

SPRING 2001

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

FROM THE PRESIDENT

GEORGE MACPHERSON

Time to Play Dollars and Sense

The marine industry in Canada employs 40,000 people, handles 224 million tons of cargo a year and adds \$2 billion annually to our Gross Domestic Product. It is a key element to Canada's economic success.

Though faced with the growth of air, rail and truck transportation, sea-based trade continues to be the world's primary mode of shipment. Ships are simply the most cost-effective, safe and environmentally friendly way to transport the world's goods.

Unfortunately, the 1990s were a grim decade for the shipbuilding segment of the industry, with output and employment falling to post-war lows. In the wake of the completion of several major military projects initiated in the late 1980s, total sales in the shipbuilding industry have declined by half since 1991. Not surprisingly, employment in the industry has fallen from 12,000 workers (including both hourly and salaried workers) in 1990 to about 5,000 at present. As of Spring 1999 there were 2,542 ships on order around the world, making the near term outlook for shipbuilding world wide cautiously optimistic.

As you may well remember, in early 1999 we were engaged in a national postcard campaign demanding a summit in Ottawa with all stakeholders taking part. On May 30, 1999 our Federation along with the Marine Workers' Federation and CSN delivered 150,000 cards to Parliament Hill. Members from all opposition parties were present, but the Liberal party was conspicuously absent.

In June of that same year, Toronto

hosted an historic meeting of shipbuilding industry executives. In attendance were Peter Cairns, President of the Shipbuilding Association of Canada, Richard Bertrand, Executive Vice Chairman of Davie Inc., Andrew McArthur, Vice Chairman Irving Shipbuilding, Alan Thoms, President of Canadian Shipbuilding & Engineering, Les Holloway, Executive Director Marine Workers Federation, Philippe Tremblay, Executive Director Fédération de la métallurgie, CSN and our Federation.

This coalition initiated the drawing up of a joint strategy position paper, in which the very notion that current Federal Government policy adequately serves the needs of the industry was rejected. It also demanded the development of a blueprint for the industry.

In October 1999, Mr. Andre Dube tabled Bill C-213, an act to promote shipbuilding in Canada and make Canadian shipyards more competitive internationally. The act called for the establishment of a program to encourage the purchasing of commercial ships built in Canadian yards by having the Federal Government guarantee up to a maximum of 87.5% of the money borrowed by a company from financial institutions. The program called on the financial institutions to ensure these loans bear a rate of interest comparable to that available to large and financially strong corporations, and would be repayable on terms comparable to those usually granted these same corporations.

Bill C-213 noted the need to amend the provisions and regulations of the Income Tax Act. First, to improve the

tax treatment of lease financing for the purchase of a ship built in a Canadian yard. And secondly, to allow for a refundable tax credit to the ship owner and/or shipyard owner, for a portion of the costs relating to the construction or refit of a commercial ship or the conversion of a ship in our yards. While this was an opposition piece of legislation, it did receive strong support in the House and made it all the way through Committee.

Our coalition appeared before the standing committee on May 31, 2000. Late that summer the Atlantic Provinces announced a Marine Industrial Forum (National Forum on Shipbuilding) to be held in Newfoundland in October 2000 hosted by the then Premier Brian Tobin. However, in the weeks leading up to the forum it became apparent the Liberals were about to call an election. Though bad news for Bill C-213 as it died once Parliament was dissolved, the good news was Brian Tobin quitting as Premier of Newfoundland to replace John Manley as Industry Minister.

The forum was very well attended from all regions of the country, and produced numerous recommendations, chiefly calling on the federal government to develop financial support instruments appropriate to industry needs. Mr. Tobin made an appearance on behalf of the federal government and announced the appointment of the National Partnership Project Committee, charged with travelling the country to hear from all the stakeholders.

On January 9, 2001 our Federation

appeared before the Review Panel. Along with reiterating the key elements of Bill C-213 we called for improved export financing and loan guarantees similar to Title XI in the USA, the elimination of the one-sided aspects of NAFTA and the development of an international social clause governing labour standards. We stressed the need for investment (and reinvestment) in coastal infrastructure (Coast Guard, Search & Rescue, fisheries patrol and research, water-borne transit and transportation support services), notwithstanding the major challenges facing the BC Ferry Corporation.

When the concept of rationalization was discussed, we advised that any shipyard operator wishing to go out

of business should not receive monies from the federal government. And at the very least that any discussion on the matter must involve labour at all levels, to ensure workers are not once again left out in the cold.

The National Partnership Project released their report, entitled *Breaking Through*, in Halifax on April 5. We believe the report goes a long way in addressing the needs of our industry to ensure the future of shipbuilding in Canada. As marine transport is the primary method by which the world transports its goods, not only is it wise economics, it's good sense. ✪

(Copies of Breaking Through are available for review in the union office)

TOBIN DELIVERS GOOD NEWS

Industry Minister Brian Tobin has announced a new policy to provide some financial breaks to the shipbuilding industry. It stops short, however, of the extensive system of tax breaks recommended by the Breaking Through report.

The new policy does include more federal research grants, retraining programs and the creation of a new financing program called the structured financing facility. This will help purchasers buying Canadian-built vessels who are not eligible for existing programs.

Minister Tobin, acknowledging the devastating effect of heavily subsidised foreign competition, hinted he would like to increase duties paid by foreign ships plying Canadian waters. One recommendation from Breaking Through called for raising the 25% tariff against countries that provide subsidies exceeding 20%. But the final report claims such measures violate Canada's obligations under the WTO.

This new policy is a step in the right direction, but items such as higher tariffs must be implemented in the future.

(the full report is available at <http://strategis.gc.ca/shipbuilding>)

FROM THE SECRETARY-TREASURER

QUENTIN DEL VECCHIO

Members Need to Stand Up and Write

Despite the relative stability of the last eighteen months, the availability of work within our traditional shipbuilding and repair industry has been, in a word, flat – particularly the past nine months.

The shops have been steady, however, and our non-traditional new types of certification have been doing quite well, keeping busy and hiring some new employees. Although it has been uncharacteristically slow for our waterfront repair operators these past six months, the union is in a sound position for the present and future.

Just a couple of quick housekeeping notes regarding Worker's Compensation Board (WCB) and Employment Insurance (EI) claims. With WCB claims, it is important for members to follow proper procedure when filing.

If you suffer an injury on the job, report immediately to the first-aid attendant and make sure you go to your doctor. When filling out your report for the WCB, make certain to describe fully what happened and every area of your body that may have been injured. This process may take some time but it will make for quicker and easier processing of your claim.

When or if you are on EI and return to work for a short-term job, it is vital all earnings are recorded on your EI report card. The new EI system is quite different from that of the old UIC report cards. Under the new system, if the wrong amount of earnings is reported your wallet could suffer. Take the time and care to put in the correct amounts rather than face an overpayment situation and a possible

penalty of three times the overpayment amount. We know this isn't just, but that is how EI works. It builds a major surplus in the EI account that the federal government puts into general revenues to do battle with the evil deficit, rather than increasing benefits to those in need, namely the people on EI.

I am sure you are all aware of the nature of the discussions held at the 1999 WTO in Seattle and more recently, the FTAA in Quebec City. These meetings raise some very serious issues for all of us and our families. The buzzword in all of this is "globalisation", which is just a handy term for making transnational corporations the power brokers over our own government.

Oil, natural gas, wood, electricity

and our most valuable resource and asset, water, are all subject to the rules and regulations of the North American Free Trade Agreement (NAFTA). This agreement also affects our healthcare, education, law, social assistance, public service and many other social policies. You only need to look at some of the lawsuits filed under NAFTA's Chapter 11 for an illustration. (Chapter 11 allows corporations to sue governments over policy changes, which harm their real or potential future profits.)

Ethyl Corporation sued Canada over the ban of imports of MMT (a gas additive) to the tune of \$19 million – our government settled out of court. SD Myers Inc. successfully sued over the ban on the export of PCBs to Canada – Myers is asking for \$40-50

million. United Parcel has sued our government for \$230 million claiming Canada Post is subsidised – that case is pending. And our government is asking for similar provisions to be included in the proposed Free Trade Area of the Americas (FTAA).

I urge all members to write their MP in Ottawa to raise their concerns over these issues and to demand that all future meetings of the WTO and FTAA be held in a public, open forum not limited to the leaders of countries and the CEOs of powerful transnational corporations. We have to keep the pressure on our MPs so that the best interests of the people of Canada are brought to the fore.

I wish all our members and their families a safe and happy summer. ✪

Lingwood's Loose Lips Sinks Ships

The April 11 edition of the *Vancouver Sun* reported that the BC Ferry Corporation is considering having replacement vessels built by shipyards in either Korea or China. This would mark the first time that BC Ferries would allow for competition from outside North America.

According to president and CEO Bob Lingwood, the first of three conventional ferries with a capacity of about 400 cars will be needed by the summer of 2006. Mr. Lingwood, in a statement to the *Sun's* Alan Daniels, all but dismissed BC's shipyards, "Once we had a shipbuilding industry, but now we have an industry focused on ship repair."

As always the argument used is one of dollars, "We can obviously build them here" Mr. Lingwood conceded, "it's a question of how much do you pay?" The allowing of foreign yards bidding came as a shock to the local industry.

Malcolm McLaren, president of North Vancouver's Allied Shipbuilders Limited said "[BC Ferries] don't talk to us. It's somewhat disappointing to hear. In Korea, you are looking at massive government subsidies, and in China, wage rates are so low it's almost like you don't have labour costs." Allied, in its 51 year history, has built six vessels for the Corporation, all on time and on budget, the most recent being the Queen of Saanich in 1997.

It was only a little over a year ago that Mr. Lingwood moved from BC Transit to replace Phil Halkett at the helm of the Ferry Corporation. His first order of business was presiding over the huge financial bailout courtesy of the provincial government. "BC Ferries has had a proud 40-year maritime history. This new fiscal framework will allow us to move the corporation forward in a way that will make all British Columbians proud." (Wednesday, March 15, 2000)

The refinancing package included the wind-up of Catamaran Ferries International (CFI), the removal of BC Ferries' \$1.1 billion debt and an annual subsidy of 1.25 cents per litre from the province's fuel tax. The then Minister responsible for BC Ferries Joy MacPhail stated, "BC Ferries is important to the province's economy ... The refinancing and ongoing provincial subsidy will guarantee stability for BC Ferries."

Then Minister of Finance Paul Ramsey chimed in, "The time has come to put BC Ferries on a sound financial footing and let the corporation get on with the job of managing our essential ferry system."

On May 14 the Vancouver and District Labour Council, which represents 123 affiliated local unions (with a combined membership of some 58,000 men and women), resolved to condemn the Corporation for contemplating building ferries offshore.

The Council cited the fact Canadian yards cannot compete with their heavily subsidised Asian counterparts, in concluding building ferries offshore creates a net loss to BC's economy, the Industry and its workforce. They stressed that "for every local shipbuilding job created by new ship construction, three jobs are created downstream."

Yet Mr. Lingwood's stance, "this is something to work out, because the cost difference would be great", sounds far more like hard ball negotiating tactics meant to impress the new regime in Victoria than a coherent plan for the industry.

BC Ferries Representative Betty Nicholson attempted to diffuse the situation while her boss was out of town. "The decision as to where these ships will be built in future will be made following a great deal of consultation with shipbuilders and with government. People think a decision has been made and it hasn't" she stated.

That consultation should prove to be heated, as BC shipyard workers are demanding a meeting with Mr. Lingwood. "This is an important issue for our industry and there will be a full-blown, knock-down fight to prevent foreign yards from getting our work" stated MWBIU's George MacPherson. "We find it very hypocritical of you and your board of directors to look at the Asian market, which is heavily subsidised, as being our competition."

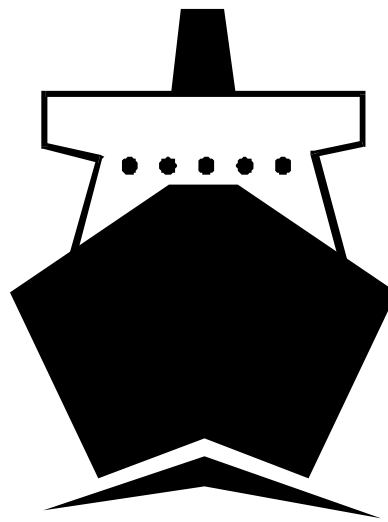
Malcolm McLaren also voiced concerns over the direction of the wind blowing in from Victoria. "The industry could be tainted with the stigma of the high-speed ferry project. It's not been successful and we have concerns about the court of public opinion deciding it's too expensive to

build in BC." But he was quick to point to our industry's past successes, "the vessels in the BC Ferries fleet were all built in BC. In some cases, they are running decades after their projected lifespan. They have all proven to be excellent vessels."

In a Letter to the Editor in the April 30 edition of *Canadian Sailings*, Ken Westcar pointed to Germany as an example of a country intent on maintaining her shipbuilding industry. At recent trade show in Hamburg, the Industry Minister acted as the show's patron to further reinforce the crucial role shipbuilding plays in that country's industrial strategy.

Are Mr. Lingwood's recent statements meant to impress the new Minister responsible for BC Ferries Judith Reid? If so, how many highly skilled workers must be lost to ensure Mr. Lingwood's bottom line receives a Liberal blessing.

Playing politics with people's livelihoods is not something for British Columbians to be proud of. As George MacPherson stated in a letter to the Ferry president and CEO, "Shame on you, Bob!"



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

Marine Workers Pension Plan Statement of Changes in Net Assets Available for Benefits As at December 31, 2000

	2000	1999
Increase in Assets		
Contributions	\$1,221,232	\$1,346,920
Investment Income (net)	\$5,214,164	\$1,665,122
Current Period change in market value of investments	(\$400,667)	\$614,588
Total Increase in Assets	\$6,034,729	\$3,626,630
Decrease in Assets		
Actuarial	\$11,789	\$5,970
Amortization	\$11,426	\$10,344
Audit and legal	\$6,885	\$7,062
Bank charges	\$1,282	\$1,376
Conference and meeting expenses	\$2,529	\$2,342
Consulting	\$19,304	\$11,608
Office supplies and service	\$4,576	\$2,708
Pension benefits	\$2,272,914	\$2,130,616
Pension transfers and withdrawals	\$332,101	\$88,647
Postage	\$1,573	\$1,780
Registration and filing fees	\$3,185	\$3,388
Rent	\$6,504	\$6,531
Telephone	\$854	\$619
Wages and benefits	\$48,746	\$28,638
Total Decrease in Assets	\$2,723,668	\$2,301,629
Increase in Net Assets	\$3,311,061	\$1,325,001
Net Assets Available for Benefits at beginning of year	\$44,161,898	\$42,836,897
Net Assets Available for Benefits at end of year	\$47,472,959	\$44,161,898

Ship & Shop

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the Marine Workers' & Boilermakers'
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NOTES FROM THE WELL

a collection of news items and oddities, culled from the world wide web



The Swedish navy announced in May that because of slashes in the military budget, it would cut back from around-the-clock operations to 9AM to 5PM, Monday through Friday. The army and air force said they have not yet decided whether to remain open on weekends, but that they also were hard hit by the legislature's ban on overtime work. (Reuters)

In 1986, 15,000 tons of incinerated ash was loaded onto a barge in Philadelphia, which set off for disposal. After seven countries refused to accept it, the captain lied about the contents to get Haiti to take some of it and then outran the Haitian military when they found out the truth. The captain and crew have long since moved on; the barge has been recommissioned (after probably dumping most of the ash at sea); but the 3,000 tons remained on a Haitian beach until April 2000, when Waste Management Inc. was hired to

bury it. However, Georgia, Ohio, Virginia and Florida have now rejected it, and in April, the owner of the barge currently holding the ash sued Waste Management for \$490,000 in storage fees for the now-15-year-old cargo. (New York Times)

After setting sail on a solo around the world voyage, Peter Goss, 35, said an inflamed tendon in his arm began causing problems. Three months into the voyage, he operated on himself to repair the tendon, using a flashlight strapped to his head for illumination and following faxed instructions from a French doctor. "It's a strange sensation slicing away at yourself with a scalpel," Goss said. (Daily Telegraph)

And you thought it was about medals? Pacific Dunlop, the company which supplied condoms for the 2000 Olympic Games in Australia, claims

officials had requested 51 condoms per participant for the 17-day event. That's three a day. (Daily Telegraph)

Along those lines, the Mexican government announced that beginning June 15, it would distribute "survival" kits to those crossing the border illegally into California and Arizona because they face such a rugged journey. Included in the kits are bandages, aspirin, drugs for snake and scorpion bites, dry meat, granola, 25 condoms (or birth-control pills), and anti-diarrhea medicine. Said a Mexican official, "Those who've gone to the U.S. have told us (what) they need." (Fresno Bee)

Sheriff's deputies decided to break routine on April 17 and search not only visitors entering the Daley Center court building in Chicago, but also the people who work there who usually

enter without inspection. They confiscated several dozen items of contraband from employees, including brass knuckles, tear gas and a dagger, and their booty does not even count what some lawyers and judges might have had on them except that they saw what was going on and simply declined to enter until the inspection ended. (Chicago Sun-Times)

Debby Messer of Livonia, MI., filed a \$1 million lawsuit in February against her late ex-husband, Gordie Milner, claiming that because he allegedly harassed her after their divorce, she still fears him to this day and cannot stop imagining that he is lurking around her. She said she knows full well that he passed away six months earlier but said that he still "continue[s] to hurt me [and] hurt the children." (Associated Press)

In January, an Ontario court ruled in favor of convicted drug trafficker Khon Ha Tri in his lawsuit against the prison in Peterborough, for his 1996 injury when he fell out of his bunk and tore a knee ligament. Tri said that a prison doctor had prescribed him a lower bunk because of a previous prison-incurred injury but that guards ignored the order. Though Tri had been released from prison after the lawsuit was filed, he has since been re-jailed on another charge. (National Post-Southam Newspapers)

And this from Winnipeg, a 42-year-old Good Humor vendor was convicted of disrupting a public school, because so many junior-high kids were walking out of classes to buy ice cream. (Sault Star-Canadian Press)

**UNION PICNIC
JULY 7**

Quebec Takes Care of Her Own Yards

As the federal government contemplates passage of legislation, as recommended by the National Partnership Project, they might be best served by looking at the measures taken by the Province of Quebec. In order to give her shipyards benefits comparable to those in other countries, the Quebec Government established a Shipbuilding Policy as part of its 1996 provincial budget.

This policy provides tax breaks for sailors assigned to carry cargo internationally, capital tax breaks for ships eligible for the income tax credit and a refundable shipbuilding income tax credit. Although it is difficult to obtain exact figures for shipbuilding starts in Quebec, positive signs are clearly visible since the implementation of this policy.

Nearly all Quebec shipyards have exported ships of over 100 tonnes to private-sector shipowners, as opposed to the previous ten years where ships of this size were only delivered to government shipowners. Her yards have improved their production procedures, increased subcontracting and productivity, substantially reduced delivery delays and increased production capacity. The increased use of computerized design techniques has generated savings, facilitated work planning and equipment installation, and did much to encourage improved finishing of ships. Despite the increased subcontracting, nearly all Quebec shipyards hired more employees in the past five years.

During this same time period, Quebec shipyards have been encouraged to innovate in a number of areas. They successfully converted the world's largest oil platform to the client's satisfaction and constructed a fast ferry costing far less than those built by international competitors. Her yards also exported modular fishing ships to northwest African countries and aluminum passenger and cargo ships to Sweden, Austria, Mexico, Cuba and Pakistan.

If the federal government moves forward with the proper policy in place, our industry can once again be a major employer in this country from coast to coast. ❁

ACTIVE MEMBERS

<i>Members' Name</i>	<i>Age</i>	<i>Date of Death</i>	<i>Service</i>
Shek Sheen Kuan	63	July 9, 1999	23
Anthony Hill	64	November 25, 1999	26
Heinz Spierling	62	January 29, 2000	34
Jack James	62	March 4, 2000	22
Robert Mellish	59	March 27, 2000	37
Mike Vadovic	50	February 23, 2001	26
Heinz Geveke	56	April 19, 2001	28

PENSIONERS

<i>Members' Name</i>	<i>Age</i>	<i>Date of Death</i>	<i>Service</i>
Edward McDonald	72	April 22, 1999	29
Philip Harris	61	June 17, 1999	16
William Talbot	79	July 9, 1999	29
David Graham	76	October 17, 1999	29
Albert Rasch	73	November 1, 1999	24
Albert Crosby	79	October 27, 1999	21
Robert Mathieson	70	December 2, 1999	25
Alfred Hussell	70	December 11, 1999	26
John Hansen	73	February 2, 2000	27
Sam Demopoulos	65	April 13, 2000	25
Ewald Tesch	84	August 10, 2000	24
Oscar Hanssens	81	August 17, 2000	23
Roger LaFortune	73	October 20, 2000	22
Vlado Maljevac	71	November 6, 2000	26
Cheung Tak Tam	69	November 24, 2000	28
Harry Siminick	82	February 23, 2001	25

IN MEMORIAM

HONOURARY LIFE MEMBERS

<i>Members' Name</i>	<i>Age</i>	<i>Date of Death</i>	<i>Service</i>
Daniel Anthony	90	December 29, 1998	48
Russell Hayes	75	May 19, 1999	47
R.P. Hernal	89	Unknown	49
George Thomas	87	June 2, 1999	55
George Carroll	71	June 23, 1999	31
Michael Kuzek	72	July 23, 1999	55
Walter Babiarz	79	September 16, 1999	48
Jeffrey Power	83	October 1, 1999	48
John L. May	87	October 1, 1999	52
Harald Nejrup	83	October 26, 1999	32
Robert Morris	87	November 24, 1999	49
Fred Wardroper	78	February 16, 2000	34
Frank Smith	81	February 13, 2000	34
George Bruce	85	March 7, 2000	unknown
Svein E Harum	75	May 9, 2000	44
H.B. McDonald	79	July 30, 2000	54
Wilfred Gibbons	82	September 2, 2000	57
Fred Mitchell	79	September 25, 2000	49
Otto Kessner	81	November 4, 2000	35
Robert Evans Sr	87	November 17, 2000	53
William Manulak	59	November 21, 2000	35
John McEwen	83	December 13, 2000	46
John Kuntz	88	January 15, 2001	53
Albert Kennedy	81	February 5, 2001	54
Mike Sokalski	72	May 23, 2001	45

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 phone Fred Prouten.

**We are here to help
This service is strictly
confidential**

Fred (604) 943-5941
Union Hall (604) 254-8204

Resolution of SEIU-CAW Dispute

In February 2000, the Service Employees International Union (SEIU Canada) filed a complaint, under the Constitution of the Canadian Labour Congress (CLC), against the Canadian Auto Workers Union (CAW). Following an unsuccessful series of initiatives, discussions and procedures mandated by the Constitution, sanctions were imposed on the CAW.

Working with the CLC, the parties eventually agreed and ratified a process to resolve the issues between them in an orderly manner. CLC President Ken Georgetti cited the agreement as a statement "tell[ing] working people across Canada that this can be accomplished within the constitution of the Canadian Labour Congress."

The CLC represents 2.3 million Canadian workers. It brings together the majority of this country's national and international unions along with provincial and territorial federations of labour and more than 125 district labour councils.

SEIU's Canadian International Vice-President Sharleen Stewart said, "we have always respected and will continue to respect the Constitution of the CLC as well as our own. SEIU Canada is a fully autonomous Canadian union, and SEIU Canada members commit themselves to building a strong Canadian labour movement. We are relieved to have this dispute behind us so that we can all move on."

The president of the CAW, Buzz Hargrove, had this to say, "This is a great moment for democracy and solidarity. This resolution reconciles our demands for workers' democratic rights and the need to send a strong message that this can be accomplished within the constitution.... The labour

movement in this country must be seen to focus its energies on countering corporate globalisation and hostile governments."

"We, at the [CLC], expect this agreement to show the world the unity of purpose of democratic unions in this country," concluded Mr. Georgetti.

"The protests in Quebec City against the Free Trade Area of the Americas (FTAA) reminded us all that only our solidarity will defeat the fences of shame governments and corporations put up to silence the voices of working families." ❁

1999/2000 SCHOLARSHIP AWARDS

Four Technical Scholarships 1999 (\$750.00 each)

Recipient	Member & Relationship
Michael Ospina	Son of Mario Ospina
Robert Naylor	Son of Robert Naylor
Carleen Pauliuk	Granddaughter of Frederick Postill
Kory Klashinsky	Daughter of Dan Klashinsky

Two University Scholarships 1999 (\$1000.00 each)

Recipient	Member & Relationship
John Zeljkovich	Son of Mike Zeljkovich
Laarnie Simbulan	Daughter of Jose Simbulan

Four Technical Scholarships 2000 (\$750.00 each)

Recipient	Member & Relationship
Scott Harwood	Step-son of Rob Smith
Justin Young	Grandson of Dennis Young
Harris Recuenco	Son of Jider Recuenco
Terra McKay	Daughter of David William McKay

Three University Scholarships 2000 (\$1000.00 each)

Recipient	Member & Relationship
Bhavraj Ghtaura	Son of Dave Ghtaura
Scott Stefani	Grandson of Louis Stefani
Selena Au	Daughter of Kevin Au

Applications for Scholarships are now being accepted until July 31
Phone the Union Office for details (604) 254-8204

HALL FOR RENT

Call (604) 254-9550



Discount for MWBIU Members
Maritime Labour Centre

CURRENT DISPUTES

from The BC Federation of Labour
VOLUME 25, NO.6 May 3, 2001

National Automobile Aerospace, Transportation and General Workers Union of Canada (CAW), Local 3000
vs. Best Western Coquitlam Inn
Major Issues: First Collective Agreement
Commenced: April 9, 2001

Hospital Employee's Union (HEU)
vs. Imperial Place (Surrey)
Major Issues: First Collective Agreement
Commenced: April 23, 2001

Communications, Energy and Paperworkers Union of Canada (CEP) **vs.** Purdy's Chocolates
Major Issues: Job Security, Wages, Health and Welfare Benefits
Commenced: April 30, 2001

National Automobile Aerospace, Transportation and General Workers Union of Canada (CAW)
vs. Translink/Coast Mountain Bus Company (Vancouver and Lower Mainland)
Major Issues: Contracting Out, Wages
Commenced: April 1, 2001

Office of Professional Employee's International Union (OPEIU), Local 378 **vs.** Translink (Vancouver and Lower Mainland)
Major Issues: Contracting Out, Wages
Commenced: April 1, 2001

British Columbia Nurses' Union (BCNU) (Nurses Bargaining Association)
vs. Health Employers Association of British Columbia (HEABC) (Province-wide)
Major Issues: Concessions, Wages
Commenced: April 9, 2001
(Limited Job Action - Not Picketing At This Time)

International Brotherhood of Electrical Workers (IBEW), Local 213 **vs.** West Kootenay Light and Power (West Kootenay)
Major Issues: Hours of Work, Contracting Out, Wages
Commenced: April 2, 2001

International Brotherhood of Electrical Workers (IBEW), 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

Canadian Union of Public Employees, Local 873
vs. E-Comm (Vancouver)
(Upgrading Strike to Essential Services Level)
Major Issues: Benefits, Working Conditions, Classifications
Commenced: September 17, 2000

Brewery, Winery and Distillery Workers' Union, Local 300
vs. Natural Glacial Waters Inc. (Fanny Bay)
Major Issues: First Collective Agreement - Wages, Benefits
Commenced: August 21, 2000

Industrial, Wood and 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 and Paperworkers Union of Canada, Local 2000 **vs.** Castlegar Sun (Castlegar)
Major Issues: Wages
Commenced: November 4, 1999

DISPUTES SETTLED

Canadian Union of Public Employees, Local 873 **vs.** BC Ambulance Service (Province-wide)

United Food & Commercial Workers' Union, Local 1518 **vs.** Fletcher's Fine Foods Inc. (Vancouver)

United Food & Commercial Workers' Union, Local 1518 **vs.** Superior Poultry (Coquitlam)

National Automobile Aerospace, Transportation and General Workers Union of Canada (CAW) and BC Transit (Victoria) **vs.** Translink/Coast Mountain Bus Company (Victoria)

Office of Professional Employees' International Union (OPEIU), Local 378 **vs.** Translink (Victoria)

HOT EDICTS REPEALED:
Superior Chicken - BCFL/UFCW 1518

BOYCOTTS REMOVED:
Hallmark and United Chicken - BCFL/UFCW 1518

Arts Ahoy!

Ceperley House is a landmark heritage building owned and operated by the City of Burnaby. Visual Arts Burnaby utilises the Gallery at Ceperley House to present a variety of exhibitions and events.

From now until August 12, the gallery is featuring an exhibition entitled *On the Breakwater*. The show's theme is of course boats, with the emphasis on the artists' interpretations of working boats and shipyard environments.

The estate, originally known as Fairacres, was acquired by the city in 1966. The past two years have seen the house undergo a series of upgrades in the hopes of improving the public's use of the facility. The veranda, enclosed since 1954, has been restored to overlook the gardens. The south tower, constructed in 1961, has been demolished and the original balcony restored.

If you are so inclined, the gallery offers daily in-depth tours for groups of six or more. These tours are intended for preschool groups, Scout and Guide groups, offices, seniors and special interest groups. The tours are free of charge, but do require advance booking.

The Gallery at Ceperley House (6344 Deer Lake Ave, Burnaby) is open Tuesday to Friday 10:00AM-4:30PM, Saturday & Sunday noon-5:00PM. There are extended hours (10AM-8PM) on the first Thursday of each month. Call (604) 205-7332 for more information or to book a tour. ☼

Labour Steps Up for Santa

Christmas 2000 saw thousands of families from across the Lower Mainland dine at Labour's table. The Maritime Labour Centre and the Whalley Legion Hall in Surrey hosted Christmas dinner for the fifth consecutive year.

Between the two, an estimated 2600 meals were served, courtesy of the chefs at the Hyatt Regency hotel. The event was initiated as an act of solidarity between union activists and their communities in recognition of what, for many, can be a difficult time of year.

The chefs at the Hyatt prepared turkey dinner with all the trimmings, served up by dozens of volunteers from the labour movement, their families and friends.

Some prominent members of the

community also took turns slinging the holiday hash, including Hastings East MLA Joy McPhail (then Minister of Education).

Passersby may well have thought the Backstreet Boys were playing the Labour Centre, as the line to get in stretched around the corner onto Victoria Drive.

Special buses were used to shuttle families from Van East, the Downtown Eastside and parts of North Burnaby to come and join in the festivities. Even Santa was able to take a break from his busy schedule to make an appearance, much to the delight of all.

A warm thanks to all the volunteers and to all who came to this special event at the Labour Centre. ☼

UNION MEETINGS

FIRST THURSDAY OF EVERY MONTH
NEXT MEETING
SEPTEMBER 6, 2001

MARITIME LABOUR CENTRE
1880 TRIUMPH STREET
VANCOUVER

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.

To arrange an appointment that is convenient for you

CALL (604) 689-1717

Union Picnic

July 7

Confederation Park
11AM to 3PM

