



## PRESIDENT'S WEEK IN REVIEW

### July 15 – July 21, 2019

Hello all,

Before any comments about my week, I'd like to recognize the unexpected passing of Horseshoe Bay Chief Officer Quinn Isaksson. Quinn started on terminal, moving to ship, and eventually took a job as Chief Officer on the Queen of Capilano. He was respected by all, and will be missed by all who knew him. For my part, it was an honour to have worked with him.

Part of last week was spent fielding questions about some imaginative labour relations from BC Ferries toward our Union; however, it seems like things have quieted down after a few days.

On Tuesday, I spent some time with SOC President Kimmerly reviewing a dissenting opinion regarding C-Class vessels sailing with the stern doors open on Route 3. This risk assessment is being done so that BC Ferries may sail C-Class vessels on Route 3 as "open deck" vessels by virtue of having their stern doors open, thereby allowing passengers to remain on the main car deck with packaged goods (dangerous goods). The dissenting opinion comes from Cpt. John Macdonald, and identifies the primary reason why there are rules about having no passengers on enclosed decks with dangerous goods – it is not because of ship stability, but because of risk of fire, toxic smoke, and what that means for the evacuation of a vessel. If the stern doors on BC Ferries C-Class vessels are open, those vessels can meet the technical requirements for an open deck (less than 90% enclosed), but can only sail with the stern doors open in sheltered water (e.g. Route 3). By sailing with stern doors open for Route 3, it feels like BC Ferries is skirting the regulation and ignoring the primary purpose for the regulation – to protect passengers and crew from fire and smoke in a largely enclosed space with dangerous goods.

Later in the week, I spent some time chatting with the Executive Director of the Association of British Columbia Marine Industries. It was great to hear his insight into ship building in this Province, and what practical steps we can take to grow it.

On Friday, I had a chat with Canadian Ferry Association CEO Serge Buy. We chatted briefly about passenger abuse of ferry workers. We also had a lengthy conversation about encouraging women in the marine industry, which dovetailed into use of foreign certificates in the Canadian Marine Industry – expect more information about that in the coming weeks.

On Saturday and Sunday I was camping out in the bush, and had no access to phone or email – unplugging, even for a weekend, feels good.

Next week: A short stop in Horseshoe Bay, a meeting of the Grievance Appeal Committee, a two day Provincial Executive meeting, and the appointment of the BCFMWU Dispute Resolution Panel Member for Bargaining.

Thanks for reading, and I hope to see you soon!

In Solidarity,  
**BC FERRY & MARINE WORKERS' UNION**

Brother Graeme Johnston  
Provincial President