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# Letters



Dear Sir,

As the HSE does not have the resources or staff to police the full edict of LOLER in the implementation of method statements from hires, would it not make sense to have the CPA lobby government to legislate that all CPA crane hire contracts can only be undertaken with a copy of the customers method statement being produced up front, before the hire commences with a copy being attached to the hire agreement for the operator to check when arriving on site.

**Glenn Churchill**

We responded:

*Many thanks for this comment Glenn, It makes absolute sense, especially IF the CPA made this mandatory for its members. The only thing against it is that the HSE rightly says that the method statement does not have to be in writing and has said that it would rather have a good method statement developed and discussed between everyone on site, than a piece of paper. Having said this, IF there is an accident the HSE always demands to see paperwork, and if something does go wrong it will automatically doubt the existence of any verbal method statement.*

*Can we use this in our letters page? Either with your name OR if you prefer anonymously?*

*Best Regards*

Mr Churchill wrote back:

Put in the letters page by all means and yes I agree that there is no specific need for a written version of a method of work statement, but under LOLER this is the best way of showing that risks are being managed and understood and when customers ask crane companies to provide a contract Lift service nothing short of a paper document will suffice, so goose and gander spring to mind, and something about horses and gates, if you catch my drift.

So in essence the HSE yet again preach but do not practice as is often seen to be the case. So lobbying them may be the answer, and yes I can say that I have not seen a method statement on all jobs but you have a sense that some clients have the necessary expertise and you can also see when you are surrounded by clowns and this is when I ask for the necessary paperwork albeit to the answer "what's that".

I rest my case m'lord.

**Glenn Churchill**

## Modulift beam failure

Here is a typical example of the difference between quality training/VOCs versus the cheapest quote. Time and time again we hear and see major companies taking the cheapest quote to cut costs which will only result in incompetent training. Major questions that corporations need to be asking training providers are how many people were deemed not yet competent on their certificate of competence/or VOCs to find out if they are another tick and flick, "she'll be right mate" provider.

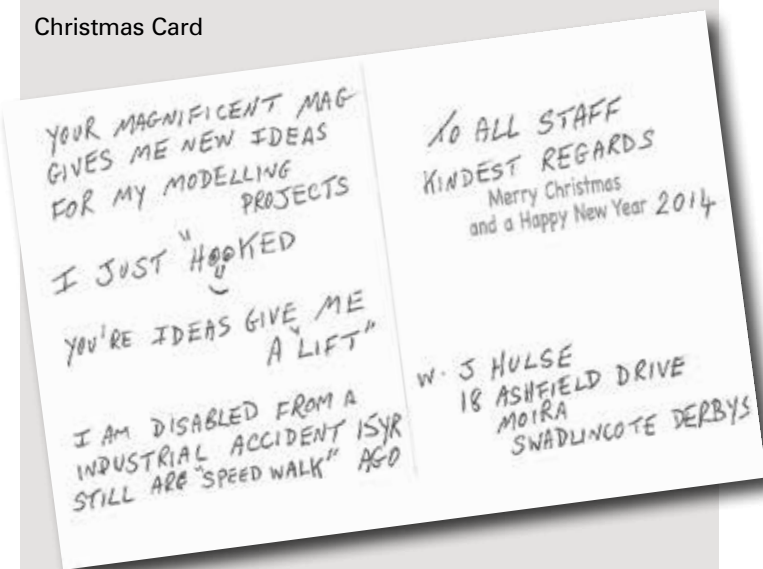
Until this practise changes incidents like the above and many more will continue to happen also putting countless lives at risk for the sake of saving a few dollars. If certain bodies took the time to work out the costings of a fatality or serious incident/accident, they would soon realise this is not the path that any corporation should be heading down.

**Jaimie Leggo** Chief Executive Officer

Australian High Risk Training

## Thank You

The following letter was received in the form of a Christmas Card



**Keep up the pressure**

Dear Sir,

Congratulations on dedicating so much space and resources to the issue of poor outrigger set up, wanted to say keep up the good work, but would rather you don't disclose my name – not sure it would go down too well with my employers, a large civil engineer. I frequently work with cranes, all of them hired in complete with drivers. The larger lifts we do on our main projects are almost never an issue, everything is planned out well before hand and we go to great lengths to ensure that the ground can support the worst case outrigger loadings provided by the crane supplier.

However, all of this is often forgotten when a crane is called in for a routine lift such as unloading unplanned materials or equipment and placing small equipment onto an upper floor where a hoist cannot be used. I am frequently surprised at how unconcerned some drivers are about the ground conditions and taking precautions by spreading the load. Please don't misunderstand me some are very good and drivers working for the larger crane hirers seem to be more aware.

These sorts of lift usually occur on smaller sites, although I have seen them on some major sites too. And one of the worst offenders are lorry loader/Hiab drivers I would say that less than half of them ever even consider getting out spreader plates and if you ask them if they could please put plates under the legs the chance is you will get attitude. I am amazed that there are not more accidents with these cranes!

Also love the slogan in the comment Mark – Don't be a prat.....

Keep up the good work and don't let up

**Name and company withheld as requested**

**Recovering a U-Boat**

Dear Sir,

I'm an amateur military historian from Poland. Could you give me information how big are the chances to take from the water the wreck of a German submarine U-20 discovered in 80 feet/24m of water off the coast of the Turkish city of Zonguldak. Displacement of this ship is 279 – 329 tons.

Do you know if some Turkish company has a vessel crane with potential to do this task? How much could cost operation like this?

With Respect

**Mariusz Kopeć**

Sosnowiec 28.12.2013



*We did a little of our own research in to this subject, and found that the original first world war U-20 patrolled the British Isles and made the news when it sunk the RMS Lusitania in May 1915. It grounded off the coast of Denmark and blown up by the crew. The boat that Mr Kopeć is referring to is a type IIB U-boat. This U-20 was built in 1935, by Germaniawerft of Kiel as 'werk' 550. She was commissioned on 1 February 1936. During World War II, she went on 16 patrols, sinking 16 ships totalling 39,637 GRT and damaging one more of 1,846 GRT. She was scuttled on the 10th September 1944 in the Black Sea as Mr Kopeć points out and was located in 2008 by Selçuk Kolay, a Turkish marine engineer. We will pass on any ideas or suggestions. Ed*

**John J. 'Jack' Shaughnessy 1926 - 2013**

John J. 'Jack' Shaughnessy, retired president of Shaughnessy & Ahern and Shaughnessy Crane Service, passed away on Wednesday, November 27th, just before his 87th birthday, following a short illness. Predeceased by his wife Mary in 2008, he leaves behind sons Stephen, Jack Junior, James and Michael, daughters Susan (Harrison), Linda (LeRoy) and Elizabeth (Whalen). Along with 17 grandchildren and seven great-grandchildren.



The second generation of the Boston-based Shaughnessy crane and rigging family, he joined the Navy from high school in 1944 and was a member of the Naval Aviation programme. After the war he joined his brother Al in the family rigging and moving company.

In the early 1960s Shaughnessy bought the company's first hydraulic crane - a one man crane - and pushed to change union rules that insisted all cranes have a 'greaser' or second man. "I thought it might be helpful to supplement my income, he said at the time" That new business expanded dramatically. Something he put down to luck, but was more due to foresight. Over the years he was instrumental in ending restrictive practices for small hydraulic cranes and built up a substantial business in its own right.

He retired in the mid to late 1990's and Shaughnessy Crane Service was acquired by NES in 1998, which retained the aerial lift and general equipment business, but sold the crane operations on to Amquip. In addition to running the highly successful crane and access business, he was well known for his charitable work in and around the Boston area. The funeral and mass was celebrated in Saint Elizabeth Church, Milton on Saturday, November 30th.

**Man falls after bus hits lift**

Dear Sir,

I wanted to comment anonymously on the above story, because I work for an AWP manufacturer and my comment comes from me personally and not my company.

It could have been that the operator was in fact wearing a fall arrest harness however you need at least 5.5 metres to safely deploy it to its full length without hitting the ground. A double decker bus is roughly 4.5 metres tall, and looking at the photos, I'd say that the platform height was around 3.5 metres on impact: Not enough distance to rely on a fall arrest lanyard.

The correct harness, if I'm accurate with the impact height, would have been a short lanyard, designed to prevent ejection at low heights. The operator should then switch over to a fall arrest lanyard at 5.5 metres above the surface below.

I often seen people working at 'low' heights with a fall arrest lanyard that is simply too long to save them in the event of a fall. This could be one such case. Of course, not withstanding all of the above, he clearly should not have been operating the platform over the road

Regards,

**Name withheld as requested**