

TOTE LNG Conversions a First for North America



North Star TOTE at Victoria Shipyards

TOTE Maritime is in their last phase of a 4-year on and off refit of two coastal ro-ro vessels, transforming them into more versatile dual-fuel LNG-powered vessels. The two Orca-class sister ships, Midnight Sun and North Star, have been undergoing much of the required work by Local 230 members at Victoria Shipyard, all while the vessels remain in operation. The fuel savings will typically pay for these refits over a relatively short period of the vessels life, and the cleaner burning fuel will often allow the continuation of running the engines to power the vessel's generating plant while docked. This initiative is also greening the marine highway as LNG burns much cleaner than diesel, the fuel of choice of the industry today.

Vicship Manager Joe O'Rourke was proud to announce the latest portion of work came in under time and under-budget.

While Electrical Superintendent Lucas Lindley says, refitting these first-of-a-kind vessels during a global pandemic while

working through supply chain issues was challenging to say the least, but the 50 Local 230 members working around the clock over 7 weeks really came through.

Work went on throughout the ship and in the engine room, boiler modifications, bunker station, vent mast, accommodation areas, installation/modifications of alarm and monitoring systems. Twenty-five kilometers of cable was pulled during this phase. All of it, remarkably professional!

Sister Shelby W. received her Red Seal during the project, showing everyone even the short jobs can have a big impact on us, continuing to provide great jobs for our members and the ability for them to finish their apprenticeships.

This is the first successful conversion delivered in North America, and likely the first of many ships that ply international waters in the cruise and freight business to undergo similar conversions.

I'm proud to say, this was achieved by the members of the Vancouver Island Metal Trades, and IBEW Local 230, another great milestone in our long and rich history."



Sister Shelby W. working on the Midnight Sun

Volume 1: 2022

Inside This Issue

www.ibew230.org

Page 1:

- TOTE LNG Conversions a First for North America

Page 2:

- Business Manager's Report

Page 3:

- Motor Winders de-Designated as Red Seal

Page 4:

- Congratulations to our new Red Seals

Member's Dues Auto-Deposit

To send dues payments via e-Transfer, just email dues@ibew230.org

Remember to include your name and IBEW *card number in the e-Transfer "message" section

*Note: your card number is printed on your yellow dues receipt

News and Notes

Due to multiple variants of COVID-19 and increased cases, our office doors remain locked to reduce the risk of transmission through the office. Our staff continue to work regular hours and are able to assist you by phone, by email, or in-person outside our office doors. Please note that we require you to wear a mask and be sure to dress accordingly for the weather if you plan on visiting either office.

Upcoming Training

Mar 12	Conduit Bending Lv 1	In-Person
Mar 13	Conduit Bending Lv 3	In-Person

FOLLOW US ON



Business Manager's Report



Phil Venoit, Business Manager/Financial Secretary

Many of the Vancouver Island Metal Trades Council Business Managers and Representatives met with Victoria Shipyards over negotiations, to express the amount of work coming up in the construction and resource industries so they could get a sense of the concept; that they are but a tree in a forest of work options for our membership.

With over 4,000 electricians needed for just two jobs, Canada LNG and Site "C", a very busy provincial construction work picture with projects like the Cowichan Hospital, will drain a good portion of qualified electrical workers away from them unless they provide a standard wage and benefit package increases, AND treat the workforce with a high level of respect for their services and loyalty. That they can't lose sight in this as the workforce is changing, and providing a healthy work-life balance will be necessary moving forward.

The Union(s) and Employer have met 19 times. They are getting close to an impasse, and have agreed to try non-binding mediation through the BC Labour Relations Board. There are still major sticking points, that in my view, left as is and presented to the membership in the form of a final offer will likely be voted down.

I was asked to attend the Metal Trades Department AFL-CIO virtual Convention by IBEW President Stephenson. Having served on various Committees in the past, I was asked to serve on the Resolutions Committee; we had two meetings to review the resolutions, make appropriate changes and decision to support them. I was asked to read out and make appropriate changes from my view as a Canadian, and an IBEW Delegate.

I was so humbled and honoured to read out a testament to a larger-than-life Labour Leader, and an old friend, our dearly departed, International President Emeritus Ed Hill.

As well as a resolution in continued support of the Jones Act, a 100-year-old cabotage act protecting Mariners and Shipbuilding jobs in the U.S. to also insert some Canadian content.

The Vancouver Island Metal Trades Council held a watch party for the Convention. Each Affiliate union receives a small number of delegates. The IBEW receives five (5) for the Convention. This was the 3rd Convention I've attended as a Delegate from the International, and I'm the only Canadian to have served in this capacity since the inception of the AFL-CIO's Metal Trades Department in 1908. Again, it is an incredible honour.

The Island Metal Trades met to review Victoria Shipyards Mandatory Vaccination Policy. We are all receiving the same information. There is little chance for someone to be successful in a legal fight over this. And, on November 1st we hosted a walk-about with Transportation Minister Rob Fleming, Parliamentary Secretary on Apprenticeship Andrew Mercier, and Minister of State for Trade George Chow, around the Graving Dock in Esquimalt to highlight the facility as a strategic asset that the BC Government could tap into.

I attended the BC Building Trades 49th Annual Convention where we heard about the new College of The BC Building Trades. With over \$50 million invested, 141 instructors and support staff, 605 Red Seal completions, over 8,000 registered apprentices, 8 out of 10 largest apprentice sponsors, highest completion rates and Top Sponsor of Female Apprentices. Is all something worth acknowledging and celebrating.

We are less than six months away from BC Provincial-wide construction bargaining, and in respect of the Labour Relations Board requirement that BCBCBTU and CLRA will agree to a Protocol Agreement, or guideline to how bargaining will begin, proceed and conclude is due before May.

BC's construction unions are currently working, (planning, scheming and debating, sometimes together and sometimes apart) on what we see as necessary to include in the protocol, and bargaining proposals, but that's democracy.

Being an Affiliate member of BC's Bargaining Council of Building Trades Unions is legislated. In other words, the government requires us to bargain together and bargain apart, without much structure, which traditionally results in much of our time spent at the Labour Board while in bargaining.

To give you an idea, two rounds ago I believe we went to the Labour Board 17 times during bargaining to help resolve issues along the way. We would all attest it's dysfunctional, but for different reasons and all believe it needs to be fixed but in different ways.

This will be my 7th round of construction bargaining and I believe we are in a solid position due to the upcoming work. Please send me any proposals you would like considered to form of the new Collective Agreement before March 15th.

Construction Labour Code

We met with Labour Minister Harry Bains, to discuss our concerns over the long overdue review of the Labour Code in relation to the Construction Industry. Two years ago, the BC NDP took a shallow dive into making positive changes for workers wanting to join a union. However, the Craft Worker piece has gone untouched since 1992, and needs work.

The need for this review has become abundantly clear listening to the intimidation, coercion and general shenanigans that have taken place over the last few months with the workers at Aurora Electric. Threats to terminate, with no work solely due to going Union. Promises to start retirement funding if only the workers don't vote Union. Hired disrupters taking pictures of those who meet with the Union, and others hired to project the Union in a negative way, both hired to track the Aurora Electric workers activities in relation to the Union, with the clear reasoning to terminate them at the end of the drive regardless whether the Union wins the vote or not.

With several new shop stewards in the Local, late last year we hosted basic Shop Steward Training Levels 1 & 2, two classes of Code of Excellence, and two classes of New Member Orientation. We will be continuing with their training by adding Mental Health Awareness in February, and two more Code of Excellence classes. If you have not taken Code of Excellence and you are unemployed, the Local Union's Policy Manual describes your responsibility in taking Code of Excellence. Please call in to Jen or Erica in the office to sign up.



Grand Prize of \$20,000
Draw for the \$20,000 will take place as soon as all tickets are sold, or at the IBEW All Canada Progress Meeting in Regina, Saskatchewan on August 17, 2022.

Must be an I.B.E.W. Member to Purchase and Win
Tickets \$100 each • Only 500 tickets to be sold

Winning Tickets go back in for the next draw.

A second \$5000 cash prize will be drawn at the IBEW All Canada Progress Meeting in Regina, Saskatchewan on August 17, 2022.



Proceeds to assist in funding of the reception at the IBEW International Convention in 2022.



IBEW 2022 Cash Draw

Motor Winders de-Designated as Red Seal



New Red Seal Motor Winder Travis L.

I started out my electrical career in the motor winding shop at Yarrows Shipyard in 1981, and perhaps that's why I see the failings in the Canadian Council of Directors of Apprenticeship (CCDA) decision to pull the pin on the Red Seal for Electric Motor Winding Technicians in Canada.

The CCDA is an intergovernmental partnership among the provinces and territories, which are responsible for apprenticeship training, trade certification, and the federal government. Consisting of one individual from each province and territory, and two federal government representatives from the department of Employment and Social Development Canada. The CCDA supports the development of skilled trades in Canada and manages the Red Seal Program.

The Red Seal Program was created following the first National Conference on Apprenticeship in Trades and Industries held in 1952. Participants recommended that the provinces and territories ask the federal government to work with their apprenticeship committees and officials to prepare federally recognized standards for the skilled trades. Industry continues to be heavily involved in developing national standards for each trade.

Craft workers who have successfully passed the Red Seal examination receive a Red Seal endorsement on their provincial or territorial trade certificate. This indicates that a worker has demonstrated the knowledge required for the national standard in their trade. The Red Seal endorsement promotes excellence to employers, instills pride in skilled craft workers, provides clients with a peace of mind that Red Seal craft workers have the education and skills to do the job right, and facilitates labour mobility.

Motor Winding Technicians are some of the highest educated skilled trades in the country. It is only due to the global market, where customers can pull a motor off a shelf manufactured in countries like China where wages are 10-20% of a Canadian Motor Winder. Winders like the members on this page come in are preventative maintenance, and emergency rewinds are necessary and there are simply not the right motors on hand. The biggest clients of our Winding shops are the marine and forest industries. The marine industry uses a good number of functional-specialty and internationally wound motors, while the forest industry uses large horsepower motors usually too expensive to wait around for the day one of these large motors burns a winding or worse. That's when our local Winders get the call.

With the CCDA decision to rescind the Motor Winder Technician Red Seal, the fate of this very important trade will be left to the provinces to determine their future.



New Red Seal Winder Derek P. left, presented certificate from Steward Matt E. Beaver Electric Machinery



Steward Mark S. at Emery Electric

Local 230 has been active and vocal in meetings and letters drafted to the CCDA and CEO of BC's Industry Training Authority with this file since they began looking at de-designating the Motor Winder trade in 2012. Although this trade requires less qualified trades workers, it is just as complex and adheres to the same scientific standards and principles as construction or industrial electricians. To decide a trade no longer should be designated as "Red Seal" solely due to an arbitrary number of set apprentices is simplistic and sends the wrong message to industry and everyone who works within it.

To abandon one of the most important and highly skilled trades required in the environment of an industrial boom, while a good portion of the workers in this field are considering retirement would be a soup sandwich.

The ramifications, now that the CCDA have made their final decision, will be tenuous at times to say the least; but, the one thing that our members can count on will be that Local 230 will be part of the provincial solution to ensure our member's skills continue on, regardless of the decisions made by those who have never wound a coil, or even replaced a bearing.

Congratulations to our new Red Seal Electricians!



Top-left: Cayle D., Carter S.
Middle-left: Caleb S., Jeff L.,
Bottom-left: Jon B., Tim R-S., Felipe V.