

Readers Letters



Dear Sir/Madam,

I read the article about cameras in the latest issue of Cranes and Access. You mention Orloco as a supplier for analogue cameras. We are pleased with the fact that our name has been mentioned. But we do more than analogue. We currently have digital systems available with the same heavy duty specs which Orloco is famous for.

Please see our product portfolio for digital systems & accessories for crane cameras: www.orloco.com/catalogus/digital-hd-cameras

www.orloco.com/catalogus/crane-supplies

Furthermore, we are more than happy to cooperate on an article about camera systems. Do not hesitate to contact me for specific information about our camera systems.

Best regards,

Linda van Dijk

Project Manager
Communications

We could not find any point where we mentioned that Orloco cameras were specifically analogue, although we did mention that the company has pioneered the boom tip type crane cameras, a market which is finally coming of age. We do take on the point though. This is an area where we are planning to do a major feature in the near future, highlighting the benefits and comparing the different products on the market. And you can be sure that Orloco will feature prominently. Ed

Dear Sir,

As always I found you're the latest copy of your magazine to be full of good and interesting information. Sad to say maybe but I always read it from cover to cover. This one seemed a lot bigger than the usual and was packed with interesting material. BUT....The one thing that impressed me the most in the entire magazine was a letter you carried on page 99 from Mr McNally. It is a rare rare thing to see a crane man being so open and sharing with information as he appears to have been and I applaud him from the rafters. It was heart warming to see and I only wish that more people - companies would only follow his lead. If they did we would have a much safer and more professional attitude to safety and risk. It would be nice if more people joined me and said well done! I only hope that his attitude attracts more customers to give him their business as a result. At a time when openness and honesty seem in short supply this is really refreshing.

Fergus Pyle

Dear Leigh,

I have just been informed that Ken Deighton, the last chief engineer of Priestman died recently. He was an excellent design engineer in my estimation, who had been very much involved in the development of the Priestman Sealion. This was not, in my view, a wise commercial undertaking for Priestman, forced upon them by the autocratic Acrow Chairman, Bill de Vigier, but it was an excellent piece of engineering, which survived the rigorous conditions of the North Sea. If only Priestman had devoted that engineering expertise in to developing larger crawler cranes, it might have been very different and this is what I wanted to happen.

Yours **Dick Lloyd**

Something has to change

Hi Leigh

It's been a crazy week with all these accidents, the CC2800 in Italy the Weldex crane in Newcastle and two more that I heard about that happened this week. This is the outcome of xxxxx hiring a brand new 400 tonner with minimal hours on the clock to yyyyyy company for a job in xxxxx, they then hired in an operator from an agency that only had experience in crane up to a Kobelco 135, oh and I forgot to mention the crane was on a FLOATING barge which said operator had no experience of either. The damage to the new crane is two new ropes at a cost of around £25K.



This week has proved we in the UK are heading for a disaster in the crane industry it's getting worse and the cause of it will be crane owners and agencies, the owner for hiring cranes to anybody without a care in the world and agencies sending any Tom Dick and Harry out to a crane without knowing the ability of that operator.

I will try and sit down tonight and write down to the best of my ability of what I believe to be the biggest problems and what should be done about it, if it's any good I will make it public either through yourself or another method but I really do feel like something needs to be said.

Yours



Name withheld for fears of repercussions – and we have hidden details of one incident due to the fact that we have not been able to corroborate it beyond all reasonable doubt or through a second totally independent source. If and when our correspondent does follow up we will be ready and willing to work with him of course. Ed

Thank You

The family of Norman Kelsey, who died in April and whose obituary we carried in the last month's magazine have written to us as follows:

Dear Sir, I wonder if you could please do me a favour somehow? Today has been Norman Kelsey's (Hewden Stuart northern area manager) funeral and wake. I know a lot of the guys follow you and see your publications. Could you please thank everyone who attended please. I did not get to thank them all for attending it and it was such a good turnout. You carried the original announcement about his death.

Many thanks !!!!

Lesley Batschelet

Ken Deighton

1932 - 2017

Ken Deighton, the last chief engineer of Priestmans of Hull, died on 20th April at the age of 85. Ken was a very loyal company man employed by Priestman for the larger part of his working life. He joined the firm in 1948 as an apprentice, taking time out with the Merchant Navy for a couple of years for his National Service. When he returned to the company with marine experience he was put into the dredger section of the design office. He became one of the most valued members of the highly skilled Priestman design team and was much involved in the innovative design of the Priestman Lion excavator/crane, probably the most sophisticated mechanical crane ever produced, with its totally enclosed gearing and pumped lubrication system. He also took a major part in the switch from mechanical machines to hydraulic, a project master minded by the late Gordon Scott, one of the most highly qualified design engineers in the company.

Priestman was one of the few older manufacturers who were successful in making this transition, evidenced by the robustness and durability of the Mustang hydraulic excavator range, which spawned the long-reach excavator, the VC or Variable Counter-balance range, and the highly successful Sea-Lion offshore crane. Both of these new designs were born under Ken's aegis, after he had succeeded to the position of chief engineer in the late 1970s.

Following the collapse of the Acrow group in 1984, Ken joined Sanderson when it acquired Priestman, but they did not have the resources nor the enterprise to take Priestman further, and only lasted a

few years more themselves.

RB bought the manufacturing rights for the VC Range in 1990, and took Ken with them, to further develop this unique



Ken and Anne Deighton with Kees Zeevenhooven

product. RB landed the largest and most prestigious order for the VC20 in May 1991 just after the Gulf War.

The machine proved ideal for capping the oil wells in Kuwait, which had been destroyed by Saddam Hussein. The detailed account of what happened are best described in Ken's own words: "The machines were required with great urgency, and because of the low overall transport height, which had been built into the design concept to make the machine more easily transportable, they were able to be despatched to Kuwait by massive Russian transport planes, three units at a time. They were dispersed around Kuwait to the US Fire Fighting Teams, and by October 1991 had succeeded in extinguishing the last of the 640 well-head fires, due to their exceptional long reach."

The whole procedure reflects very great credit on Ken's expertise, and is a final tribute to his remarkable career. He is survived by his wife Anne, and his three daughters, Suzanne, Carolyn and Virginia.

This was sadly bumped from last month's letters page due to space limitations.

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