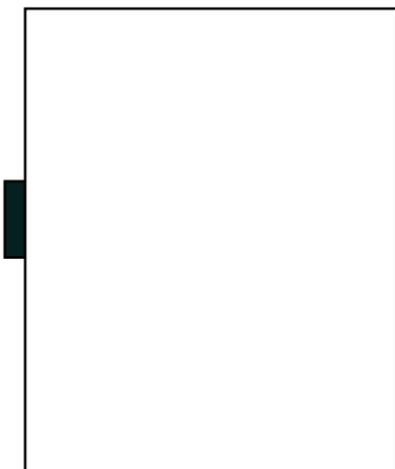
1. Transport Canada initiate a spot check program of containers.
2. An ACEP record with digital photos of the examination and date made readily available.
3. Transport Canada to request a review of the Container Safety Convention to achieve this.
4. International mandatory digital

Al Le Monnier represented ILWU Canada at a Container Instabilities Forum in Oakland on June 1 and 2. Dockers and truckers from Sweden, Australia, the UK, Japan, the United States and Canada were represented at this forum.

photos of loading and securing of container content as part of shipping documentation.

Transport Canada said that it will investigate if there is a need to increase spot checking of containers for structural deficiencies. It will try to advance the case at the Maritime Safety Committee of the IMO but it will have to have support from other countries.

Coincidentally, I attended a forum on container instabilities in Oakland on June 1 and 2 organized by the Road Transport Section of the ITF at the request of the Japanese Dockers Union and the US Teamsters. This forum was attended by unions representing Dockers and truckers from Sweden, Australia, UK, Japan, US and Canada's East and West coasts. The concern world wide from truckers is the high frequencies of trucks turning over on the road due to containers being overloaded and/or the load is off centered with often the content being unsecured inside. A survey was carried out at the Port of Miami where out of 600,000 containers, 43 percent were deemed overweight. This is also a *(Continued on page 4.)*



BC Marine Air Pollution Working Group

The above working group is comprised of Environment Canada, members of the BC Chamber of Shipping, ISAC, a parallel organization, the Vancouver Port Authority, and port terminal operators. I have just joined this group representing ILWU Canada. Since its inception this group has produced a couple of extensive studies on the amount pollution that is emitted by port operations.

The break down on a percentage point is as follow: marine vessels are the dominant source of emissions at a container terminal, contributing 62 percent of the fine particulate matter (PM2.5), 60 percent of the nitrogen oxides (NOx), 92 percent of the sulphur oxides (SOx) and 50 percent of the carbon dioxide (CO2) emissions at a generic container terminal. Cargo handling equipment is the next largest source, emitting 31percent of the particulate matter, 22 percent of the NOx and 36 percent of the CO2. Tugs and locomotives emit about 3 percent, and trucks 1 percent, of the total particulate matter.

It was announced at a conference on Marine Air pollution titled fast Freight Clean

Air Forum that the three major North West ports, Seattle, Tacoma and Vancouver have joined on a



2nd Vice-President's Report - Continued from page 3.

safety issue for Longshoremen as it may cause our Toppicks and Bomb Carts to roll over. This problem is compounded if the container is structurally unsound.

I presented the same Power Point message to Oakland forum with the suggestion that they must approach their respective governments to push for the same amendments cited above at the IMO. The idea of digital photos of the container's content was well received.

The unions present resolved to take the following action points:

1. Centralize all information on containers and publish them on a special dedicated page of the ITF web site.
2. Advocate a systematic spot check of overweight and structurally unsound containers.
3. Lobby the International Maritime Organization (IMO) and the International Labour Organization (ILO) to beef up language on containers loading and securing requirements and structural integrity.
4. Track all accidents around the world.
5. Advocate the responsibility of governments in protecting the public and road infrastructure.

Latest on Regulations**Cargo Regulations:**

Gazette Part 2 of the Cargo Regulations should be published soon and be in force by July 2007.

MOSH Regulations:

The Marine Occupational Safety & Health Regulations are finally being gazetted by Transport Canada.

Personnel Safety & Health Regulations:

This will be a new regulation that will include the Safe Working Practices in Loading and Unloading

of Ships Regulations and the adoption of sections of the MOSH Regulations that deal with crew accommodations. This will give us an opportunity to improve on them.

WorkSafe Regulations:

On the provincial front, Sections of WCB regulations are being revised again. You may go to WorkSafe website to read which parts are being amended.

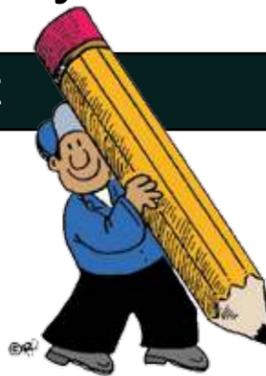
http://worksafebc.ca/regulation_and_policy/public_hearings/2007_public_hearing/law_40_20.asp

In solidarity,
Albert Le Monnier

Negotiations, history and training events

3rd Vice-President's Report

Shawn Nolan
Education & Training



to create a safer more complete inspection procedure. The check lists results will be accessible to other locals through the ILWU Canada web site.

I am encouraged to see education has been embraced and its importance put to the forefront in all locals with courses being given to new casuals, new members, new pensioners and the interest show by members to be shop stewards.

As we continue to forge ahead remember the accomplishments we make today creates the history we pass on tomorrow.

In solidarity,
Shawn Nolan

Interested in education or training courses? Contact me!

Shawn Nolan
Phone 604.254.8141
Email shawn@ilwu.ca

Greetings Brothers and Sisters,

This is a very busy time in the industry, negotiations are now underway as the contract was up on March 30, 2007.

I have been appointed to co-ordinate the sub-committees coming out of bargaining, the lines, contracting out, checking & technology, and health & safety committees. I wish I could report that all the issues brought before the committees have been resolved, but most demands were discussed and sent back to be resolved at the main

table. Once a collective agreement has been reached a collective agreement review for all longshore locals officers and executive will be organized.

I have been working with some pensioners on a history document on the Canadian west coast waterfront which dates back to the early 1800s. The importance of a document like this is invaluable. History has the greatest value when it is passed on. The more we know of the past, the better we can prepare for the future.

Another step forward in unity are the steel training procedures which were agreed to and signed off by Locals 500, 502, 505, 508 which unites the whole west coast on the policy of double wrapping steel pipe and tubing.

I have also been co-chairing a committee to address the issues of gear inspections and to come up with a standardized user-friendly check list. This check list will be implemented into the top-side training program to be used by all Canadian-area Longshore locals

Supreme Court of Canada ruling on Bill 29 – what does it mean?

The Supreme Court of Canada ruled the B.C. government violated workers' collective bargaining rights in January 2002 when it passed legislation that tore up contracts for 45,000 hospital workers.

The Supreme Court of Canada has ruled that three sections of Bill 29 – the Health and Social Services Delivery Improvement Act – violate the Canadian Charter of Rights and Freedoms.

This is a significant decision for workers across Canada and a huge victory for HEU members. It establishes for the first time that workers in Canada have a Charter-

protected right to free collective bargaining.

What does government have to do now? The Court has given the government one year to bring Bill 29 into compliance with the Canadian Charter of Rights and Freedoms.

After that time, the three sections of Bill 29 found to be in

violation of the Charter will become null and void.

Can the government appeal this decision? No. The Supreme Court of Canada is the highest court in the country and as such, its decisions cannot be appealed.

Original article issued by Hospital Employees' Union Newsletter, June 11, 2007. Edited for space. Reprinted with permission.

Editor's Note:

The high court gave Premier Gordon Campbell's Liberal government one year to respond to the ruling. The B.C. government's official response to the ruling could come this summer; Labour Minister Olga Ilich said on June 15.

The lawsuit was launched by the Hospital Employees Union. On June 15, the B.C. Teachers' Federation said it will launch a similar lawsuit, aiming to win back contract clauses it says were stripped by the Liberal government.

ILWU Affiliate

Bargaining, organizing priorities for Grain Services Union

Collective bargaining with Saskatchewan Wheat Pool (SWP) reached a decisive stage in April as members of the Operations/Maintenance and Offices bargaining units voted to accept the terms of proposed two-year agreements.

In autumn, GSU members working for SWP will head back to the bargaining table as both Both agreements with SWP will expire again on Jan. 31, 2008. The landscape will be dramatically different since SWP's takeover bid for Agricore United was successful.

Agreement renewal bargaining is underway on behalf of GSU members working for Heartland Livestock Services, Mondrian Canada and bargaining proposals are being assembled as GSU's Alberta and Manitoba unit at AgPro Grain gets ready to negotiate the renewal of its collective agreement.

In March, GSU was certified as the exclusive bargaining agent for employees working at the Wilkie, SK, special crop processing facilities of Finora Inc. On June 15, members voted to accept

the terms of a first collective agreement covering GSU's newest unit which comprises 25 employees.

GSU members working for Grain Millers will vote on the terms of their tentative settlement on June 20.

Organizing

GSU is engaged in an organizing campaign with the employees of Agricore United who are soon to become employees of SWP. Early returns are very encouraging as the drive begins



to hit its stride. Current members of GSU are lending a hand by speaking to their counterparts at AU whenever possible.

You can learn more about Grain Services Union by visiting their web page - www.gsu.ca

How to access scholarships policy and get the dollars

Secretary-Treasurer's Report

Ken Bauder

The deadline for applications to ILWU Canada is September 30. Please ensure your application includes all information as outlined in the Scholarship Policy (below).



University of British Columbia

These ILWU scholarships are administered through the University of British Columbia (UBC). They are offered to active members and children of active members in good standing with the International Longshore and Warehouse Union. They are normally awarded to students attending UBC, the University of Victoria, Simon Fraser University, the BC Institute of Technology, any Regional College in B.C or a Private Career Training Institution Agency (PCTIA). The donor of all the scholarships reserve the right to withhold awards if the academic standing of candidates is not sufficiently high, or to re-award scholarships if winners receive other scholarships of substantial value. Students may not hold more than one scholarship offered by the ILWU at any one time.

1. **#4718 ILWU HARRY BRIDGES ENTRANCE SCHOLARSHIP**
 - Four (4) scholarships of \$1,500 each.
 - Normally awarded to candidates accepted into a full first year program of study.
2. **#0530 ILWU HARRY BRIDGES UNDERGRADUATE SCHOLARSHIP**
 - Three (3) scholarships of \$1,500 each
 - Open to students who are continuing in a full undergraduate program of study in the next session.
 - Normally awarded to candidates with highest standing as determined by the results of the Final Sessional Examinations conducted in April by the named institutions.
3. **#0558 ILWU THOMAS P. MAYES MEMORIAL SCHOLARSHIP**
 - \$1,500 undergraduate scholarship.
4. **#4786 WILLIAM L. HURFORD MEMORIAL SCHOLARSHIP**
 - \$700 scholarship.
 - Normally be awarded to a candidate in a full first year program of study.
5. **#0666 ILWU CANADA BERT JOHNSON MEMORIAL SCHOLARSHIP**
 - \$1,000 scholarship that is provided by ILWU Canada.
 - Candidates must enrol in a full program of study.
6. **#04804 ILWU LOCAL 517 BUD SMITH MEMORIAL SCHOLARSHIP**
 - \$400 scholarship.
 - Open to members of Local 517 and their children enrolled in a full program of undergraduate study.

HOW TO APPLY:

High School Students:

Contact your Counselor's office and request an Affiliation Scholarship Application or download one at www.students.ubc.ca/finance/download/va_scholarship_affiliation.pdf

All Other Applicants:

Obtain the Affiliation Scholarship Application by contacting: Students Financial Assistance and Awards Office, Brock Hall, Room 1036, 1875 East Mall, University of British Columbia, Vancouver, B.C., V6T 1Z1 or phone 604.822.5111.

All applications require a letter from your local verifying the member is in good standing. Deadline for application is June 30 of the current year.

BC Institute of Technology (BCIT)

The following ILWU scholarships are administered through BCIT. The student must be a son/daughter of active members in good standing with the International Longshore and Warehouse Union. They are awarded to candidates attending BCIT.

1. **BRYAN J. MORRIS (LOCAL 500) MEMORIAL BURSARY**
 - \$700 bursary.
 - Open to any full-time Trades program student in financial need.
2. **EDWIN K. SCHUSS AND RON KITCHEN (ILWU-SHIP & DOCK FOREMEN LOCAL 514) MEMORIAL ACHIEVEMENT AWARD**
 - \$1,500 scholarship.
 - Available to second year students enrolled in a full-time technology course with a GPA of 70 percent or higher.

HOW TO APPLY:

Contact: Angie Chan at BCIT's Financial Aid & Awards office: 604.432.8249.

Deadline for application is September 15 of the current year.

Columbia Foundation - CLC

These scholarships are administered by the Columbia Foundation, one of the few programs designed to support learners interested in re-training and skills development. Candidates must be 24 or older, BC residents, Canadian citizen or landed immigrant. Qualifying applicants may renew their award up to four (4) years. Seven (7) scholarships are awarded twice a year.

1. LIFELONG LEARNING SCHOLARSHIP PROGRAM

- Fourteen (14) \$1,000 scholarships.
- Awarded to BC residents, 24-years-old or older who are not currently enrolled in a training or academic program.

HOW TO APPLY:

Email awards@columbiainstitute.ca or phone 604.408.2500 or download an application at www.columbiafoundation.ca/scholarship.html.

Mail your application to Awards Program, Columbia Institute 1200 - 1166 Alberni St. Vancouver, BC V6E 3Z3 or fax: Attn: Awards 604.408.2525.

Applications are also available at your local Post Secondary Institution, Union Office, or Human Resources Development Canada office.

ILWU Canada

The following ILWU Canada scholarships are administered through the ILWU Canada office. They are offered to active members and children of active members in good standing with the International Longshore and Warehouse Union.

1. VOCATIONAL/CAREER TECHNICAL

- Seven (7) scholarships of \$900 each.

2. DON GARCIA VOCATIONAL SCHOLARSHIP

- \$1,000 scholarship in honour of our late President Don Garcia.

3. ROY SMITH VOCATIONAL SCHOLARSHIP

- \$1,000 scholarship in honour of our late Roy Smith, founding First Vice President.

HOW TO APPLY:

Download an application from www.ilwu.ca or pick up an application from your union office. Mail your application and relevant documents to ILWU Canada, 180 - 111 Victoria Drive, Vancouver, BC, V5L 4C4

Deadline for application is September 30 of the current year.

ILWU Canada Scholarship Policy

1. Applicants for Scholarship must provide all of the following relevant documentation before acceptance into the ILWU Canada scholarship draw.
 - High School Transcripts - certified originals only.
 - Verification of acceptance into the program and a receipt for monies paid.
 - A letter of good standing from the Local.
 - A letter of successful completion may be required.
2. The draw will be open to all applicants for programs from October 1, of the previous year, to the draw deadline of September 30th, in the year of the draw.
3. Successful candidates of the draw will not be entitled to apply for the following years scholarship.
4. The program must be identified either as a full-time vocational/career technical program which would include programs with work periods e.g. Co-op or apprenticeship.
5. The deadline for applications will be September 30 of the current year.



By Peter Lahay

National Marine Industrial Council update

As previously reported, since early in 2006 we have been working with other Canadian marine unions to reform or stand down the insider marine policy group National Marine Industrial Council. Among other tactics we have sought the assistance of NDP Transport Critic Peter Julian (Burnaby New Westminster). Peter agreed to bring a motion to the Federal Standing Committee on Transport and Infrastructure calling upon the Minister of Transport to abolish this privileged group or make it more inclusive of broader stakeholders interests, particularly labour.

We had also undertaken a significant lobby effort in support of the Julian motion. We have been in constant contact Transport Committee Member's Liberal MP Don Bell (North Vancouver), Bloc Quebecois Member's Mario Laframboise and Robert Carrier.

On March 21st the motion was debated and voted on. Members of the NDP, Liberal Party and Bloc spoke and voted in favour of the motion. AQs expected Conservative MP's spoke against it. Including Mr. Don Fast of Abbotsford who expressed concern that a labour voice might drive industry away from the table.

Afterwards Julian said "The Marine Industry is experiencing rapid changes and major challenges. It's high time industry and government understood there can be no real and sustainable prosperity in a modern economy if front line workers and their expertise are excluded from meaningful participation in the policy making process."

We couldn't agree with Peter more, and thank him and all the Members of Parliament who supported this motion.

Efforts to bring transparency and fairness to the marine transport policy process will continue.

Burma

In January, the ILWU and the International Transport Workers Federation stepped up to the plate to voice concerns to the corrupt and brutal Burmese military junta. Specifically, we let them know that we take workers' issues seriously -- both at home and overseas.

It started when we learned that one of our regular callers for grain had begun hiring Burmese seafarers.

The problem? Well, there have been international sanctions against

Burma since the country held free elections in 1990 and they were won by a political party led by a woman named Aung San Suu Kyi. The election results were voided by the military junta's State Law and Order and Restoration Committee, which refused to step down. That's the group that renamed Burma "Myanmar" in 1989.

Aung San Suu Kyi has earned international recognition as an activist pushing for the return of democratic rule. She won the Nobel Peace Prize in 1991. She deserved it; the country is an undemocratic nightmare. The ruling regime has repeatedly placed her under house arrest. Despite a direct appeal by a former United Nations Secretary General, the military junta has extended Aung San Suu Kyi's house arrest another year under its State Protection Act, which grants it the right to detain anyone on the "grounds" of protecting peace and stability in the country.

Last year, there were signs of progress. In 2006, 10 of the UN Security Council's 15 members voted to place Burma on the council's formal agenda. This January, the junta started to release a few political prisoners.

The ITF and its affiliates have long known that Burmese seafarers are exploited by both shipowners and their own government. If a Burmese seafarer complains to a foreign trade union about their treatment, they are returned home and treated harshly. Often, these seafarers have been sent to the infamous Insein prison, where many of the political prisoners are kept.

For many years, the Seafarers Union of Burma has operated in exile in Thailand. From there, they represent and assist the hundreds of Burmese crew who can no longer go home.

Which brings us to Vancouver. When the Oriente Challenger arrived on one of its usual runs in to port for a load of fine Canadian grain, I decided that I would take the time to explain the situation in Burma -- and more -- to the shipping company. As I did, I copied local Burmese community activists and the International Affairs Department of the Canadian Labour Congress.

It was explained to the owners that by using Burmese labour, they were undermining sanctions supported by many countries including Canada, whose grain the company was hauling to Japan. We also explained to this major company that prided itself on its

corporate image that we would publicly challenge them on their policies -- policies that saw them send into Burma U.S. dollars, some of which would go to the manning agency and some which would be shared by the corrupt junta generals of the military government.

The company agreed with us that it was not worth their trouble to keep these Burmese on the vessel and that it would be better to take them off and put Filipinos back onboard. Since then, the vessel has been back to Vancouver with a full complement of proud Filipino crew working under a collective agreement adhered to by the company.

Hyundai Merchant Marine

This is another success story.

For many years, we enjoyed a very good relationship with Hyundai Merchant Marine. Back in the 1990s, the Vancouver based ITF and the German ITF inspectorate assisted the Federation of Korean Seafarers Unions to secure a collective agreement that covered all of the Hyundai ships trading worldwide.

Unfortunately, during the last Asian currency crisis Hyundai found itself in heavy debt. It was forced to sell many of its assets in order to service its debts. Some of the assets sold were the company's container ship fleet. Since the time of this sell off, we have been concerned that crew were underpaid and overworked by their employers -- Zodiac Maritime Agencies, and then DS Shipping owned in Israel

and Germany respectively. These vessels are all time-chartered back to Hyundai, it turned out. A very nice little business arrangement.

Last summer, Glen Bolkoway President of local 500 and I met with the Hyundai executives and asked them to press the shipowner to conclude an ITF-acceptable collective agreement for all five of the container ships running to Vancouver. This would put the operation on par with every other Liner Service that makes stops in the Lower Mainland. Hyundai said they would pass this message on to the shipowner.

It is with great pleasure that we can report that all five of these ships have now been signed to collective agreements. Hyundai Merchant Marine pressed the owner of those ships very hard to conclude CBAs to cover all workers. These agreements mean that the majority of the crew on board have received a 40% to 50% pay increase. In some cases, that amounts to more than \$600 per month, an enormous sum for the workers and their families.

As part of our work, we boarded the vessels to explain to the crew that this new money wasn't "pennies from heaven" -- or from goodhearted shipowners. We made it clear that this instant and very large salary increase came from the strong voice of solidarity that was shouted out loudly by the ILWU.

So next time you pick up a job on a Hyundai ship, know that you have made a real difference in the lives of these working people and their families at home.

Good news for Canadian and international maritime workers

In recent issues, I have reported on government maritime policies that are having a dramatic affect on many marine industry workers. As members know, there isn't a lot for workers to get excited about when dealing with the government and its bureaucracy. Sometimes we need to do things ourselves to make our working lives better.

In this issue we have a bit of good news for Canadian and international maritime workers.

A victory for our affiliate

"We got a good deal for our members -- it was worth the wait -- we won this fight" chief shop steward Susan Butson told the new media on December 5, 2007, at the RWDSU Union Centre in Regina, SK.



RWDSU Local 454 members employed at Sobeys South Albert Street Store went on strike September 11, 2005. A settlement was ratified 450 days later when the Company could not achieve enough sales in any week to break even.

The Union's objective was to achieve parity with the other unionized food retailers in Regina as Sobeys was \$2 to \$5 per hour behind them. The settlement provided an average 25 percent increase to most employees over the three-year term, seeing members receive wage increases of \$2 - \$4 per hour.

Union members returned to work immediately after the settlement and people hired as scabs during the strike were terminated.

The 2006 ILWU - Canada convention made a \$850 donation to Local 454 members. We were pleased to assist such an admirable group of workers who persevered and gained better working conditions.

Pensioners' Podium



Class Action suit for workers with asbestos related conditions

There is an ongoing Class Action Suit regarding claims for workers who have developed asbestos related conditions.

Claims are being handled by Mr. Rohan Atherton, a lawyer with the law firm of Merton Shinnick in Toronto.

The law firm makes claims against U.S. companies which have established trust funds specifically to compensate people who have developed asbestos related diseases.

The trust funds do not pay out large amounts of money, for example the Johns Manville Trust pay U.S. \$17,500. For a mesothelioma victim (which is the highest category of disease).

For non-malignant conditions such as asbestosis or pleural plaques, the compensation is only U.S. \$600.

For this reason they tend to only act for people with mesothelioma or asbestos-related lung cancer. Claims can be made for people who have suffered from mesothelioma even if;

- The condition was diagnosed many years ago;
- The injured person is deceased, or
- The employer is out of business, or
- The insurer cannot be located.

The law firm conducts claims on a "no-win, no-fee" basis, which means no fees are payable in advance, and if the claim is not successful there is no charge.

- More information on the suit will be available at the Lower Mainland Pensioner's meeting on July 5 at 10:30 a.m. at the Maritime Labour Centre, 1880 Triumph St. Vancouver.
- You can reach Rohan Atherton by phoning 1.416.424.6620 or by email at rohan.atherton@tpg.com.au.

If the claim is successful, the legal costs are limited to a set amount in each case. The fees for a claim against the Johns Manville Trust are capped at 25% of any compensation received.

It is important to note that if a person has made a successful claim for Workers Compensation Benefits for their asbestos related condition, they will not be able to make a claim against the Trust Funds as their rights are passed to the W.C.B.

Rohan Atherton can be reached via e-mail at rohan.atherton@tpg.com.au or by telephone at 1.416.424.6620.

More information is available at regular Lower Mainland Pensioner's meetings. Meetings are held the first Thursday of every month, from 10:30 a.m. until noon, at the Maritime Labour Centre, 1880 Triumph St. Vancouver. Please note there will be no meeting in August.

Mike Marino,
Lower Mainland Pensioners Club

Van-Isle ILWU Pensioners Club elects executive

The Van-Isle ILWU Pensioners Club met on February 20 and elected their 2007 Executive Board.

President	Bill Duncan,	250.751.1222 [phone]
Vice-President-	Dan Hall,	250.756.4364 [phone]
Secretary/Treasurer	Lauren Flynn,	250.748.0957 [phone]
Area Representatives		
Parksville	Keith Richardson	250.248.9710 [phone]
Nanaimo	Maureen Kogstad	250.754.1621 [phone]
Chemainus	Colleen Bell	250.245.9357 [phone]
Duncan	Betty Roberts	250.715.0508 [phone]
Area representatives (Non-Executive Board)		
Nanoose Bay	Janet Hunter	250.468.9992 [phone]
Ladysmith	Jack Atkinson	250.245.3055 [phone]

Monthly luncheon meetings are held on the third Tuesday of the month at the Eagles Hall in Ladysmith. Doors open at 11:00 am. For more information please contact the nearest representative in your area.



ILWU Pensioners Club members Dolores and Peter Hamm held the banner at the February 24 and 25, 2007, "Conversation on Health" in Nanaimo. Roughly 50 people braved the cold and wet weather at 7:30 a.m. to show they were opposed to any kind of private health care in BC.

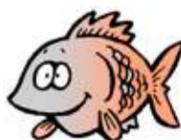
Join us for golfing and fishing

ILWU Local 514 Children's Hospital Fundraiser Tournament Thursday, August 16, 2007 - 1:30 p.m. shot

Everyone welcome! Only the first 144 paid entries will be accepted. Practice rounds are available and limited participants can attend a free golf clinic with golf professionals.

Please enter by August 1. Information is available on the ILWU web page at www.ilwu.ca or by phoning 604.298.9685.

ILWU Local 500 Pensioners' 6th Annual Fishing Derby August 11 & 12, 2007



Tickets for the derby are \$10. Your ticket includes your derby fee and your chance to win an Alaskan cruise for two.

Weigh-in locations are Horse Shoe Bay and Point Roberts, and the final weigh-in will be held at 3:00 p.m. on August 12.

Tickets are available at the ILWU Canada Office. Phone 604.254.8141 for more information.



Larry McLaughlin (third from left) and his teammates enjoyed the ILWU Victoria 41st Annual Golf Tournament was held on June 22, 2006, at the Gorge Vale Golf Club. The course was in perfect shape, and the weather was beautiful for the 120 golfers who enjoyed a great day of golf, food, and prizes.

ILWU Victoria 42nd Annual Golf Tournament

The ILWU Victoria 42nd Annual Golf Tournament was held on June 21 at the Gorge Vale Golf Club. Reports to the ILWU office confirm another successful tournament. Winners and pictures will be posted on the web page as soon as they are available.

"Thanks to all who continue to support our tournament," said committee member Steve Hendry. "And a big thank you to my committee members who do all the little things to make these tournaments successful."

In Memoriam

Van McLean

~Born October 10, 1920

~Passed away February 26, 2007

Van McLean returned from the second World War and immediately began a lifetime of work on the Vancouver Waterfront including the unions battles to maintain jurisdiction of work on the waterfront which was historically theirs, Van led the Membership Committee that during the strike of 1958 successfully kept numerous families fed and able to survive because the local had set up a store that distributed vegetables and other non perishable goods.

The events around the Squamish struggle against the company and ship owner from cutting the union out of that jurisdiction saw Van taking a prone position in front of a locomotive, all to help the cause. It did.

On a picket line at P.C.B.T. in support of Local 518 saw Van McLean being arrested for refusing to leave a picket line that had been injunctioned and he and others were charged. Eventually, they were found not guilty.

Although Van was awarded medals when fighting in Italy, he was against war; disputes have to be won or lost after discussions, not being arrested and have to prove you're innocent.

Van was not a pretentious person, what you saw was what you got. He complained about the sanitary facilities at some of the docks, particularly at the CPR dock, a hole in the floor of the dock, nothing else, this eventually got resolved with public exposure to the situation.

Van's effort to get people to be tested for asbestosis has yet to be declared a success, because most long time employees on the waterfront worked with asbestos, endangering both themselves and their families. Van was a victim of this disease and fought hard for a resolve.

Following Van's retirement he participated in the longshoremen's Pensioners Club and served as President from 1999 to 2006 covering two Pacific Coast Pensioners Association Conventions in Vancouver. Van's wife Betty took charge of the kitchen at those conventions and all her work could not be paid for in dollars; neither could Brother Van McLean's contribution to the union during his 40 years.

Prior to his retirement, Van was active in the affairs of the union, attending many conventions and caucuses dealing with the policy of the union, and he held executive positions in Local 500 and, prior to the amalgamation of the Vancouver locals, his Local 501. He served as BA in Local 500 from Nov. 1969 to Nov. 1970.

The ILWU Pensioners Organization expresses sincere condolences to Betty and family and to Van our appreciation for being here.

Editor's Note:

Betty McLean has sent a \$2,000 cheque to cover Van's voluntary dues for the next 166 years.

Retired Longshore members

2006 RETIREMENTS - LONGSHORE

Port	Name	Age	Service	Date
VA	Robert Sieb	62	43	1-Aug-06
VA	Joseph Sanzalone	65	21	1-Aug-06
VA	Robert Moore	62-11	32	1-Aug-06
VA	Michael Pelzer	62-10	43	1-Aug-06
NW	Lorne Briggs	64-3	44	1-Aug-06
VA	Hamid Kaabi	65	7.75	1-Aug-06
VA	Robert Pruden	65	29	1-Sep-06
VA	Michael Bliss	65	36	1-Sep-06
NW	Sarget Singh Deol	65	6	1-Sep-06
VA	Cesario Grave	65	10	1-Sep-06
VA	Dennis Allan	62-4	40	1-Sep-06
CH	Lawrence Ondzik	65	40	1-Sep-06
VA	Bill Antonopoulos	65	28	1-Sep-06
VA	Robert Lafreniere	62	41	1-Oct-06
VA	Wayne Machin	65	25	1-Oct-06
VA	Thomas Anderson	65	8	1-Oct-06
NW	James Kimmerly	65	36	1-Nov-06
VA	Adam Scherer	64	33	1-Nov-06
VA	Thule Gugushe	65	28	1-Dec-06
VA	Shun To Tong	65	12	1-Dec-06
VA	Niranjan Bual	65	11	1-Dec-06
VA	John Correia	62-5	36	1-Dec-06
VA	John Chow	62-1	30	1-Jan-07
NW	Gerald White	65	0.25	1-Jan-07
PR	Lyle Tait	65	19.75	1-Feb-07
NW	William Wallace	64-6	22.75	1-Feb-07

2006 RETIREMENTS - LONGSHORE (continued)

Port	Name	Age	Service	Date
VA	Peter Unrau	61-1	37	1-Feb-07
CH	Thomas Pearce	62	41.5	1-Feb-07
VA	Ulric McDonald	65	32	1-Feb-07
VA	Roderick Logan	65	20	1-Feb-07
VA	James Lyons	65	20	1-Feb-07
VA	Kenneth Davis	65	20	1-Feb-07
VA	Chris Bennett	65	10.25	1-Feb-07
VA	Vitale Cimaglia	65	8	1-Feb-07
CH	Arie Van Der Kley	62-6	39	1-Mar-07
VA	Donald Lee	65	36	1-Mar-07
NW	Theodore Brideau	65	8	1-Mar-07

2006 RETIREMENTS - FOREMEN

Port	Name	Age	Service	Date
VA	Sample	65	37	01-Aug-06
VA	Ronald Harrison	65	37	01-Aug-06
VA	Roderick Moore	65	46	01-Aug-06
VA	Garry Bennison	64	25	01-Sep-06
VA	Cameron Bowman	62	43	01-Oct-06
CH	Paul Carmichael	63-5	42	01-Jan-07
VA	Raymond Mrus	65	43	01-Feb-07
CH	Raymond Ronningen	61	40	01-Feb-07
VA	Anthony Brown	63	36	01-Feb-07
VA	Frank Brown	64-5	20	01-Mar-07

Port Legend

CH is Chemainus Local 508
PR is Prince Rupert
VA is Vancouver
VI is Victoria (now Local 508)
PA is Port Alberni (now Local 508)
NW is New Westminster
ST is Stewart
L517 is ILWU Local 517

We remember them well

2006 Deceased Pensioners - Longshore

Port	Name	Date Of Death	Age At Death	Date Retired
NW	Glenn Farrell	9-May-06	82	1-Jul-89
VA	Frederick Kitchen	24-May-06	93	1-Dec-76
VA	Frank Stonoga	27-May-06	79	1-Jun-89
VA	Anthony Rodrigues	6-Jun-06	68	1-Jan-01
VI	Roy Hutchinson	24-May-06	89	1-Oct-82
VA	Alfred Pickering	21-Jun-06	86	1-Dec-82
NW	Peter Palidwor	22-Jun-06	76	1-Jul-95
NW	George Evanisky	30-Jun-06	92	1-Nov-78
VI	Basil Slater	30-Jun-06	78	1-Jul-92
VA	Allan Struthers	28-Jun-06	59	1-Sep-03
VA	William Kanouse	9-Jul-06	80	1-Jan-91
VA	Albert Wikene	23-Jul-06	89	1-May-78
VA	Norman Lee	29-Jul-06	77	1-Nov-89
VA	Marcel Gauthier	23-Jul-06	64	1-Jan-03
VA	Alfred Scott	19-Jun-06	80	1-Jan-87
VA	Dee Beasley	3-Aug-06	76	1-Jan-91
VA	Leo Kelly	7-Aug-06	78	1-Feb-93
CH	Fred Miller	9-Aug-06	95	1-Jan-74
VA	Albert Johnson	15-Aug-06	70	1-Apr-99
NW	Aurel Audet	12-Aug-06	86	1-Dec-84
VA	John Wilson	16-Aug-06	82	1-Oct-85
PA	John Larsen	19-Aug-06	84	1-Jun-84
VA	David Cameron	31-Aug-06	85	1-Apr-86
VA	Laurence Wellicome	7-Sep-06	77	1-May-94
VA	William Bloor	8-Sep-06	68	1-Nov-02
CH	Klas Johnson	21-Sep-06	79	1-Mar-85
VA	Robert Bouchette	5-Oct-06	75	1-Jun-94
VA	Ronald Hooseman	8-Oct-06	73	1-May-98
CH	Laurence Beuselinck	10-Oct-06	81	1-May-86
VA	Joseph Cameron	17-Oct-06	81	1-Nov-98
PA	James Wilson	14-Oct-06	73	1-Jul-98
VA	Anton Miletic	15-Oct-06	76	1-Jun-91
VA	Herbert Betts	8-Nov-06	82	1-May-89
VA	Angelo DeVita	8-Nov-06	78	1-Oct-93
VA	Fredrick David	29-Nov-06	88	1-Apr-81
VA	Francis Cornish	4-Dec-06	91	1-Apr-76
VA	Pacifico Pellizzari	12-Dec-06	83	1-Oct-88
NW	Lester Abbey	15-Dec-06	80	1-May-98
VA	Kenneth Jessiman	19-Dec-06	86	1-Jul-85
VA	John Urquhart	30-Dec-06	85	1-Mar-85
VA	Robert Lessard	30-Dec-06	63	1-May-06
VA	Stephen Bankier	30-Dec-06	63	1-Mar-04
VA	Frank Howe	30-Dec-06	72	1-Apr-99
PR	Ronald Lunny	2-Jan-07	70	1-Sep-99
VA	James Hawk	14-Jan-07	92	1-Mar-79
PA	Elof Ek	9-Jan-07	84	1-Apr-83
VA	Mario Bassanese	17-Jan-07	73	1-Oct-98
VA	Edward Poole	24-Jan-07	91	1-Feb-81
VA	Leo Kelly	31-Aug-06	78	1-Feb-93
NW	Morris Klett	16-Jan-07	74	1-Sep-97
VA	Van McLean	26-Jan-07	85	1-May-86
VA	George Herrington	27-Jan-07	87	1-Jun-84
PA	John McDonald	21-Jan-07	72	1-Sep-99
VA	Luciano Sartori	19-Feb-07	71	1-Sep-00
VA	Hans Wetten	15-Feb-07	92	1-Jan-79

2006 Deceased Pensioners - Longshore (continued)

Port	Name	Date Of Death	Age At Death	Date Retired
VA	James Smith	24-Feb-07	81	1-Jun-90
VA	Edward Ruby	22-Feb-07	74	1-Apr-96
VA	Armand Godin	13-Feb-07	73	1-Sep-98
VA	Salvatore Fadda	28-Feb-07	68	1-Jan-04
VA	Shun To Tong	2-Mar-07	65-3	1-Dec-06
VA	George Moore	1-Mar-07	91	1-Aug-77
VA	Val Woodford	9-Mar-07	86	1-Jul-78

Foremen

VA	Joseph Hipwell	29-May-06	78	1-Aug-90
CH	Stanley Johnson	13-Jun-06	85	1-Aug-85
VA	Donald Parr-Pearson	14-Jun-06	74	1-Apr-97
VA	Harry Sumner	6-Aug-06	79	1-Aug-90
VA	Gyorgy Bodor	14-Dec-06	68	1-Feb-01
VA	Lloyd Oates	5-Mar-07	82	1-Jul-87
VA	Charles Beatch	9-Mar-07	81	1-Apr-87

Port	Name	Age At Death	Date Of Death
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Widows - Longshore

VA	Elsie Underwood	87	11/05/2006
PA	June Bjune	88	19/04/2006
NW	Rita Burton	82	07/07/2006
PA	Margaret Jones	92	01/08/2006
VA	Florence Montgomery	98	19/08/2006
VA	Grace Richardson	85	24/08/2006
VA	Maude Henry	89	04/09/2006
VA	Katherine McWilliams	91	29/09/2006
VA	Helen Bell	89	09/10/2006
VA	Doreen Mackie	79	30/08/2006
PA	Marie Arndt	68	04/11/2006

Widows - Foremen

VA	Verna Phelan	70	27/10/2006
VA	Margaret Franklin	84	06/01/2007
CH	Yvonne Beatty	87	31/12/2007
VA	Mabel McPhail	81	07/02/2007

2006 Deceased Active Members

VA	William Laboucane	50	5-May-06
VA	Kent Nielsen	51	10-May-06
NW	Kurt Penner	43	6-Jul-06
NW	Zivko Mrakic	64	22-Aug-06
NW	Sokmander Singh Melhi	61	23-Sep-06
VA	Ron Legare	53	24-Oct-06
VA	Carol Todd	53	8-Dec-06
VA	William Scott	62	19-Dec-06
VA	John Hansen	58-5	13-Jan-07
VA	Herman Hackett	64-7	29-Jan-07
NW	Darwyn Hildebrandt	54-7	4-Mar-07