



FALL/WINTER 2001

The Official Organ of the
Marine Workers' & Boilermakers' Industrial Union, Local No. 1

FROM THE PRESIDENT

GEORGE MACPHERSON

Inquiring Minds Need to Note

The Spring edition of the Ship & Shop discussed Bob "Loose Lips" Lingwood's desire to export our industry to foreign yards. If his intent was to get the attention of the Minister for BC Ferries, he succeeded.

The call went out for another review of the fast ferry project and the BC Ferry Corporation, complete with an extremely short reporting schedule. The submission deadline was October 31 with the final report due by the end of November.

Within the Canadian Shipbuilding industry it is generally acknowledged that BC possesses a highly skilled and experienced workforce in all aspects of shipbuilding and repair. In turn we have always spoken out on the strategic importance of a Canadian built, owned and operated merchant marine on both coasts.

The MWBIU has promoted and participated in virtually every local, regional and national shipbuilding coalition, lobbying effort, industrial adjustment and sector consultation process in order to preserve a viable shipbuilding industry both locally and nationally.

We have also advocated for the federal government to adopt a comprehensive long-term shipbuilding strategy to put an end to our industry's decline over the past fifteen years.

Our submission addressed three issues within the mandate of this "informal" provincial government inquiry. What to do with the Pacificats, BC Ferries procurement policy and the future public ferry service and operation. First and foremost we are

seeking to address the lack of public recognition for the quality of the product produced by our shipyards.

A false perception has been fostered in the media that these vessels are poorly made and useless. Such contentions are seriously detrimental to the reputation of our industry and must be challenged and corrected.

The BC shipbuilding industry and its workforce did rise to, and more than meet, the many technical challenges of this project. Hundreds of shipyard workers upgraded their skills and knowledge, with 250 tradespeople now qualified to international standards for work on high-speed aluminium vessels. As well, the local procurement of all major fabrication and fitting work had a very positive impact on the local economy.

Shipyard owners, with the assistance of BC Ferries, also invested in significant upgrades to their facilities, equipment and processes to meet the challenges of the project. This too has had a significant effect on the industry and helped achieve a measure of revitalisation.

However, these positive, tangible outcomes are at risk of being lost unless some credibility is restored in the usefulness of these vessels.

An earlier report correctly concluded that the achievement of a sustainable aluminium shipyard industry in BC is dependent on the ability of local shipbuilders to attract further orders. In order to do so, the industry must retain and renew its skilled labour force and facilities necessary to build

steel and aluminium vessels.

Ongoing maintenance and repair of the Pacificats, were they kept in the BC Ferries fleet, would provide a significant basis for retention of industry capacity and position it to obtain orders for more vessels that require aluminium weld technology. But they have to be in service in order for this to happen.

The fast ferries are clearly not saleable as constructed, even at a significant discount (and subsequent loss to the public treasury). Yet to completely write them off as a dead loss, without having redeemed any of the \$463 million in public capital expenditure by simply putting them to work, is a further gross misappropriation of public funds.

As long as the vessels are capable of providing useful service to the public at manageable cost it would be irresponsible not to have them in service for several years and recoup some of the public's investment. The Pacificats are more than capable of supplementing regular ferry services on the profitable high volume Horseshoe Bay-Departure Bay, Horseshoe Bay-Langdale, Tsawwassen-Duke Point and Tsawwassen-Swartz Bay routes.

They also provide reserve capacity for potential new tourism routes in the Strait of Georgia or Howe Sound. In its bid to host the 2010 Winter Olympics, Vancouver's ability to move large numbers of people to and from the Whistler/Pemberton area has been questioned. The Pacificats could provide the alternative mode of transport necessary to cover

this blind spot.

In the short term, utilisation of these vessels will enable BC Ferries to more effectively manage their pressing large vessel upgrade and replacement program. In addition, their running costs could be significantly reduced if they were operated at medium speed (20 to 25 knots), thereby saving on fuel and maintenance, and eliminating the wash created by high speed operation.

Over the longer term, their continued use requires some shipyard based vessel repair and maintenance. This benefits the local economy, and contributes to the stabilisation and revitalisation of BC's yards. But this requires a continuing commitment to a 'Build in BC' policy and close coordination with the local shipbuilding industry to better plan the flow of orders for new vessels to best utilize our shipyards.

This would, however, involve a concerted effort on behalf of all parties to communicate clearly and with a common goal. But seeing as 'Lips' Lingwood is only interested in flapping to the press, claiming BC "once had a shipbuilding industry", I would urge all members to contact their MLAs to voice their concerns.

Remember Bob, no ships were built in the five years prior to 1939, yet somehow 255 vessels were produced from 1942-45. We have the industry, what we need is the work.

The larger question is when will the Liberals stop acting as if an industry of committed, highly skilled workers were asking for handouts. Or is this inquiry merely an attempt to over-

2001 ELECTIONS

Nominations were held at the November Union Meeting. No elections will take place as all positions were filled by acclamation.

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(three year term)

Ron Mattison

EXAMINER

Gordon Stockl

whelm the public and further undermine the industry in order to cut loose a 'costly' public service?

Why else would Gordon Campbell's Liberals - so obsessed with the bottom line - opt to pay a million dollars for this "informal" review? Would it not be more fiscally responsible to head to Kinko's to make copies of Hugh Gordon's report to the Crown Corporation Secretariat (Feb 99) and The Auditor General's review (October 1999)?

The Liberals campaigned on the slogan 'Open for Business', but their recent actions are more akin to a fire sale. A note to the premier, it's pretty hard to jumpstart an economy while you're busy dismantling its engine. ❄

FROM THE SECRETARY-TREASURER

QUENTIN DEL VECCHIO

Hey Gordon, Your True Colours Are Showing

We had a relatively good winter, spring and early summer, but in mid-August things slowed down drastically. Mid-November to mid-December looks much better with a few repair jobs on the go, so the overall picture is not as bleak as in 2000.

It has not taken Gordon Campbell's Liberal government very long to show its true colours. Following the implementation of its 90-day agenda and offering a very small tax cut to the working people of BC, it is now time to slash and burn. 'We will maintain Health Care Not Cuts' - yeah right. In reality, the outcome is to freeze the amount of money that is going into health care. The population of BC is growing, so this means a decrease in spending per person - and that is before considering the effects of inflation.

The government has decided to

drastically change the Pharmacare program in order to shift the cost to individuals, employers and potentially to increase hospital costs. Yet again government opts for a simplistic 'solution' to a very complex problem.

There are a few reasons for the rising cost to Pharmacare, the main ones being rising drug costs and longer patents (a gift from the Mulroney and Chretien governments), over-prescribing, drug company marketing to physicians and direct to consumer drug advertising. The government does not want to address these critical issues but would rather just downsize or eliminate the Pharmacare program.

There are ways the government could have avoided this situation, namely by not implementing their corporate tax break as planned for January 1, 2002 - that money could then remain in the budget and offset

Pharmacare costs. That, however, would only serve to keep their election promise of not cutting medical care in BC, and Mr. Campbell's crew has to pay off all the pipers who funded their election war chest. Once again, the workers of BC find themselves at the back of the line.

I have a gut feeling that when the provincial budget comes down in the spring, the time will be right to start a community coalition between groups that have a social conscience and labour. Perhaps such a coalition could bring the government back to a sense of fairness and justice and away from the fear mongering about deficits.



I would like to turn your attention (again!) to the Employment Insurance (EI) system. After numerous complaints the federal government

has finally addressed two issues which have been causing grief to our membership, namely the intensity rule and declaration of earnings. The intensity rule, which reduces benefit rates by 1% of a claimant's weekly earnings for every 20 weeks of benefit of prior claims (meaning that the rate could go from 55% to as low as 50%) has now been repealed.

On the undeclared earnings issue, Reg #15 has been repealed as of August 12, 2001. As a result the reporting of earnings will go back to reporting by weeks as opposed to a period of time worked (e.g. 2-4 weeks), which led to unfair penalties, as claimants were unjustly accused of overpayments by reporting their earnings by the week and not a period of weeks. Although we are in agreement with these changes and no doubt they were long overdue, there is still much more that must be changed

in the EI Act to allow for a just system for our members as it was originally envisioned.

I would also like to remind our members about the procedures for making a Workers' Compensation Board (WCB) claim. All injuries, no matter how slight, must be reported - and not only to the first aid attendant at work. It is recommended that you notify your doctor through an office visit as well. A major problem with a claim could result by not visiting your doctor, especially for an injury that does not require any loss of time from work. A doctor visit generates a medical report and also sets out the course of action for recovery from your work injury.

In closing, I would like to wish all our members and their families all the best for the holidays. ❄

XMAS PARTY DECEMBER 13

◆ Marine Workers Welfare Plan - Prescription Drug Restrictions ◆

A reminder from the trustees

The cost of prescription drugs has soared in recent years. BC Pharmacare has been imposing limits and paying only for what it considers the most cost-effective medically acceptable drugs to treat certain conditions.

The Marine Workers Welfare Plan drug benefit covers only those drugs that are covered by BC Pharmacare. Drugs not covered by Pharmacare are not covered by the Plan.

When your doctor writes a new prescription, or when you have the pharmacist fill or re-fill a prescription, you should always ask "Is this drug covered by Pharmacare?" If the drug is not covered by Pharmacare, you may want to ask if there is a drug that is covered that could be prescribed for your condition.

For some drugs, coverage under Pharmacare is limited. If you need a drug not covered by Pharmacare unless approved, ask your doctor to submit a Special Authority Form to Pharmacare right away. If your doctor

faxes the form, Pharmacare will normally reply to requests within a few days. If the drug is approved for coverage by Pharmacare, it will be eligible for reimbursement under the Marine Workers Welfare Plan.

When you send your receipt for the drug to the Marine Workers, please send a copy of the Special Authority Form. Note that the Marine Workers Welfare Plan will not pay for drugs not covered by Pharmacare unless a Special Authority Form is received.

As the current Liberal government continues to make cuts to healthcare, the plan will have no choice but to discontinue coverage of medications that were previously covered.

Please note drugs or medicines for contraceptive purposes and medicines that can be purchased without a prescription are not eligible under the plan under any circumstance.

Tobin Looks to Compete

The National Shipbuilding and Industrial Marine Partnership Project delivered its report to Industry Minister Brian Tobin in April. *Breaking Through* contained thirty-six recommendations to address the concerns of our industry.

The government has now responded with the publication of *Focusing on Opportunities - A New Policy Framework for the Canadian Shipbuilding and Industrial Marine Industry*.

This report, while not adequately dealing with the issues of production subsidies or increased protection for the industry, clearly shows where the government thinks the focus should be. The buzzwords are 'innovation', 'investment' and of course 'opportunity'.

The government will not, as proposed in *Breaking Through*, raise shipbuilding tariffs. They argue tariffs would "have negative impacts on producers and consumers and would run counter to existing international trade obligations". The government also pledges to continue working within the World Trade Organization (WTO) to reduce global subsidies, in order to provide a more competitive environment for Canadian shipbuilding and other industries.

In a bid to encourage a regular dialogue between government and stakeholders, Industry Canada will establish a committee to advise on issues affecting the competitiveness and prospects of the industry. The Minister is also looking to organize an annual forum of key stakeholders. Along these lines, Industry Canada is raising the profile within the department of those charged with working with the industry.

Focusing on Opportunities does address two critical issues, namely financing and the capturing of the domestic market. The new policy will maintain the current accelerated capital cost allowance for purchasers of Canadian-built vessels registered in Canada. It also introduces a Structured Financing Facility (SFF), administered by Industry Canada, to provide financing that is competitive with that offered by other countries. (please see "Industry Canada's SFF" p. 3)

The government will also continue to provide competitive, non-concessionary export financing through the Export Development Corporation (EDC). There are also plans to consider use of the Canada Account for non-concessionary export financing on a case-by-case basis.

The Canada Customs and Revenue Agency (CCRA) will be responsible for clarifying how the newly established Scientific Research and Experimental Development Tax Credit program (SR&E) can be used to greater effect by the shipbuilding and industrial marine industry. The CCRA will do this through their corporate liaison officers and the publication of an information bulletin.

In terms of the domestic market, Industry Canada will maintain the current 'Buy in Canada' policy and will review federal procurement prospects in more detail. There will be further review of the restriction on fishing vessel length by the end of the year. Some in the industry feel there is a very real possibility of steady work in the fabrication and installation of modules and components for floating production storage and offloading (FPSO) systems for recovering crude oil.

The report notes that BC yards have specialized abilities in serving the booming cruise ship market, in ferry construction, tug and barge construction, and luxury yacht building for the export market. It also mentions that our yards make up 25% of the total national employment in the shipbuilding and industrial marine sector.

Minister Tobin believes this framework can be effective and sees it as "positive, forward-looking and balanced". Perhaps some of this "innovation" that the government prescribes could be used to provide suitable and sustainable procurement and financing for the shipbuilding industry. ❖

NOTICE TO ALL MEMBERS REGARDING ADDRESS CHANGES

Please report all address changes to the Union Office to ensure that you receive your Pension Statements, dues receipts and income tax slips without delay

PENSION PLAN UPDATE

On behalf of the trustees, we are pleased to advise that we have recently gone through an actuarial evaluation of the pension plan. Our pension plan is fully funded and very sound financially. Given the recent world events, your trustees feel that this is the time to be fiscally responsible. Having said that, we are still able to extend the following improvements to the membership effective January 1, 2002. For members in receipt of pension, we are pleased to announce that there will be a 1% increase for each of the next three years. After much discussion with our actuary, we are pleased to advise that the following table shall apply for members wishing to retire after January 1 2002:

Age at ER	Existing Reduction Factors		Effective January 1, 2002	
	Non Dues Paying	Dues Paying	Non Dues Paying	Dues Paying
64	0.98	1.00	0.98 (no change)	1.00
63	0.94	1.00	0.94 (no change)	1.00
62	0.88	0.95	0.88 (no change)	1.00
61	0.82	0.90	0.82 (no change)	0.95
60	0.76	0.85	0.76 (no change)	0.90
59	0.70	0.80	0.70 (no change)	0.85
55-58	actuarial reduction from age 65		actuarial reduction from age 65	

SHOP NOTES

Vancouver Drydock
by Brian Lee

The Drydock was quite busy for the first eight months of this year, as we repaired several Crowley barges from the US along with the usual Seaspan repairs. We also undertook a sizeable refit job on BC Ferries' *Queen of the North* and ongoing lifeboat work for Holland America. These provided a good mix of jobs for painter/blasters, labourers and steel trades.

Unfortunately, things have slowed down since the summer. September and early October saw several dockings and three emergency dockings but the jobs failed to materialise. A few welders and fitters worked on the *Beluga* but most repairs have been mechanical and have gone to other unions. Hopefully things will turn around before the New Year.

A new safety committee was struck to represent workers at Vancouver Drydock. Our safety representative used to sit in on Vancouver Shipyards safety committee, but now the meetings are at our Esplanade site. This move should allow members better input regarding safety concerns.

Best wishes to all our brothers and sisters for the holidays and coming New Year. ❖

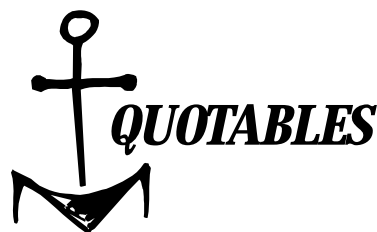
Westcon Construction Products
by Randy Baker

Following a change in ownership, we at Westcon are looking forward to a new era at work. The company was bought by Lafarge Canada and was taken over in January 2001.

Full production kicked in around late spring and by mid-summer it was apparent overtime would be needed to fill the demand for our product. Our normal manpower of twenty-four grew to around thirty during the summer, however about ten people have been laid-off as demand slows during the winter months.

Morale seems to be picking up as our new owners have made some positive management changes. With our present agreement set to expire December 31, 2001 we are now beginning to discuss contract changes. We look forward to seeing new faces across the bargaining table.

The future seems to look good for us at Westcon. We also want to remind all our brothers and sisters to keep Westcon in mind when you are looking for paving stones for your landscaping needs. ❖



"Now me and me blokes, alls we want is fair treatment. We'll go down into the bloody earth and shovel yer blasted coal, but we wants to make sure that we're comin' out again so as to get home and see the missus and the kids, them who's fortunate enough to 'ave 'em. They, however - that is to say, the owners - don't seem too concerned about this. In fact, if they got wind of someone trying to stir up 'trouble', well... let's just say that him and his chums might find themselves on the wrong end of a constable's baton - or even a soldier's bayonet!"
- Albert "Ginger" Goodwin

"Capitalism is the extraordinary belief that the nastiest of men, for the nastiest of reasons, will somehow work for the benefit of us all."
- Economist John Maynard Keynes

"If I went to work in a factory, the first thing I'd do would be to join a union." - Franklin D. Roosevelt

"There is no way of keeping profits up but by keeping wages down."
- David Ricardo, *On Protection in Agriculture, 1820*

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

Ship & Shop

Published by
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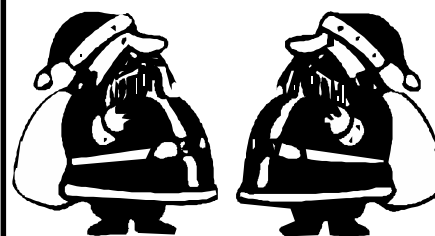
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December 13, 2001
Starts at Noon

Maritime Labour Centre 1880 Triumph Street Vancouver

Checking Out Those Military Cats

The commissioning of the Incat-built 96 metre Wave Piercing Sealift Catamaran contracted to the US military for a two year deployment, has taken place at Norfolk, Virginia. The US Army's Tank-Automotive and Armament Command (TACOM) issued the charter to Bollinger/Incat USA, L.L.C. - the first major project undertaken by the strategic alliance formed last year between Bollinger Shipyards of Louisiana and the Incat shipyard in Tasmania. The result is the *Joint Venture HSV-X1* (High Speed Vessel - Experimental One).

Formerly known as *Incat 050*, the name *Joint Venture* is in recognition of the partnership of component commands from the US Navy, Army, Marine Corps, Coast Guard and US Special Operations Command. *Incat 050* was built in Hobart, Tasmania in 1998 (originally named *Devil Cat*), from marine grade aluminum to the requirements of Det Norske Veritas High Speed Light Craft Rules and in compliance with the IMO High Speed Craft code.

She returned to Tasmania in September to undergo a major refit at the new Wilson's drydock. The craft has been upgraded and fitted with military enhancements such as a helicopter deck, stern quarter ramp, RIB deployment gantry, troop facilities, crew accommodation and

more. Following this transformation, *Joint Venture* is now capable of carrying 363 persons, military vehicles and equipment over 1110 nautical miles at a speed greater than 35 knots. Her power and speed is provided by four Caterpillar 3618 marine diesel engines developing 7,200 kW each @1,050 RPM driving four Lips 150D waterjets through four Reintjes VLJ6831 gearboxes.

Speaking at the commissioning, Incat Chairman Robert Clifford said "Bollinger/Incat USA, and all involved with the project, are very proud that *Joint Venture* is here in the United States and ready for service with the Military. When this project was conceived over one year ago no one here could have predicted the urgency of the program".

A similar vessel - the *Incat 045*, renamed HMAS *Jervis Bay* - was chartered by the Royal Australian Navy for two years for logistic operations between Australia and East Timor. It completed 107 trips over a collective range of more than 100,000 nautical miles, carrying a total of 20,000 passengers, 430 military vehicles, and 5,600 tons of material. Most of the *Jervis Bay* transits were across the 430-nautical-mile passage between Darwin, Australia, and Dilli, East Timor, and typically took less than 11 hours.

Testing of the *Joint Venture* will be

conducted in the Atlantic, Pacific, Gulf of Mexico and US littorals. With the three Pacificats dormant, hopefully BC Ferries will be watching these trials closely.

Perhaps Mr. Lingwood should forward a copy of US naval architect John J. McMullen Associates' (JJMA) glowing assessment of the first Pacificat to the Minister of National Defence, Art Eggleton. Bob, it is called being pro-active. ☼

United States May Act On Its Jones

Back in 1886 the US enacted the Passenger Services Act prohibiting passenger transportation between any two US ports on any vessel not flying the red, white and blue.

In 1920 Congress passed the Jones Act, which added cargo shipping, followed by several "cabotage laws" bringing fisheries, towing and the transportation of government personnel and property to a US boats only list. As a result, the US has been able to ignore the fact foreigners can build and operate boats cheaper.

There are some faint rumblings south of the border that the Jones Act is counterproductive and some changes may be in order.

Representative Nick Smith (R-MI)

has introduced to Congress the Coastal Shipping Competition Act (H.R.2406) pending before the House of Transportation and Infrastructure and Armed Services Committees. This bill would allow foreign-built, qualified vessels to operate between American ports if they obtain a certificate from the US Secretary of Transportation.

Along the same lines, the Senate Committee on Commerce, Science and Transportation recently approved the United States Cruise Vessel Act (S.127). If it eventually passes, foreign-built passenger ships could carry passengers in the domestic coastwise trade for up to two years.

The vessels would, of course, have to

fly the Stars and Stripes, have all repairs effected by US shipyards and their owners would be obligated to hire a US shipyard to build two or more cruise ships at least as big as the one in use. Even under these conditions a portion of the cruise industry could well be interested.

The proposed changes do not address the one-sided aspects of NAFTA, which allow the US to sell new or used ships duty free to Canada, yet absolutely prohibits Canadian access to the US market.

As the US angles to get a larger piece of the cruise industry pie, they may open the door ever so slightly - it will be up to the Canadian industry to kick it in. ☼

IN MEMORIAM

PENSIONERS

<u>Members' Name</u>	<u>Age</u>	<u>Date of Death</u>	<u>Company</u>
Fred Clarke	84	June 12, 2001	Allied Shipbuilders

HONOURARY LIFE MEMBERS

<u>Members' Name</u>	<u>Age</u>	<u>Date of Death</u>	<u>Company</u>
Fred Pallot	92	June 14, 2001	Burrard Drydock
Tony Stonewick	86	July 24, 2001	Burrard Drydock
William Roberts	86	August 3, 2001	Canron
Quincy Cincinnati	90	August 8, 2001	Burrard Yarrows
Sergio Simicich	67	August 23, 2001	Canron
Alfred Railton	69	August 31, 2001	Burrard Yarrows
Charles Wilson	75	September 28, 2001	Canron
James Craig	81	October 13, 2001	Burrard Yarrows

Industry Canada's SFF Fills Gap

The Structured Financing Facility (SFF) is intended to address some of the competitive gap between Canadian and foreign shipyards. The objective is to stimulate demand for new Canadian built vessels in existing Canadian shipyards, by providing financial benefits to Canadian and foreign buyers/lessees.

SFF is in response to requests from industry to modify the tax regulation to permit the use of specific tax provisions in situations where Canadian vessels are sold to leasing companies rather than operators. It provides an equivalent benefit to purchasers of Canadian built ships in such circumstances, including Canadian and foreign buyers/lessees and is an alternative to the accelerated capital cost provision in tax regulations.

The SFF has two elements, Interest Rate Support (IRS) and Credit (loan/lease) Insurance. IRS provides an interest rate buy-down of up to 10% of the purchase price of a new Canadian built vessel on a present value basis. The support is in the form of a non-repayable contribution.

The Credit Insurance element will insure a portion of a loan or lease to acquire Canadian built vessels, thereby providing a greater availability of credit, if required. Although the cost to the program of a combination of these two elements can be up to 15% of the price of a vessel on a present value basis, the maximum direct benefit to a purchaser is 10%. The two elements can be combined, but the credit insurance provision may reduce the interest rate support portion due to the level of contingent liability incurred.

Participation in the SFF rescinds an applicant's (purchaser/lessee) right to

Accelerated Capital Cost Allowance (ACCA) as provided in Class 41 (33.3%) and limits its Capital Cost Allowance to the lower conventional rates in Class 7. In terms of eligibility, an applicant can be a purchaser or lessee of a vessel who can propose the contribution for interest rate buy-down be provided to a recipient who can be a purchaser, lender or lessor. ☼

SFF Eligible Products

Canadian or foreign owned vessels, offshore or other marine structures designed and used for commercial purposes without regard to the method of propulsion.

Passenger vessels, ferries, dry-bulk vessels, self-unloading vessels, tankers, container vessels, roll-on roll-off vessels, tugs, tow boats, barges, dredges, vessels for oceanographic research, pollution abatement, ice breaking, anchor handling and offshore supply, oil drilling, oil exploration, fishing, floating industrial plants and search and rescue.

Major conversions or structural alterations that change the end-use of the vessels or significantly renew the structure or capacity of the vessel or increase its useful life by at least five years (such as forebody conversion of Great Lakes vessels).

Any other vessel or marine structure the financing support of which under this Facility, will in the opinion of the Minister, contribute to the achievement of the Facility's Objectives.

Pleasure craft as defined in the Canadian Shipping Act are not included.

2001 SCHOLARSHIP AWARDS



Six College/Technical Scholarships (\$750.00 each)

<u>Recipient</u>	<u>Member & Relationship</u>	<u>School</u>
Quang Ba Dang	Son of Kim Dang	Douglas College
Jason Harwood	Son of Robert Smith	Vancouver Community College
Kirsten Lee	Daughter of Brian Lee	Capilano College
Anthony Panguinao	Son of Ivan Panguinao	BCIT
Gabriella Sirovicza	Daughter of Jozsef Sirovicza	Capilano College
Terri-Lynn Vidal	Daughter of Edwin Vidal	University College of the Fraser Valley

Two University Scholarships (\$1000.00 each)

<u>Recipient</u>	<u>Member & Relationship</u>	<u>School</u>
Sandra Martins	Daughter of Victor Martins	Simon Fraser University
Arthur Wang	Son of Jimmy Wang	Simon Fraser University

For information regarding scholarships contact the Union Office 604 254-8204

SOMETIMES YOU NEED HELP KEEPING IT ALL TOGETHER

From time to time we all face difficulties or stressful events in our lives. Most of the time we handle these personal challenges fairly well. Other times, our personal problems can become large enough that they begin to interfere with our effectiveness, happiness and safety, both at work and at home. Your **Employee and Family Assistance Program (EFAP)** provides totally confidential, professional counselling for a broad range of personal and family problems. While the program can be used for crisis intervention, the ideal time to use the Program is **before** problems get out of hand.

Call Wilson Banwell at 604 689-1717
to arrange an appointment that is convenient for you.

CURRENT DISPUTES

from The BC Federation of Labour

VOLUME 25, No. 18 November 8, 2001

United Food & Commercial Workers' International Union (UFCW), Local 1518

vs. Extra Foods #8568 (Prince Rupert)
Major Issues: Wages, Hours of Work
Commenced: October 25, 2001

Office & Professional Employees International Union (OPEIU) Local 15 (formerly OTEU 15)

vs. Coastal Community Insurance Agencies Ltd. (Vancouver Island)
Major Issues: Wages, Job Security, Seniority, Benefits, Fair Treatment
Commenced: October 4, 2001

Industrial, Wood & Allied Workers of Canada, Local 1-3567

vs. Leyland Industries Incorporated (Pitt Meadows)
Major Issues: Wages, Benefits
Commenced: September 24, 2001

International Brotherhood of Teamsters, Local 31

vs. Prince George Transit (Prince George)
Major Issues: Wages, Health & Welfare Benefits, Contracting-out
Commenced: August 15, 2001

Construction & Specialized Workers' Union Local 1611

vs. Wescon Enterprises Ltd. (Armstrong)
Major Issues: Seniority, Benefits, Concessions
Commenced: July 25, 2001

National Automotive Aerospace, Transportation & General Workers Union of Canada (CAW) Local 3000

vs. Royal Diamond Casino (Vancouver)
Major Issues: Concessions, Benefits, Contracting-out
Commenced: Locked-out July 15, 2001

Communications, Energy & Paperworkers Union of Canada (CEP) Local 2000

vs. Purdy's Chocolates (Vancouver, Lower Mainland)
Major Issues: Job Security, Wages, Health & Welfare Benefits
Commenced: April 30, 2001

CEP 2000 workers at Purdy's Chocolates have returned to work at the order of the Labour Relations Board. Earlier this month, the Board upheld employer allegations about irregularities in the original organizing drive and decertified the union, despite the union's subsequent conduct of two strike votes and the union's defeat of a decertification attempt.

The true wishes of the Purdy's workers are not in doubt.

They are signed up and want their union back.

A new certification application has been filed and negotiations will resume as soon as the certification is confirmed.

International Brotherhood of Electrical Workers, Local 213

vs. Sears Canada (Lower Mainland and Fraser Valley)
Major Issues: Seniority, Wages, Benefits, Fair Treatment
Commenced: January 27, 2001

United Steelworkers of America, Local 898

vs. Riverland Motel Ltd. (Kamloops)
Major Issues: Hours of Work, Seniority, Wages
Commenced: Locked-out October 22, 2000

Industrial, Wood & Allied Workers of Canada, Local 1-423

vs. Avante Furniture Mfg. Ltd. (Okanagan Falls)
Major Issues: First Collective Agreement
Commenced: May 8, 2000

Communications, Energy & Paperworkers Union of Canada, Local 2000

vs. Castlegar Sun (Castlegar)
Major Issues: Wages
Commenced: November 4, 1999

The Government Takes Down Ginger Goodwin A Second Time

In 1918 the government used the hired gun of Dan Campbell to take down Albert "Ginger" Goodwin. This past Labour Day weekend the government used highway work crews to take down the signs designating a section of the Island Highway outside of Cumberland as Ginger Goodwin Way.

BC's unions have demanded immediate restoration of the signs, but the latest line from the Ministry of Transportation claims the province does not name sections of the highway after individuals. This is quite an about face from August of this year, when *Vancouver Sun* reporter Stephen Hume called Transportation Minister Judith Reid's office concerning rumours of Goodwin Way's demise. He was told the ministry was not contemplating any removal of signage and no one in the office had even heard of such a plan. By Labour Day morning all the signs were gone.

In a letter to Ms. Reid's office, BC Federation of Labour President Jim Sinclair condemned the clandestine removal as "petty, offensive and partisan". According to Cumberland resident Mike Keelan "The highways guys here were told to take them down and put them in storage for four months. Just let them lie low

and see what the reaction would be, then if there was none they'd just disappear."

Making the memory of the diminutive BC labour icon disappear however, is a much taller order. Born in England, Goodwin immigrated to Canada in 1906 at the age of 19, finding work in the coal mines of Cape Breton. He was blacklisted following the strike of 1909 and moved to Cumberland.

Active in the strike of 1912-1914, Goodwin again was blacklisted. Following brief stints in Merrit and Fernie, he took a job in the Trail smelter in 1916. In Trail, Goodwin was elected secretary of his local and vice-president of the BC Federation of Labour. In 1917 he led a strike for a universal eight-hour workday among smelter workers. It was at this time his conscription status was changed from "unfit" (tuberculosis) to "fit for service in an overseas fighting unit."

Now a wanted man under the Conscription Act, he fled into the bush near Cumberland. With the help of townspeople, he evaded the authorities until July 27, 1918, when he met Mr. Campbell's bullet.

Ginger Goodwin's murder sparked Canada's first General Strike on August 2, the day of his funeral. The Longshore Hall, defended by 600 longshoremen, withstood repeated assaults by 10,000 rioters. The Labour Temple at Dunsmuir and Homer was also put under siege by a mob of returned veterans.

Obviously Goodwin's name still causes a stir, even as it lines the pockets of the area's merchants. This year's Miners' Memorial Day (held in June) drew delegates from as far away as Australia and Peru. Some sixty-three wreaths were laid at Goodwin's tombstone, an engraved granite boulder that reads "A Worker's Friend". The Cumberland Museum and Archives, where Goodwin is featured prominently, draws an estimated 10,000 visitors a year. Testament to this labour leader's place in Canadian history, the federal government commissioned a cast of his tombstone, which now resides in Ottawa.

It is good to remember Cumberland was founded in 1888 by coal baron Robert Dunsmuir and named Union after his Union Coal Company. Yet in 1898, the post office

address was changed to Cumberland in honour of the number of miners who hailed from the district of Cumberland in England.

If Mr. Dunsmuir still has a place on Cumberland's road map there surely must be room for Goodwin Way. As Ginger himself once said, "alls we want is fair treatment". ❀

A Drive to Save Lives

The BC Federation of Labour pledged to help try to reduce the length of time the more than 469 British Columbians must wait for organ transplants. Over the coming months Federation affiliates will distribute the BC Transplant Society's organ donor registration forms to more than 250,000 union members in regular union mailings.

The Federation speaks for 475,000 union members in the province, but is targeting those in the largest unions in the first phase of the program. "This new partnership with the BC Federation of Labour is the largest single institutional commitment ever made to the BC organ donor program," said Bill Barrable, Chief Executive Officer of the BC Transplant Society. "It's unprecedented in this province or across Canada to have such a major commitment from such a large organisation."

Shop stewards and union staff will be urged to follow up, where possible, in the workplace. Special promotional posters, many featuring union members who are organ recipients, will be put up on union bulletin boards in workplaces across the province.

"One out of every four potential organ donors is lost because the individual did not register their decision nor did they share their decision with their loved one," said Barrable. "We have 450,000 registered donors now, but if we succeed in adding even a fraction of the province's union members to that list, there could be a potential increase in transplants and a reduction in wait times."

The filled-out forms, which can be returned postage-paid directly to the BC Transplant Society, have been coded to allow both partners to evaluate the success of the program. "We expect to receive about five percent of the registration forms we send out by conventional distribution channels," Barrable said. "Our hope is to double, triple or quadruple that return rate as a result of the drive the Federation has undertaken. That will have an enormous impact on our registry."

Concerning the decision to join the drive, Federation president Jim Sinclair said, "We've decided to take the organisational resources we use to negotiate for our members and mobilise them to help the hundreds of British Columbians whose life could be extended with an organ transplant." ❀

For more information please contact Geoff Meggs at the BC Federation of Labour 604 220-0739 or Sally Greenwood at the BC Transplant Society 604 877-2240.

Alcohol or Drugs Out of Control?

If you are a Marine Worker with a drug and/or alcohol problem and you need help, please contact the Union Hall or Wilson Banwell.

We are here to help This service is strictly confidential

Wilson Banwell 604 689-1717
Union Hall 604 254-8204

DISPUTES SETTLED

Public Service Alliance of Canada **vs.** Federal Government of Canada (Province Wide)

Canadian Union of Public Employees, Local 873 (CUPE) **vs.** E-Comm (Vancouver)

BOYCOTTS:

Non-Union Postal Outlets- **CLC/BCFL - CUPW**

Philips Electronic Products, Quebec- **CLC/USWA 7812**

NORPAC Products- **CLC/PCUN**

UNION MEETINGS

FIRST THURSDAY OF EVERY MONTH
NEXT MEETING 8PM
DECEMBER 6, 2001

MARITIME LABOUR CENTRE
1880 TRIUMPH STREET
VANCOUVER