

# Crane & Hoist

The Business Of Heavy Lifting

## CANADA

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### ON THE JOB

## Canadian Coast Guard hovercraft does big lifts

Removable crane offers “great, long reach” to help install beacons on rocky shoreline

JIM ZEEBEN

**A** hovercraft equipped with a removable crane helped speed up what has traditionally been a time-consuming and tedious job.

CCGS Moytel, from the Canadian Coast Guard Hovercraft base at Sea Island, B.C., used an HS Marine crane to replace a dozen beacons along the shores of Harrison Lake.

The resort town, about 150 kilometres east of Vancouver, is a popular waterway for recreational boaters who rely on the beacons to safely navigate the lake.

The old beacons were in various states of disrepair, with some requiring new bases and towers along with an updated LED light and solar panels.

“The first beacon we did took almost all day because it was almost a complete rebuild on the set of pilings,” said Capt. Bruce Briggs.

“On the second day we did five rebuilds ... because crews could reuse the base. It was a pretty quick turnaround because we were able to dismantle and remove all the old equipment and then swing the new stuff up.”



The CCGS Moytel is a British-built Griffon Hoverwork model AP1-88 Dash 400. The vessel is 26.5 metres long and powered by four Caterpillar C32 engines. Photo courtesy of griffonhoverwork.com

The coast guard acquired the British-built Moytel in 2013 and it went into active service the following year.

The project marked the first time a coast guard hovercraft was able to transit up to Harrison Lake to help with the beacons. All in all, it took about one week in mid-November to replace the beacons. In the past, crews relied on sea trucks to conduct the maintenance, but those vessels are too small to carry a crane large enough for the job.

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### HARMONIZATION

## Provinces “substantively” aligned on crane apprenticeship programs

B.C. participant in harmonization process questions, though, what the next steps will be

KEITH NORBURY

**A** “substantive alignment” of apprenticeship programs for mobile and tower crane operators across Canada is expected to be completed by this September, said the chairperson of the Canadian Council of Directors of Apprenticeship in a recent interview.

“As far from what I’ve seen is we share progress on implementation from province to province,” said John Ritter, who also chairs a council task force on the harmonization of 10 Red Seal trades including three crane operator trades.

However, Fraser Cocks, executive director of the B.C. Association for Crane Safety, said that after a pair of webinar-based meetings on the sub-



Fraser Cocks

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### NEW GROUND

## Nova Scotia engineers fit crane onto vessel

Ship to install turbines for the Cape Sharp tidal energy test project on the Bay of Fundy

MATT JONES

**O**penHydro, an Ireland-based tidal energy company, recently contracted Nova Scotia’s Lengkeek Vessel Engineering Inc. to design a barge with a lift capacity of 1,150 tonnes to install turbines for the Cape Sharp tidal energy test project on the Bay of Fundy.

“A heavy lift barge is a little bit out of the norm for us, but something like what we’ve dealt with before,” said Rory MacDonald, vice-president and co-owner of Lengkeek, which is based in Dartmouth. “The unusual part would be the heavy lift component of it, but we’ve been involved in heavy lift components in other jobs. We’re not crane experts, but we’ve certainly gotten involved in a lot of projects that do involve cranes.”



Lengkeek Vessel Engineering Inc. installed a crane on the Agile, a vessel that was converted from cable-laying to pipe-laying. Photo courtesy of Lengkeek Vessel Engineering Inc.

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## COVER

## Provinces “substantively” aligned on crane apprenticeship programs *continued from cover*

ject in December he was still confused about the next steps in the process.

“We didn’t have 100 per cent agreement province by province. Therefore are we moving ahead with this or not is the biggest question,” Cocks said in a recent interview.

According to Ritter, the short answer to that is yes, with each of the jurisdictions involved now having to decide how to implement the recommendations.

One thing Ritter and Cocks did agree on is that there were areas of consensus. For example, it was agreed to move to one apprenticeship for mobile crane operators rather than the two that currently exist. However, on such things as the number of hours of training required, the number of levels of training, and their sequencing, the two men had differing views.

Ritter, though, said consensus was achieved.

Specifically when it came to hours, Cocks said the parties were 500 hours apart, which he called close. But Ritter said, “They were able to achieve consensus on the number of hours.”

### Ontario and Quebec on the sidelines

Cocks said another problem is that some jurisdictions indicated that they weren’t going to change although they didn’t disagree with the proposed changes. On that, Ritter pointed out that Quebec took part in the exercise as only an observer and that Ontario “remains absolutely supportive of harmonization” but cannot move forward with implementation pending the outcome of a review of the scope of practice of the Ontario College of Trades. (The province recently accepted the recommendations of former Secretary of Cabinet Tony Dean in that review and will introduce legislation in the spring, the government announced in late November.)

“But then with respect to the rest of the provinces and territories, absolutely everybody is moving forward with it,” Ritter said.

Harmonization is currently Strategic Priority 1 for the CCDA, according to its website. Initially, the CCDA is examining harmonization of 10 apprenticeships. They include three crane operator apprenticeships — for mobile crane, hydraulic mobile crane, and tower crane.

The CCDA has started work on harmonizing a second set of eight trades, which it hopes to complete by the end of 2017.

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*~ Fraser Cocks, executive director,  
B.C. Association for Crane Safety*

### The keys to harmonization

For most of the trades, the harmonization involves four keys things, said Ritter, who by day is the CEO of the Saskatchewan Apprenticeship and Trade Certification Commission.

First, each trade should be called the same thing in each province. For simplicity’s sake, the Red Seal trade names are being used.

Second is settling on the number of hours of training across the jurisdictions. Third is making consistent the levels of training — whether it’s a three-year or four-year program, for example.

And fourth is the sequencing of the technical training, which Ritter called “a really significant component.” Without that, an apprentice who moves from one province to another after a year of training might either have to duplicate part of the training or miss out on part of it. “That can create a bit of heart burn,” Ritter said.

Aside from those four areas, two others were specific to cranes: weight restrictions, and equipment classifications.

In November, the CCDA approved recommendations on five of the six categories, Ritter said. “The only one outstanding was the weight restrictions,” he said.

The merger of the two mobile crane operator categories into one classification was also approved.

Both Cocks and Ritter agree that the Red Seal is an endorsement of a provincial credential.

“This is part of the problem: each jurisdiction has the authority to say no and/or to opt out,” said Cocks, who is also executive director of the Canadian Hoisting and Rigging Safety Council, which has not been formally involved in the apprenticeship harmonization initiative.

If goal is to have one credential across the country, “let’s start moving toward that,” Cocks said. “And if so what’s the schedule, what’s the timing expectation ... and there’s got to be funding attached to this because it takes work.”

### Goal is to address apprentice mobility

But Ritter said the apprenticeship harmonization exercise “has been around making sure the mobility issues for apprentices are addressed.”

Once they become Red Seal journeymen, crane operators have great mobility, Ritter said.

“We both understand it’s an endorsement on a provincial certificate,” Ritter said. “But if you think of it as a destination, we have a common destination and every province and territory has kind of a different path to get there.”

Cocks wasn’t sure what direction B.C. needs to take next or what needs to be done to make sure that the industry’s concerns are met. And Ritter didn’t have any specific road map for him but he could say how Saskatchewan is doing it.

“We’ve had the participation of our trade boards throughout this process,” Ritter said. “So none of this is new to any of our stakeholders in the province. The way we did it is we brought them all along for the ride and for the discussions right from the very start.”

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*~ John Ritter, chairman, Canadian Council of  
Directors of Apprenticeship*

Ritter added that “individual provinces are responsible for closing the information loop within their jurisdiction and with their stakeholders.”

Despite his concerns, Cocks said he is encouraged that, in his estimation, the crane industry is 80 per cent of the way to harmonization. “We’re close,” he said.

“At some point in time, it will happen,” he added later. “It’s just another bump in the road.”

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## Panel seeks apprentice input

The Canadian Apprenticeship Forum is looking for apprentices and new journeypersons to take part in a free online panel.

“The panel will be surveyed a few times each year to gather their opinions and experiences on such topics as training, wages and certification,” said an item in the non-profit organization’s December 2015 newsletter.

The forum is asking for help to identify apprentices interested in joining by sending them to the forum’s website, <http://www.apprenticesincanada.com>.

Participants are asked to complete a few short surveys each year. Respondents are eligible to win gifts such as iPads.



*Apprentices are sought for online survey.*

CHC