

GCR Group Advertisement –
C&A P26, July Issue

Dear Sir,

With reference to the above advertisement shown in the July issue of your magazine, I can't help but wonder how a company can be allowed to advertise themselves as "No 1 For Lifting Solutions" in an industry magazine which, I assume, is written, edited & read by 'Lifting Industry Professionals' when they proudly show off a photo of an clearly incorrectly lifted load, as if it were an example of their expertise!

Surely somewhere between the Appointed Person, the Slinger, the crane operator, the guy in the office who picked this photo for the advert, and your editing team, someone, if not everyone, should have pointed out that this slinging method was ridiculous, and certainly not the type of work that should be associated with the Company Slogan "No 1 For Lifting Solutions"

Just in case anyone is failing to see my complaint, I will put the question bluntly - who decided that the best slinging method for that Hiab jib, was to cradle it with 2te flat web nylon belts, but clearly they were too long, so instead of finding a more suitable length of sling, they choose to wrap the sling round 3 times, still using the cradle method instead of the choke method. Then, knowing full well that a photographer is taking photos of the lift, sticks all four sling eyelets on to the hook, there is no sling manufacturer on earth that would endorse that slinging method, and I would love to see the calculations of the SWL, taking into account all the de-rate factors

I am disappointed to see that my so called "professional" industry colleagues clearly don't have a clue what they are doing! And further, that such a photo was published as an advertisement in an industry magazine for professionals without being picked up on. If you were to publish this email, please do not publish my details.

I look forward to hearing your reply

Regards

Heavy lift consultant

Name withheld as approval to use not received.

Dear Sir,

I can't find anything wrong with this at all. The method of slinging is called a 'wrapped basket' and is quite common when slinging cylindrical or similar loads. The eyes of the sling are all seated correctly in the body of the hook with no overwrap, and the safety latch is closed. As for the safe working load, it is 1.4 times the single leg SWL.

It shows this quite clearly on the tags stitched to the sling, as well as any tables supplied by sling manufacturers, LEEA or BSI, etc.

Andy Wadsworth
GGR

Our reply to the reader raising the issue, was that while it may no necessarily have been an example of 'best practice', slinging, the slings were positioned so that there was no way that they could slip or slip off. They were not in contact with any sharp edges, they looked to be in good condition, were clearly well located on the hook and sling eyelets were not stretched to any point were undue stress would be inflicted on the stitching and finally the hook was fitted with a safety clip. So the load was secure and the slinging unlikely to cause an accident. We did agree with the principle that he raises concerning the importance that companies advertising or promoting high standards should make sure that all photography used demonstrates the highest standards of best practice. We also asked GGR for a comment and received the following assessment.

If any slinging experts out there would like to comment on the original letter, our response or that of GGR, we would be very interested to hear from you either off or on the record.

The following is an open letter from Ian Simpson of the UK's HSE to Colin Wood head of the Contractors Plant-Hire Association highlighting the risk of high cycle work for mobile cranes, and demonstrating that use and application is more of an indicator than the simple crane age rules that some contractors are currently employing.

For the attention of Colin Wood – Chief Executive CPA

Dear Colin

HIGH CYCLE LIFTING OPERATIONS WITH MOBILE CRANES

The Health and Safety Executive have recently investigated the boom failure of mobile crane being used at a harbour to load a supply vessel. The boom fractured and the load being lifted fell on the vessel deck. Fortunately no one was injured.

Examination of the failure surfaces identified extensive fatigue cracking. Records held by the user identified that the crane had undertaken in excess of 117,000 similar lifts at the harbour over three year period since the crane was purchased.

The design standard for the mobile crane manufactured in 2006 was BSEN13000:2004. This standard referenced a German Standard DIN15018-3 with respect to the in service design life and gave a design life of 25,000 lift cycles. Thus the incident crane had significantly exceeded the manufacturer's design life.

The Provision and use of Work Equipment Regulations 1998, Regulation 4 requires that an employer ensures that work equipment is so constructed as to be suitable for the purpose for which it is provided. The suitable selection of equipment will reduce the risk of persons being harmed. Where a large number of high cycle lifting operations are to be undertaken consideration should be given to the type of crane to be selected. Mobile Harbour Cranes, Portal Jib Cranes or Overhead Bridge and Gantry cranes may be more suitable for high cycle lifting operations than a conventional mobile crane.

The Lifting Operations and Lifting Operations Regulations 1998, Regulation 4 requires that an employer ensures that lifting equipment is of adequate strength for the proposed use. This includes consideration of failure by fatigue or wear.

Where cranes are being used in high cycle applications it is important that crane owners monitor and record the cycles that their cranes are undertaking and make amendments to the inspection, maintenance and thorough examination programmes.

The crane owner should seek advice from the crane manufacturer as to revised inspection and maintenance procedures. This may include replacement or overhaul of parts that have exceeded their design life. The owner should inform the competent person undertaking thorough examination that the crane has been and will be used on high cycle work. The competent person may request supplementary examinations to be undertaken in support of thorough examination.

These may include Non Destructive Testing, strip down of assemblies such as slew rings, booms and winches. The competent person may also decide to increase the frequency of subsequent thorough examinations by reducing the period to the time of next thorough examination.

As you are aware guidance on the Inspection, Maintenance and Thorough Examination of Mobile Cranes is available for download from your web site.

In this incident no one was hurt or injured however the consequences could have been much more severe. I would ask you to bring the matters contained in this letter to the attention of your members.

Yours sincerely

Ian Simpson

HM Principal Specialist Inspector of Health and Safety
Mechanical Engineering Specialist Group – North

Letters to the editor: Please send letters to the editor: Cranes&Access: PO Box 6998, Brackley NN13 5WY, UK.

We reserve the right to edit letters for length. We also point out that letters are the personal views of our readers and not necessarily the views of the Vertical Press Ltd or its staff.

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Cranes & Construction equipment

CRAWLER CRANE "Liebherr" LR1140, beam 37,4 m, jib 40,4 m;
ROUGH TERRAIN CRANES "Grove" RT600E and RT865B;

20x SANITARY CONTAINERS, metal and metal/pvc construction; **OFFICE** and **MATERIAL CONTAINERS**; 6x steel fuel tanks; 3x 2-axle trailer; 4x mobile construction compressors "Atlas Copco"; 4x electr. winches; large amount of **CONSTRUCTION TOOLS** and **MATERIALS**, a.o. diamond drills, hammer drills, right-angle grinders, metal-nailguns; chain blocks, cap. 1T; 12x mobile welding units; **ROLLING STOCK** with a.o. forklifts "Caterpillar" and "Claas"; cars "BMW" 320D; vans "Mercedes" Vito; platforms "Manitou" 150ACT; telescopic handlers "Manitou" and "Grove"; tractor trucks and semi-trailers; etc.

BIDDING ONLY ON THE INTERNET

CLOSING: Tuesday **28 SEPTEMBER** - 11H00

VISITING: 23 September from 9H00 till 16H00

27 September from 9H00 till 16H00

Fabriekstraat 5 - 3980 Tessenderlo - Belgium
(ind. area Schoonhees 2109)

PHOTOS / CATALOGUE / INFO on our website

ONLINE AUCTION: Thursday **23 SEPTEMBER** - 14H00

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