Time to Play Dollars and Sense

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

SPPRING 2001

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 a growth of air, rail and truck transportation, sea-based trade continues to be the world’s primary mode of shipping. Ships are still the most effective, safe and environmentally friendly way to transport the world’s goods.

Unfortunately in the 1990s there was a glut for the 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. The future outlook for 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 return to work for a short-term job, it was easier processing of your claim. This process may take some time but it will make for quicker and of course better servicing of your claim.

If you suffer an injury on the job, report immediately to the first-aid attendant and make sure you go to the first-aid attendant and make sure you go to the first-aid 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 advisable that you first-aid and report immediately to the first-aid attendant and make sure you go to the first-aid 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.

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Waste Management Inc. was hired to clean up Haitian beach until April 2000, when the captain lied about the contents to get a French doctor. “It’s a strange operation,” he said. “You’re not allowed to look at the contents, but you have to promise to ship them here.”

Mr. Lingwood conceded, “it’s a question of how much do you pay.” The allowing of foreign yards to bid came as a shock to the local industry. Malcolm McLean, 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 a ‘lifeline’ for the industry. This will only happen if the government is willing to make it happen. The situation will not be solved by North Korea alone.”

Mr. Lingwood stressed that “for every local shipbuilding job created by new ship construction, three jobs are created down the line.”

Mr. Lingwood’s stance, “this is something to work out, because we cannot afford to be left out of the game.”

Malcolm McLean 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 Sailing, Ken Wixen pointed to Germany as an example of a country that is maintaining their shipbuilding industry. At recent trade show in Hamburg, the Industry Minister acted as the show’s hostess 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 rice 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!”

It was only a little over a year ago that Mr. Lingwood moved from BC Transit to replace Phil Hallatt at the helm of the Ferry Corporation. His first order of business was persuading the huge financial bail-out courtesy of the provincial government. “BC Ferries has had a prosperous 80 year maritime history. This new fiscal framework will allow us to move the corporation forward in a way that will make it a viable business for the future.”

Bob Lingwood, the first of three former BC Ferries Hillard management to leave the Corporation, all on budget, it would cut back from the wind-up of Catamaran Ferries (Wednesday, March 15, 2000) for the 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.”
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.
Current Disputes

Cerulean House is a landmark heritage building owned and operated by the City of Burnaby. Visual Arts Burnaby utilizes the gallery at Cerulean House to present a variety of exhibitions and events.

From now until August 12, the gallery is featuring an exhibition entitled On the Brink. 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 Fairweather, 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 Cerulean House (6344 Deer Lake Ave, Burnaby) is open Tuesday to Friday 10:00 AM-4:00 PM, Saturday & Sunday noon-5:00 PM. There are extended hours (10:00 AM-8:00 PM) on the first Thursday of each month. Call (604) 283-7332 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 dinners 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 singing the holiday hauls, including Hastings East MLA Joy McPhill (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 Picnic

July 7

Confederation Park

11AM to 3PM

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 (EAP) provides totally confidential, professional counseling 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

SOMETIMES YOU NEED HELP KEEPING IT ALL TOGETHER