

SUBSCRIBE TO THE
C&A
NEWS PACKAGE
AND GET THE
INDUSTRY'S
MOST WIDELY
READ NEWS



Vertikal
.net



EVERY ISSUE
Delivered to your door
PLUS
DIGITAL ISSUE
Online

To get your
SUBSCRIPTION
up and running
register online at
www.vertikal.net/en/subscriptions

YEARLY SUBSCRIPTION

£40.00/€60.00
(UK and Ireland)
€75.00 (Rest of Europe)

\$110.00/£60.00 (Other regions)
Payable by BACS transfer/
credit card/cheque

**AN INDEPENDENT NEWS SERVICE COSTS MONEY AND
NEEDS YOUR SUPPORT SUBSCRIBE TODAY!**

READERS LETTERS

OLD CRANE MEMORIES

Hi,

In the latest issue I was interested on the page with BCHC fotos, as in 1975 I started with Caledonia Crane Hire, Dundee depot, they were a subsidiary of BCHC and had a six ton Hydrocon like the one illustrated. It was gone before I started.

The Hydrocon operator once did five local hires in one day! After 10 months six of us were made redundant, I moved to the Caledonia, Peterhead depot. They had two P&H (Pauling & Harnischfeger) 125s on contract to BOC Offshore Base. One was issued with a replacement four sheave hook block. The operator reported that the fourth sheave was not getting grease. When dismantled it was discovered the grease channel stopped at the third sheave! I see the illustrated one seemed to be rigged for tower and boom. I wonder, no way of knowing if it is one that went to Peterhead. They had two ballast blocks, one nine tons and one 18 tons. I often helped rig/derig them with the 45 tonne Pinguely I was on, not so easy to place one of the ballast blocks as it was under the superstructure.

Also at Peterhead was a 25 ton Cosmos, driving cab and operating cab identically shaped. I did a hire with it, then commented to management of my legs (and I'm short) being almost horizontal, to which I was told the cab was designed by Graham Hill, ex F1 driver! I asked "why"? He was an excellent driver but one doesn't drive a crane like a race car. I was never on anything bigger than a 60 ton Pinguely, but of the cranes I operated the best performer which was the P&H 55 ton telescopic, real Yankee built at 11ft wide on the road,

I enjoyed Vertikal Days, Newark this year,

Regards,

Brian Finnie, Carnoustie

THINGS ARE BROKEN - A BIT OF A RANT

Good afternoon Mr Darwin.

Yesterday, upon receipt of the C&A magazine, I read your article about questionable 'advancements' in vehicles and their 'free' electronic add-ons that no one uses, with great interest. On BBC 4, there was a wonderful programme about the construction of the Forth Road Bridge in Scotland, in the early 1960's.

The film provided a precis of how you can construct a massive steel/concrete structure, across a pretty scary estuary, subject to high winds and extreme cold, in just over three years..... no electronic instruments, computers and so on - good old logarithms, slide rules, ranging rods, Dumpy levels (Well - they might have moved on a bit from them!) and with a massive abundance of common sense, on site experience, trust in others, a very big skilled workforce - Elf 'n' Safety, was a minor consideration! Yet, in all the time it took to build, there were only seven fatalities, four on the bridge and three 'offsite'.

It took around four years from enabling works to QE2 driving across on a foggy morning - this is something that will never happen again. Nowadays, not taking into account all the Activists, Environmentalists, Legal Eagles, Greenies - it would never get over a rill, let alone from South Queensferry to North Queensferry, in that time! The construction progress itself would probably take at least five years, what with all the rules and regulations, thou shalt/shalt-nots, method statements, H & E requirements, tests, changes in products and small businesses going bust due to disputes and non-payments.

I live in Hampshire and, whilst 'retired' I am still pricing the rare enquiry, in particular wastewater treatment works, needless to say, the 'budgets' are so far behind current prices, in most cases it really isn't worth my time and the specialist subcontractors' money in preparing accurate BOQ's.

For example, the first reservoir to be constructed in over 30 years, on the borders of Hampshire and West Sussex, will take up to three years to basically dig a big hole, line it and bund the excavated materials around the pit to make it deeper. Not including the exceptional amount of time, it has already taken - I think seven years? - to get to this point. And the bunch of loonies, particularly the Energy Secretary, want the UK to have 'clean' energy in less than six!

In all the time I've been in construction - now over 50 years - I've never seen such a total mess. I used to work for the Danish Civil Engineering company - Hojgaard & Shultz - who built the Øresund Bridge, the longest suspension bridge in the world between Denmark and Sweden - over 15km I think - in the mid 1990's. In Scandinavia, they tend to do things so much better and quicker than us. But surely the method in which construction is carried out should improve, not get quickly bogged down by cult interests, or as in the case of the current government, slamming the brakes on much needed infrastructures such as the A303 tunnel, opening up the route west for holiday and other traffic. Or cancelling a 1,500 unit 'new village' on the site of the old Fawley oil fired power station. Or stopping the much needed upgrade of an existing railway line from Marchwood, to Fawley to serve the large suburban area, currently with a single carriageway road with a mish mash of dual carriageway sections. And the Climate Activists wonder why there are 'hot spots' of carbon dioxide/NO along the south coast. Could it be all those cars in queues along the edge of The New Forest... Best regards, Paul Keld

MANY THANKS

Hi Both,

I didn't get chance to catch you yesterday, but just wanted to say a big thank you for all your hard work on the show. Once again it ran perfectly (as far as we could see!). Everything was exactly as we had hoped and expected, and I personally felt visitor numbers were great! I can only imagine how much hard work goes into the organisation and set up, and I expect you are now looking forward to a restful weekend!

Thanks again for making it as easy as possible for 'us exhibitors'.

When you have pricing and plans for next year please let us know so we can make our reservation.

All the best

Vicki Allen

Managing Director

International Platforms

Hi Clare.

Just a quick message to say thank you for making us 'New boys' so welcome at Vertikal 2024. We have learnt a lot about where we need to be in the market, and gained a lot of good leads, hopefully customers.

Everyone on the stands were friendly, and most have been coming to Vertikal for many years, credit to you guy's. I am off to the NEC in two weeks as a visitor, I guarantee that it will not be as open and friendly as your show.

Keep up the good work, hope to see you next year.

Best Regards,

Ian Lewin



Plant & Hire
Aid Alliance

LET'S GIVE UKRAINIAN CHILDREN A **CHRISTMAS** THIS YEAR



CHILDREN'S CHRISTMAS APPEAL

The ongoing war in Ukraine continues to have a devastating impact on children, leaving many without the basic comforts of home, security, and joy. As Christmas approaches, the need to bring a little light into their lives becomes even more urgent.

In response, we are once again launching a Children's Christmas Appeal, aiming to bring smiles to these young faces. With the support of local communities, partners, suppliers, customers, families, and friends, we hope to collect enough toys and gifts to fill an artic loader, scheduled to depart from Ipswich on December 12th.

Your generosity can help make this holiday season a bit brighter for the children affected by this conflict.

GET IN TOUCH

e: ukraine@ardenthire.com
w: www.aid-alliance.com

GETTING INVOLVED

SOURCE GIFTS

Collect toys and gifts both old and new and wrap them in Christmas paper. Use a removable label to show what the gift is, whether it is for boys or girls and the age range.

SEND THEM TO OUR COLLECTION POINT

Our address is: Ardent Hire Solutions, 289 Felixstowe Rd, Ipswich, IP3 9BS. Please ensure your gifts arrive with us before **Friday 6th December**.

ARTIC LOADER DEPARTS WITH PRESENTS ON 12TH DECEMBER

A fully loaded artic loader will depart from Ipswich on 12th December to Kosice, Eastern Slovakia. From here the presents will be distributed across Ukraine with the support of Rotary International and local volunteers.



GED KELLY 1969 - 2024

Ged Kelly, the business development manager for Haulotte UK, has died. He passed away peacefully on Friday morning, September 27th, having lost his battle with cancer, he was only 55. He leaves a wife Jeanette and daughters Sophia and Lucia.

Ged Kelly was born on the Wirral and kicked off his career as a salesman for a car dealership in the early 1990s. In 1993 he threw caution to the wind and headed off on an adventure to the USA, landing a job with a business called 'At Your service Vehicles Sales' in California, where given the stories he used to tell he had a great time!

At the end of 1994 he returned home and got a job back with Ford cars, before joining the Bank of Scotland vehicle asset department in 1997, working his way up to national auction manager where he remained until 2009. Somehow - possibly due to his finance connections - he discovered the powered access industry and joined UK Platforms - then owned by Haulotte - as an area sales manager, laying the foundations to what would later become a very successful career with the Haulotte group.

He moved across to Haulotte UK in June 2012, initially as a sales manager for the Northern region, before becoming key account/national account manager in 2018, a position he relished, worked hard at and ultimately played a large part in the successes that Haulotte UK has achieved in recent years.

A message from his colleagues said: "Ged was not only a fantastic account manager, he was kind and generous with his time and knowledge and always happy to help out and support colleagues, he was at his happiest when he was in front of customers, especially at customer events, not only because he was passionate about the products he was selling but because he genuinely loved making friends and having a good time."

"Ged was a very special human being, he was the heart of our Haulotte family here in the UK, loved by everyone, and we are devastated that this cruel disease has taken him from us. We miss him terribly and will always miss him."



Ged Kelly

GUILLERMINA OLIVER 1936 - 2024

We learnt of the sad and somewhat surprising death in August of Guillermina Oliver, the mother of Publisher and owner of the leading Spanish language Crane and Access magazine Movicarga.

Founded by Luis García Sánchez in 1973, Guillermina co-owned the publication and worked with her husband on the magazine, becoming well known within the Spanish crane and access circles. She died shortly after being diagnosed with pancreatic cancer catching the family and friends by surprise - she was 88. By all accounts she was quite the force of nature until the very end.

Her daughter Macarena wrote a most beautiful tribute to her mother for the Movicarga magazine which we have translated and publish here in full. Spanish speakers please forgive our translation which will never capture all of the original.



Guillermina Oliver

TE QUEREMOS MAMÁ - WE LOVE YOU MAMÁ

Mamá started this 2024 in NY and Punta Cana. That's what defined mom, enjoying every moment she could. Just a month ago we were in Budapest and Menorca, and at Easter we went to Sicily, which was one of the destinations she had always wanted to go to.

Mamá for those of you who knew her, was an extraordinary person who always helped you. Her daily mass in Cana was never missing wherever she was in the world. We are very lucky to have enjoyed her so much and to have lived so many experiences with her.

When she found out about her illness, the first thing she told me was...we are left without Egypt. Don't worry, Mamá, we will go and take you with us wherever we go. Every Christmas meal, we sat at the table as a family and decided on a destination to go to. That's Christmas for me. And Mamá, we will keep that tradition for you.

Our annual trip to Covadonga to see Santina and Lourdes will be another tradition that we will continue.

Mamá was super devoted to San Pio de Pietrelcina, whom of course we went to see at San Giovanni Rotondo. And whom she visited on Fridays in Medinaceli, another of her sacred refuges.

Mamá taught us the value of family, forgiveness, love, friendship, Christian values, how important it is to have empathy and how important it is to enjoy. She taught us what sacrifice and true love are. She was super proud of us, and we of her. We couldn't have had a better mother and grandmother.

Some might think that she was going crazy with so much traveling, I have never met a person who said "yes" to a trip faster than her. Wonderful.

Last year in Thailand we even rode an elephant. "Since I'm here, why not ride?" Of course, Mamá.

Or in the Sequoia park in the USA when she wanted to climb a tree because she was excited about it. Or ride a Harry Potter roller coaster at Disney. She is and will be unique.

It has all happened so fast that we are still speechless. A fulminating cancer. Damn cancer. But at least she did not suffer much. I think God wanted her by his side, I don't think more than us, but He commands.

Thank you all for your prayers. They have made offerings to her in Asia and offered masses from Uganda, Lourdes to the Convent of Sotillo de la Adrada. I ask you please to order a mass for her. One or several, as many as you want.

Thank you mommy for this wonderful life at your side. Thank you for teaching that NY by plane is the same time as Cadiz by car, and that the world is as big or small as you want to make it.

A friend told me something beautiful about my mother: your mother was SOLAR. I couldn't describe her better.

We turn our dreams into memories and that is something not many people can say.

Thank you from the bottom of my heart for being our eternal light.

ALEXANDER RICHARD GLOVER
1942 - 2024

UK crane rental veteran Alex Glover has died, he passed away on Tuesday, August 27th surrounded by his family, having spent the last five weeks in hospital, following a complication with a long term pulmonary disease. Apparently, despite his illness, he maintained his 'chipper' and helpful attitude to life until the end. Here is a tribute to a man who has dedicated his life to the UK crane rental market for at least 45 years.

Glover began his working life in 1960 joining the British army with the Royal Electrical and Mechanical Engineers REME, where among other duties he spent time driving a heavy recovery truck and is likely to have started operating cranes at that time. He remained in the services for six years, during which time he served in Singapore and Borneo as well as the UK and got married. When it came to leaving the army, he found work with rental company Eddison, based in Wokingham before joining Richard Baldwin and Baldwins Crane Hire and in the four years with the company progressed to operating its largest crane.

In 1979, he decided to set up on his own and purchased a used crane he found in a scrap yard, what looks like a Coles Hydra Truck 15T. He renovated it and gave it a respray, using the only paint he had in his garage, yellow and orange, which remain the distinctive colours of the company today. He started the company from his house with his one crane.

Over the next decade two, Glover built the up the business which is based in Farnham, Surrey, roughly halfway between Winchester and central London, into an increasingly important regional player and became particularly well known for pioneering the use of large telescopic.

In 1989, he took delivery of the first 500 tonne nine axle Demag AC1600 to arrive in the country. It was not all plain sailing for the family-owned company, which went through a few restructurings, voluntary liquidation and rebirths, but always remained a family-owned business trading under the Terranova name with its distinctive livery.

He leaves behind his wife of 62 years, Jean, son Alec, daughters Pam, Jane and Helen along with 10 grandchildren and three great grandchildren. He was unquestionably a character and will be missed by many in the industry, past and present.

**MALCOLM ROBINSON 1947 - 2024**

UK heavy lift specialist Malcolm Robinson died after a long illness. He passed away on September 25th at the age of 77. He was highly regarded in the global heavy lift industry and began his career in the UK crane rental industry with Scott Greenham but moved into heavy lift with Atlas Heavy Lifting in Abu Dhabi, followed by Al Jaber and Hewden Stuart.

For the past 21 years he has worked as a project manager with global heavy lift group Mammoet, managing large projects in Australia, USA, Russia, Thailand and others. His last job was managing a major project in NW Australia. He was obliged to retire from Mammoet seven years ago due to his deteriorating health.

He leaves behind his wife of almost 40 years Lynne, along with their daughter Claire and family.

Lynne Robinson said: "I have always been extremely proud of Malcolm. I know he has given his all as he does with everything. He enjoyed his work very much. He always felt very lucky doing the job he did."

"We have had a great life together. Married 24th December 1984. The best time of my life and I know Malcolm felt the same. Sadly, his Aphasia took away much that he loved doing and I had to become his voice. The end, which came suddenly, was a shock to us all. We will miss him more than any words can convey."

"He would certainly be thrilled to know he was so highly thought of. I did the best I could to give him the best time possible. Thankfully he knew me, possibly my voice more, but I will be forever very grateful for that."

