

ALL THE ORIGINAL INGREDIENTS

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Readers Letters



Dear Leigh,

I trust all is well at your side I have been reading the article in C&A about van mounted platforms.

And was just wondering how important it might be to have the correct tyre pressures in order to maintain a safe level of stability??

A deflating tyre on one side of the van or truck could result in the loss of stability, correct ?

Looking forward to reading your comments.

Thank you and best regards,

Luc

Comatra, Belgium

*With an increasing number of van mounted lifts now offering at least some free on wheels capability this is of course an issue and we wonder if EN280 might actually cause an issue for van mounted manufacturers? We therefore assume that the machines are tested with totally flat tyres, so that they remain stable in this condition. However while this might overcome the tyre pressure issue, there is also the case of a sudden deflation which might create a dynamic effect as well as an off level situation. We would be interested to hear from more of you on this subject and will look into it for a future vehicle mounted issue. **Ed***

Dear Leigh

I assume that the order of the Top 10 tower crane hire companies in this year's Top 30 was an error? The numbers all look good, but you have Bennetts with 81 cranes behind Mantis and Ladybird with just 80.

I also wonder if some of the larger respondents have not included a few cranes that they have on long term rehire? Although to be fair it does not have an impact on the order.

Edward Seager

*One thing that is certain when publishing so much data, there will be errors. And this was certainly one of them. We strive each year to make the report as accurate as possible your help is always appreciated. **Ed***

Dear Sir,

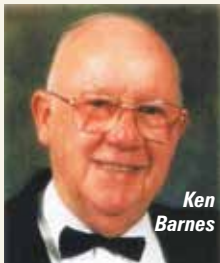
Reading about the fatal accident in Limerick, Ireland, (in which two men were trapped underwater when a man basket was dropped by a loader crane) it is quite simple - some pen pusher has seen a man basket being required for the job and assumes man basket always equals harness. Health & Safety people must look deeper into the individual job requirements. A closer look at this job would have noted the danger of attaching men to a basket when working over water. This was so easily avoidable and two men could have been saved if a proper risk assessment had been carried out. Our thoughts and prayers are with their families. **Lambsy**

*If you missed this incident - three men working on a bridge in Limerick town centre, when the hoist rope broke dropping the basket into the river. All three were harnessed in and were wearing life jackets. One managed to disconnect his lanyard the other two floated up to within a metre of the surface but were unable to detach their lanyards and drowned. **Ed***

Dear Ed, Leigh and Mark,

Just wanted to say well done on this year's top 30 rental company report, the best so far - very very handy, keep up the good work.

Vince Graham



Ken Barnes

Ken Barnes 1934 - 2015

Ken Barnes, former managing director of UK-based Grayston Crane Hire in the 1970s and 1980s passed away on September 22nd aged 81. While he had not been in the best of health for the last year or so, his passing was sudden and unexpected.

Born to a butcher in Wilmslow, Cheshire, Barnes started out as a fitter with Wilmslow

Plant Hire in Stockport which at the time ran a few Ruston Bucyrus 22-RB crawler crane/draglines. In 1964 he joined the Grayston Plant Hire depot in Droylsden, when the company started moving crawler cranes into the region from Kent. Then in 1966 he moved to New Zealand to look after a company owned by one of his relatives - Percy Hammond.

A few years later he was back in the UK and back with Grayston, managing its Darlaston depot near Birmingham. Grayston was acquired by BET in 1968 and Barnes quickly moved up the management ladder. In 1982 he was appointed managing director of the entire Grayston Crane & Plant Hire division, one of two divisions along with Scaffolding. As part of BET the company was merged with the group's other crane hire business

JD White to become Grayston White in 1984, but by then Barnes had gone to live in South Africa to run the group's South African crane hire business, Grayston Cranes South Africa and joined the Grayston Holdings board. After selling the South African business to Harold Johnson he headed back to UK, shortly after BET had added GW.Sparrow & Sons to its growing crane hire portfolio, forming Grayston White and Sparrow.

Ken Barnes in the late 1980s.



He was then appointed to a role as second in command to BET Plant Services chairman Bill Boulton who as chairman of the BET offshore and international plant companies, built a worldwide crane and access empire through multiple acquisitions. Scott Greenham was one of the last major crane and access purchases in 1987, which also made them a serious player in the UK powered access and scaffold tower business. When the 1990s recession came along the rapidly formed conglomerate began to fall apart due to its huge debts and problems with new owners Initial.

Barnes and Boulton both retired in 1993 and played a significant role in the acquisition of Lorne Stewart from BET by the Rezayat family, a partner with Sparrows in the Middle East. Boulton was chairman of Lorne Stewart with Barnes as a director.

He eventually retired around 1995.

His wife Esther, originally from Rathdrum, Ireland, died in September 2008 aged 77 - he leaves behind three children - Tricia and twins Stephen and Shirley, seven grandchildren and two great-grandchildren. The funeral took place in Leatherhead on October 15th.



Ken Barnes with wife Esther



Barnes introduction to the crane market probably came through a 22RB?



1200km charity cycle

Dear Sir,

As you already know, my father Simon Wilkinson very sadly passed away a few weeks ago following his recent battle with cancer.

During his last weeks he was cared for by the nurses and staff at St. Wilfred's Hospice in Eastbourne. I cannot begin to describe to you the incredible work they carry out on a day to day basis, the dignity and humanity is second to none.

It costs around £11,500 per day to run a hospice, donations and public support are vital for the patient's families and staff. Palliative care is something I feel incredibly passionate about following Dads experience. The figure of £11,500 is my minimum target although I hope to be able to do far more.

In November (Australia's baking summer) I will be embark on a journey/ mission to cycle from Brisbane to Sydney 1200km solo over the course of five days, averaging over 210Km per day (30 Km more than the average of a Tour de France rider) facing temperatures above 42 degrees C across a hostile and unmerciful environment. The only support I will have is from Charlie Gilmour a childhood friend driving the route in a van providing me with food and shelter; no hotels, no washing facilities, no fancy restaurants and no modern perks. So a case of Eat, Sleep, Pedal and Repeat.

The idea behind the cycle is to raise as much money as possible for the hospice and to donate this in my late father's name, something of which I know he would enjoy.

I'm writing to you today to ask for help, the trip isn't designed

to be an enjoyable feat, this is going to push me to the limit both mentally as well as physically and I'm currently in training for both. I have done 490 miles in 4 days during a charity ride I did from Bremen to Calais totally unassisted. So I have a good idea of what I'm up against from experience just instead of -2 degrees C its + 42 degrees C.

I need help with sponsorship to get the project off of the ground, an initial injection on money will allow to subsidise flights, van hire, fuel, food and medical supplies. In return I promise to gain as much publicity for sponsors as possible, through as many forms as I can, such as a two part mini documentary for Macmillan detailing the project from inception to completion, branded uniform throughout the trip, and mentions in any press release and in PR opportunities. Also the huge social media following we are preparing to gain, magnetic signs on the van,

The total amount required is around £3,000, we have created documents outlining the costings so far available. All the money gifted for the trip will be held in a separate account and all expenditure logged appropriately and free to view. It would be great to hear your thoughts on this.

Sincerely yours,

Sebastian Wilkinson

Simon Wilkinson died in late July, age 58, following an aggressive brain disease having seemed to have overcome cancer. See C&A Letters September. Donations can be made via www.justgiving.com/Gripping-Miles

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