



SPRING 2005

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



FROM THE PRESIDENT

GEORGE MACPHERSON

BC's Ferry Godfather and the Betrayal of a Province

From the historic RCMP schooner the *St. Roch*, the first ship to circumnavigate North America in both directions, to the Liberty ships of the Second World War, to today's Spirit class ferries, BC shipyards have proven our province and its workers can build among the finest ships in the world. Yet the industry faces difficult challenges from countries that heavily subsidise their shipbuilding industries. In the spring of 2001 the federal government, in recognition of the unfair international competition our shipyards face, brought forward a national policy framework to help grow the Canadian shipbuilding industry.

The federal government stated, "the Canadian shipbuilding and marine industry is recognized by the government as an important contributor to national and regional economies. In addition, a viable and competitive domestic ship maintenance and repair capability is important to Canadian government operational needs". To that end, the Structured Financing Facility program (SFF) of Industry Canada is willing to make non-repayable contributions of up to 15% of the purchase price for ships built in Canada.

This commitment to a Buy Canadian procurement policy was very good news for our industry. It must have been somewhat of a surprise to

the federal government to see BC Ferry Services (BCFS) award the biggest shipbuilding contract in recent years to a foreign shipyard - precisely the type of job the SFF was created to aid.

Since the inception of the SFF there have been a few changes in how BC Ferries and the provincial government operate in relation to our shipbuilding industry. In April 2003, the BC Liberals announced the creation of British Columbia Ferry Services Inc. (BCFS) to replace the British Columbia Ferry Corporation. According to the provincial government, "[BCFS] structure protects BC taxpayers from further financial risk and debt burden". Good thing too, with BCFS facing significant capital costs with an announced \$2 billion refit and new-build program.

Our provincial government would like to avoid the appearance of increasing the provincial debt and since money borrowed by a Crown corporation would show up on the government's books, the Crown corporation had to go. The government changed the corporation's legal status to a publicly-owned but private agency to hold the debt for us. This government has been quite happy to talk up the virtues of its public-private partnerships (P3s), basically to allow the movement of substantial sums of public money off the provincial

books and into the private sector, away from the eyes of the public. Such creative accounting does little to actually shield taxpayers. The government owns BCFS, is its financial backer and appoints the majority of its Directors. When the bills come due they are still addressed to the shareholders, also known as taxpayers.

What BCFS does do very effectively is ensure that the cost of borrowing for capital improvements is much higher. The vice-president of finance and corporate services for BC Ferries estimates BCFS will face borrowing costs 0.6 to 1.25 percentage points more than it enjoyed as a Crown corporation. Such a small difference in interest rates translates into approximately \$20 million on a \$2 billion project. If that is not enough, consider the annual \$19 million in GST BCFS will now have to pay the federal government.

BCFS still receives over \$100 million a year from the federal (\$25 million) and provincial (\$75 million) governments to subsidise its operations. As a private corporation, BCFS refers to these as annual service fees rather than subsidies. Interesting that a private corporation would sign on not knowing what 'service fees' it will charge on an annual basis. The term charge is used loosely here, as the 'service fees' are determined by the government in its budgeting process.

Yet if the BC Liberals deem it prudent, BCFS can invoke its "commercial confidentiality" to curb any inquiries into how the largest ferry service in the world is being run.

With BCFS facing higher debt costs and an increased tax burden, the provincial government has placed its financial hopes on the presumed innovativeness and efficiency of the private sector. Aside from innovative accounting, BCFS' hopes to 'efficiently' mimic the Vancouver Airport Authority (YVR) by offering an increase in boutiques and cappuccino stands. The better to wash down any YVR inspired 'Terminal Improvement Fees', which should not be confused with fare increases.

We should not lose sight of the fact that the ferries are not simply commercial ventures, but also an important part of our public transportation infrastructure. Nearly a quarter of the population of the province relies on the ferries to reach Vancouver and the rest of the world.

BC Ferries' original mission statement reads "The British Columbia Ferry Corporation is dedicated to satisfying its customers' needs for safe, efficient, effective and reliable ferry transportation services. As a publicly owned Crown corporation, BC Ferries facilitates the social and economic development of the province." This type of operation has been termed a

'multiple bottom line'.

With the creation of the BCFS, the BC Liberals were able to rewrite that mission statement. BCFS now provides "efficient ferry service which consistently exceeds the expectations of our customers and communities, and creates value for the shareholder." Such antiquated notions as 'safe', 'effective' and 'reliable' have been retired in favour of the more oblique "consistently exceeds the expectations of our customers and communities". Not surprisingly the only term to survive from the original mission statement is "efficient". It sits at the core of the beloved 'single bottom line' - the creation of value for the shareholder. It frees BCFS of the burden of 'facilitating the social and economic development of the province'. It means profits before any other objective. Profits before safety, effectiveness, reliability, employees, customers or communities. Profits before the public good.

BCFS President and CEO David Hahn stated to CKNW radio host Bill Good his intention to stay the course of his predecessor David Emerson and internationally bid out all refit work on existing ferries and all new-build contracts (August 4, 2004).

While BC Ferries chair, Mr. Emerson stated he wanted to "work in partnership with organized labour", yet spent the majority of his

See BETRAYAL on page 3

'Every Day One Ship, Every Day One Dead'

The Big Break on CBC's The Fifth Estate

By Madden Shea

Have you ever wondered where old ships go? They don't sink into the sunset. Instead, the final port of call for many is Alang, India. The Port of Alang, located on the western coast of the Gulf of Cambay in the western part of India, is the largest ship-recycling yard in the world. *The Big Break* (CBC's *The Fifth Estate*) took a closer look at Alang and the very big business of ship breaking.

Alang's success comes from a variety of factors, including exploitation of cheap labour, lack of enforced safety standards, no environmental oversight and the price differential between recycled steel and the labour cost to break the ship apart. Tankers, freighters and military vessels being decommissioned are beached, then slowly cut up, with the steel sold as scrap. All manner of wiring, mechanical and refrigeration is removed, recycled and sold.

At Alang, some sixty odd shipyards employ 25,000 to 30,000 people. Wage rates are no higher than 30 cents/hour. Typically, workers have no

respiratory protection, no boots and no hard hats. The motto among the workers is 'every day one ship, every day one dead.'

Despite the bad conditions at Alang, there are shipbreaking yards in other countries that are even worse.

And because of the international scrutiny and new environmental laws passed in India, Alang is now losing business to countries like Bangladesh.

How did this situation come about? Obviously, many factors contributed to it. One is the industrialized nations' willingness and ability to off-load environmental problems onto developing countries. Another is technological changes that have made scrap steel tremendously attractive to steel producers. A third is the increasing tendency for ships to fly flags of convenience, thus allowing ship owners to operate with little regulation or oversight. This lack of regulation extends to decommissioning ships, which can be done without scrutiny.

The Basel Convention of 1989 (UN Environmental Protocol) came about as a reaction against increasing

transportation of hazardous waste and material across national boundaries, and in particular from developed to developing countries. The Convention is an attempt to implement world-wide standards to identify and track toxic materials from their creation to their disposal, to minimize cross-boundary transport of such material, and ultimately to protect human health and the environment. Merchant vessels were tagged as containing massive amounts of asbestos in their insulation, PCB's in their electrical motors and lead paint throughout. These materials are potentially lethal to both the environment and the people who work at and live near the yards where ships are decommissioned.

Of course, there is a Canadian angle. Many of the Laker ships (run service between Thunder Bay, Ontario to Sept Illes, Quebec) are being towed a world away to Alang. The Canadian owners sell to a third party, a salvager, who then attaches a flag of convenience, thereby sidestepping any Transport Canada or Environmental Canada scrutiny. Even though the

vessels were built, worked and flagged in Canada, once sold to another party, Canadian regulations no longer apply.

Alang's owner boasts that more than sixty of the shipbreaking companies at his yard have earned the world's top environmental standards (the ISO 14001). However, the Lloyds Register was not aware of any facility at Alang having met the international environmental standard. In fact, the world's only ISO 14001 certified shipbreaking yard is located in Port Colborne, Ontario. Adhering to all steps of the proper disposal of hazardous and toxic materials, this yard was not even given a chance to bid on scrapping Laker ships. Rather, the yard chases the gradual removal of American Navy vessels.

Although *The Big Break* was short on remedy, it illustrates the need for maritime unions and shipyards to begin the process of lobbying government for better enforcement of current regulations. A vessel built in Canada and that plied Canadian waters should then be decommissioned here as well. ♣

www.marineworkers.ca

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◆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.

◆ ◆ ◆

Remember that all residents of British Columbia must be registered for the "Fair PharmaCare" program. To register, please call 1-800-387-4977. Once registered, the PharmaCare program will send a confirmation of registration letter to your home address. Please ensure that a copy of this letter is sent to the Marine Workers Welfare Plan office. Failure to register for "Fair PharmaCare" will result in your prescription drug benefit being limited to \$500.00 per calendar year.

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

We have had a number of inquiries regarding the pension options available to members when they retire under the Marine Workers Pension Plan. Below is a summary of the various pension options available.

Under the Marine Workers Pension Plan, the "normal" form of pension is a Straight Life pension payable up to and including the month of death of the pensioner. However, if you are married or party to a common-law relationship at the date of retirement, the BC Pension Standards Act requires that the pension must be paid in a form that continues to your spouse after your death (Option 1 or 2). Your spouse may waive rights to this entitlement by completing a waiver form in which case you may choose to receive your pension in any of the following options:

OPTION NO. 1: STRAIGHT LIFE ANNUITY

This annuity is payable for as long as you live. Your monthly payments will stop at the time of your death.

OPTION NO. 2: JOINT & SURVIVOR UNREDUCED on Member's death

This annuity is payable to you for as long as you live. After your death, payments in the same amount as you were receiving will continue to your contingent annuitant for as long as he/she lives.

OPTION NO. 3: JOINT & SURVIVOR REDUCING TO 60% on Member's death

This annuity is payable to you for as long as you live. After your death, monthly payments equal to 60% of the amount you were receiving will continue to your contingent annuitant for as long as he/she lives.

OPTION NO. 4: LIFE with a FIFTEEN-YEAR GUARANTEE

This annuity is payable to you for as long as you live. If you die before receiving 180 monthly payments, the monthly pension will continue to your beneficiary until 180 monthly payments have been made.

OPTION NO. 5: LIFE with a TEN-YEAR GUARANTEE

Same as above but with a 120-month guarantee.

OPTION NO. 6: LIFE with a FIVE-YEAR GUARANTEE

Same as above but with a 60-month guarantee.

NOTE: AFTER RETIREMENT, THE OPTION SELECTED CANNOT BE CHANGED, REGARDLESS OF CHANGES IN CIRCUMSTANCES, EVEN IF THE CONTINGENT ANNUITANT DIES BEFORE THE RETIRED MEMBER.

MARINE WORKERS WELFARE PLAN

Since our last newsletter, the following changes have been made to the Marine Workers Welfare Plan:

Effective January 1, 2004, the \$50.00 Extended Healthcare deductible was removed. Eligible expenses are now reimbursed from the 1st dollar claimed.

Effective July 1, 2004, the vision care benefit has increased to \$300.00 per 24 months for adults and to \$300.00 per 12 months for children under age 16. Please note that eye exams are not eligible for reimbursement under the plan.

Fees charged by paramedical practitioners (Chiropractor, Physiotherapist, Registered Massage Therapist, Naturopath, Podiatrist) are covered at \$20.00 per visit to a maximum of \$500.00 per practitioner per calendar year.

Effective January 1, 2004, adult orthodontics are covered at 50% co-insurance.

REMINDER

The Welfare Plan Office must be notified within 5 days of the start of any disability. Completed Claims must be submitted within 10 days of the start of any disability.

Please remember that benefits will not be paid for any period of time prior to seeing a doctor.

Marine Workers Pension Plan - Update

On behalf of the trustees, we are pleased to advise we have recently gone through an actuarial valuation of the pension plan.

The past three years have been difficult for all defined benefit pension plans, as the returns on pension investments have not met expectations. With the help of our investment fund managers, the plan has come through this difficult period with better than average returns. The plan is currently fully funded and able to meet all retirement obligations.

To ensure the stability of the plan, the trustees will continue to monitor investment returns. With the advise of our actuaries, the trustees will also be reviewing how pensions are calculated before year end. Members will be informed of the review results.

HALL FOR RENT

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banquets
meetings
weddings

up to 600 capacity

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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



NOTABLE

On January 25, 2005,

It was announced the Government of Canada will make a contribution of up to \$4.2 million toward the refit and modernization of the *Queen of Oak Bay* ferry.

The financing support will be delivered through Industry Canada's Structured Financing Facility (SFF) to British Columbia Ferry Services.

The construction contract has been awarded to the Vancouver Drydock Company, a Washington Marine Group (WMG) shipyard. "Vancouver Drydock's highly skilled workforce will ensure a quality product, continuing an unparalleled history of excellence and performance in the shipbuilding industry for local and international customers," said Steve Frasher, CEO of WMG.

Work has already begun and is scheduled to be completed in June 2005. ✪

June 9 2005
**Retirees
Semi-Annual Meeting**
Noon
Maritime Labour Centre
1880 Triumph Street

2004 SCHOLARSHIP AWARDS

Five College/Technical Scholarships (\$750.00 each)

Recipient	Member & Relationship	School
Eric Contreras	Son of Hector Contreras	BCIT
Dilpreet Ghtaura	Daughter of Dave Ghtaura	Kwantlen College
Shane Wright	Son of John Wright	Capilano College
Stephanie Sullivan	Daughter of Gordon Sullivan	Kwantlen College
Dale Pereira	Daughter of Ron Pereira	VCC

Two University Scholarships (\$1000.00 each)

Recipient	Member & Relationship	School
Timothy Adam	Son of Robert Adam	UNBC
Brent Zuehlke	Grandson of Ted Maynard	SFU

2005 Scholarship applications will be available from the Union Office mid-May 2005. Criteria which must be met to qualify: Family member (child, wife, grandchild of member), Must be a recognised Canadian university or trade school. Must be first-year entry. For more information regarding scholarships contact the Union Office 604 254-8204

Provincial Government and BCFS Determined to Ruin Industry

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tenure promoting partnerships with shipyards in South Korea, China, Finland, Germany and the United States.

Under Mr. Emerson's leadership, Vancouver Shipyards was awarded the refit contract of the *Queen of Coquitlam* as low bidder. When Vancouver Shipyards was again successful in clearing Mr. Emerson's obstacles and emerged as low bidder for the new Bowen Island ferry in February 2003, Mr. Emerson simply had the project cancelled.

Mr. Emerson then jumped ship to join the federal Liberals as a member of Paul Martin's so-called 'dream team'. Demonstrating a complete lack of scruples, he dared to campaign on the dream team's "made-in-BC" election platform. In Mr. Emerson's own words, "It's a team ready to fight for British Columbia, and in the process, build a stronger Canada" (June 3 2004). During this time his minions back at BCFS continued to bang the drum for international tendering.

In July 2004, the Shipyard General Workers' Federation released a letter from the federal Finance Department showing that BCFS requested the federal government to remove a 25% customs duty on importing foreign-built ferries. After the letter was released, BCFS finally admitted it was purchasing three Super-C Class ferries, rather than the previously stated two, and was planning on having them built in Europe.

Washington Marine Group (WVG) senior vice-president Rollie Webb, confirmed they had been told by BCFS that Vancouver Shipyards would not be allowed to bid. Even after guaranteeing they would "meet or beat" any international bid.

BC Liberal MLA Dan Jarvis (North Vancouver-Seymour) broke rank, "I am concerned that BC Ferries is looking at building their new ships offshore. To me, it doesn't make sense and would be blatantly stupid." He was joined by fellow MLAs Ralph Sultan (West Vancouver-Capilano), Katherine Whittred (North Vancouver-Lonsdale) and the mayors of West Vancouver, North Vancouver City and North Vancouver District in calling for BC shipyards to be allowed to bid on taxpayer funded shipbuilding.

Mr. Hahn dismissed their concerns saying, "The evaluations concluded that the Canadian bid did not have the shipbuilding infrastructure, technology or experience required to

build large, complex vessels like the Super-C Class vessels." Then it was BC Ferry Services and Transportation Minister Kevin Falcon's turn. Minister Falcon claimed BC shipyards could not build the three vessels at a competitive price because "inefficient" BC shipyards would push the price up by \$60 million. Meanwhile, BCFS Vice-President Mark Stefanson chimed in stating BC shipyards were unable to build vessels of the size of the Super-C Class.

The Super-C Class ferry can carry 370 cars and is 160 metres in length. The BC-built Spirit Class ferry can carry 470 cars and is 168 metres in length. As Dan Jarvis put it, "There are no valid reasons to indicate that BC shipyards are not capable."

Mr. Stefanson's misinformed opinion notwithstanding, BCFS has refused to release the criteria used to exclude Vancouver Shipyards from the final bidding process. In the search for the truth, the Shipyard General Workers' Federation filed a Freedom of Information (FOI) request on Minister Falcon. BCFS, as an 'independent' private entity, is exempt from FOI requests. It was, however, revealed that Mr. Hahn kept the minister well informed concerning the tendering and awarding of the Super-C contract and how it would be sold to the media and general public.

On September 17 BCFS finally dropped the axe. The BCFS board went ahead and approved contracts worth 206.4 million Euros (about \$325 million) for the construction of three Super-C Class ferries at Germany's Flensburger Schiffbau Gesellschaft (FSG). However, the board approved a total project budget of \$542 million, to include "Canadian taxes, financing and project management costs that would have been incurred regardless of where the vessels were built." The new vessels are planned to operate on the Horseshoe Bay/Departure Bay and Swartz Bay/Tsawwassen routes.

Yet why would Mr. Stefanson and Minister Falcon deliberately mislead British Columbians concerning the capabilities of their shipyards and its workers in the lead up to their decision? It cannot be an issue of labour costs; Germany may have the highest labour costs in Europe. The US Bureau of Labor Statistics concludes German shipbuilder's hourly wages may be almost double Canadian, with Finnish and Japanese wages merely 40% higher than their Canadian counterparts. In fact it is Germany that is leading the EU charge for a return to official subsidies

for the industry in order to compete with Japan and Korea. The fact BCFS wants the federal government to drop the 25% duty on foreign-built ships clearly shows the European bids are not as low as previously claimed.

Perhaps Mr. Hahn simply forgot about the SFF program and its non-repayable contribution. Using BCFS' \$325 million figure, 15% translates to around the \$50 million Mr. Hahn left on the table by not utilizing the SFF program. Factor in the import duty (25%), which adds around \$81 million to the price tag. BCFS could have built all three ships in BC, created 2000 direct jobs, kept millions in investment here at home and had the federal government kick in \$50 million. But as Mr. Hahn has said, "The import duty will not affect our decision ... whether it is waived or not." It is good to know taxpayers dollars can be wasted with such nobility. Thankfully, ten BCFS executives have only managed to spend \$81,144.08 on trips to England and Denmark for "model testing" – hopefully they passed.

BCFS is spending over a half a billion dollars, creating thousands of jobs in Germany and paying additional millions in duty for importing foreign-built ships. According to the contract with FSG, the three vessels will cost \$325 million with an additional \$217 million in fixed costs, including about \$81 million in duties, for a total of \$542 million.

If BCFS had used the SFF program the numbers break down as

\$325 million less \$50 million, add in the fixed costs less the duties for a total of \$411 million. That is a difference of \$131 million in taxpayer money.

Even if you add in Minister Falcon's claim of an additional \$60 million needed to build them in BC, it still means the government is spending over \$70 million to ruin our local shipbuilding industry.

Mr. Hahn is obviously counting on his old friend David Emerson at Industry Canada to grant BCFS its duty exemption request. Interestingly, in order to qualify for such an exemption the vessels would have to be built by government or of a type that could not be built in Canada. Since BCFS claims it is a private corporation it does not qualify on the first count and hence the claims from Minister Falcon and BCFS that the vessels could not have been built here.

BCFS and the provincial government seem bound and determined to further privatize our ferries. As a result British Columbians can expect higher prices and a deterioration of the infrastructure of this essential service. That has been the experience with British and Brazilian water systems, US and Australian electrical power systems and the British rail service. The three Super-C class ferries are among the first in BCFS' new-build program that will see an additional 19 vessels built over the next decade and a half. Let us hope they are the last that see public money heading offshore. ☛

Different Name Same Game

In February 2003, BC Ferries quietly killed a tender to construct a new 118-vehicle Bowen Island ferry. What prompted this action? Had the residents of Bowen Island decided they did not require a new ferry, or had BC Ferries decided the 44-year-old *Queen of Tsawwassen* still had her best years ahead of her? Could it possibly be due to the tendering process not providing BC Ferries with its desired result?

In the fall of 2002, BC Ferries issued a tender to nine shipyards in five countries, including Japan, Poland, Spain, the Netherlands and Canada. At the end of the day it was Vancouver Shipyards that came in as the low bid. Instead of rewarding a BC yard for its international competitiveness, BC Ferries decided to take its \$30 million contract off the table.

Perhaps even more galling for the Ferries Board, was that for the second time since announcing a new policy of inviting foreign shipyards to make bids on BC work, a local shipyard was the lowest bidder. Vancouver Shipyards also was low bidder in 2002 on the first of five ferry refits (the *Queen of Coquitlam*), beating out bids from China, Korea, Singapore and the United States.

In a letter to MWBIU President George MacPherson dated May 4, 2004, Transportation Minister Kevin Falcon wrote: "British Columbians told our government very clearly that they don't want politicians interfering in how new ferries are built ... in April 2003, we transformed BC Ferries to give it the independence it needs and the ability to exercise its best

business judgment." Comforting words, yet with public opinion polls showing 90% of British Columbians believe it important for the province to buy goods and services locally, Mark Stefanson, Vice-President Corporate Communications of the newly minted British Columbia Ferry Services Inc. (BCFS), claimed they could not afford the low bid and would re-tender the project and again invite foreign shipyards to bid on the project.

"British Columbians do not owe BC Ferries a living."
-David Hahn, President & CEO
British Columbia Ferry Services

BCFS President and CEO David Hahn trumpeted a similar tune in August 2004, "New vessels for the company will be awarded as part of the company's best-business practice mandate. Our obligation continues to be to our customers and ensuring that fares remain reasonable, and that new vessel contracts are for the best value possible." Interestingly, that month's edition of *BC Political Insider*, a monthly publication edited by former BC Liberal caucus communications director Ian Jessop and former NDP government staffer Brad Zubyk, reported BCFS had decided to build new small ferries in Poland.

In the fall of 2004, BCFS once again put the Bowen Island Ferry back on the table, soliciting bids from 14 shipyards from around the world for

Ship & Shop

Published by
the Marine Workers' &
Boilermakers' Industrial Union,
Local No. 1

#130-111 Victoria Drive,
Vancouver, BC V5L 4C4
Telephone 604 254-8204
Fax 604 254-7447

Editorial Board
Randy Baker
Peter Borzillo
Dennis Hollo
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George MacPherson
Ron Mattison
John Sanders
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Madden Shea

layout & design by
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WE HAVE LAUNCHED



www.marineworkers.ca

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.

The Wilson Banwell Employee & 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 Wilson Banwell at 604 689-1717

BETRAYED

THE STORY OF CANADIAN MERCHANT SEAMEN



"Elaine Brière sets the romance of the sea beside the reality of government duplicity and corporate greed in a film that should be seen by every Canadian who cares about our past and our future."

- Mark Leier

Director, Center for Labour Studies, SFU

Although Canada is surrounded by three oceans, there is not a single deep-sea ship flying the Canadian flag today. Sixty years ago, Canada had the fourth-largest merchant fleet in the world. Canadian ships brought vital supplies to allied forces in Europe during World War II. The men sailing those ships were war heroes who suffered terrible losses.

Their union, The Canadian Seaman's Union (CSU), brought the eight-hour day, sick leave and pay increases to an industry known for low wages and brutal working conditions. After the war, when the Liberal government of Louis St. Laurent began to privatize the merchant fleet, the CSU strongly opposed the sell-off. The Canadian government and ship owners initiated a campaign to discredit the CSU. It was a time of fear, confusion and betrayal.

This documentary tells the little-known struggle of merchant seamen to save the merchant fleet and their livelihood. It traces the history of Canadian shipping from the international strike of 1949 to the globalization of coastal shipping in Australia by Canada Steamship Lines – owned by the family of prime minister, Paul Martin.

Elaine Brière is a well-known Vancouver documentary photographer and filmmaker. Her first film, *Bitter Paradise: The Sell-out of East Timor*, won Best Political Documentary at the 1997 Hot Docs Festival. Her book, *Testimony: Photographs of East Timor*, was published in May 2004.

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Elaine Brière is available to show **BETRAYED** and to speak with your organization or group

For information contact: ebriere@telus.net
or call 604.216.0002

IN MEMORIAM

<u>Member</u>	<u>Date of Death</u>	<u>Company</u> (HLM denotes Honorary Life Member)
John Hannah	November 26, 2003	Retired – E-Z-Rect
Les Austin	December 17, 2003	Retired
Jose do Rego	December 26, 2003	HLM
Frederick Briley	January 21, 2004	HLM
Walter Guz	January 22, 2004	Retired
Lorne Mattern	January 27, 2004	L.T.D. (Canron)
William Russell	February 5, 2004	Retired (Versatile)
Donald Thompson	February 8, 2004	HLM
Alexander Ballash	March 6, 2004	HLM (Burrard Drydock)
Carmine Petrella	April 13, 2004	Retired (Vito, West Coast Manly)
Raymond Peters	April 26, 2004	HLM (Canron)
Edward Karn	May 5, 2004	HLM
Sid Crellin	June 12, 2004	HLM
Wolfgang Klein	June 13, 2004	HLM (Allied)
Harold Olsen	June 15, 2004	HLM
Louis LeBlanc	July 22, 2004	HLM
James Fleming	July 23, 2004	HLM
Harold Lillie	July 29, 2004	Retired
Armin Lehner	August 19, 2004	HLM
John Keech	September 7, 2004	Retired (BelAir)
Walter Gammeter	September 7, 2004	HLM (BDD)
Robert McElwaine	October 2, 2004	Retired
Reg Pope	October 4, 2004	HLM
Soe Khin Woo	October 12, 2004	Retired (West Manly)
Robert Salo	November 7, 2004	Retired
Hughdon Ferguson	December 2, 2004	HLM (BDD)
Brian Hampson	December 6, 2004	E-Z-Rect
Mel Barnett	December 11, 2004	Retired (VDD)
Frederick Hart	December 18, 2004	Retired
Jack Beesley	January 8, 2005	HLM
Aubrey Carty	January 8, 2005	Retired
Roy Knezevic	January 12, 2005	Retired (Intermarine)
Arnold Turley	January 14, 2005	Retired (ABC)
Ludwig Grass	January 21, 2005	Retired
Albert Rolheiser	January 31, 2005	HLM
George Staschuk	February 21, 2005	E-Z-Rect

UNION MEETINGS

FIRST THURSDAY OF EVERY MONTH

7:30PM

MARITIME LABOUR CENTRE
1880 TRIUMPH STREET
VANCOUVER

MWBIU Local #1

2005 PICNIC

Sunday June 5
11AM to 4PM

Confederation Park
Picnic Area #1
Albert St. & Beta St.
Burnaby

Food, Refreshments,
Races

for more info contact
Peter Borzillo 604.254.8204