

ACT

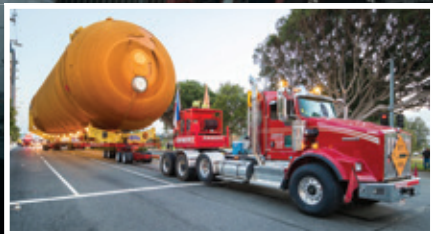
The magazine for the crane and transport industry

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Amazing work

Ingenuity, innovation and a “never say never” mentality were on display at the SC&RA Job of the Year competition last month in Scottsdale. I’m always excited to see the presentations, and this year the competition was fierce. Hannah Sundermeyer and I sat through every minute of the presentations that featured amazing feats of excellence on every level.

SC&RA added an additional hauling category this year and a new rigging category was added in 2016 making eight awards up for grabs. The new categories gave more companies the opportunity to enter the prestigious contest. Three companies won all eight awards: – Barnhart, Emmert International and Fagioli. Don’t miss our Job of the Year Special section starting on page 43.

Big news this month is that Maxim Crane Works keeps getting bigger. The company announced it would acquire Coast Crane, a division of Essex Crane Rental. The deal is expected to close in the second quarter of 2017. It was a year ago this month that we received the news that Maxim had purchased AmQuip. That being said, in the past two years Maxim has purchased two companies that were in the top 10 of our ACT 100 list of crane-owning companies. Interesting stuff.

The wind power market has been one of ups and downs for the crane and transport sector over the past 15 years with the market depending on tax credits approved by the U.S. Congress. With the most recent Investment Tax Credit approval in 2015, the wind market is again in an upswing. Doug Williams, president and CEO of Buckner Companies, told me that the market is really strong, perhaps stronger than it’s ever been in North America. There are three reasons why: new wind farms, maintenance on existing wind farms and another new element in play. “In addition to installation, there’s this new area referred to as ‘repowering,’” he said. Basically, the wind farms put up eight to 10 years ago now need new, more efficient turbines, new rotors, larger blades and new gear boxes, allowing the existing tower and turbine to be more efficient to put out more power.

“It allows the owners to start a whole new cycle of tax credits,” Williams said. “All three are converging at once. There is a huge maintenance demand and the repowering work could become almost as significant as the new installation work.” Don’t miss our Industry Focus: Wind Power on page 37.

And finally, we continue our ConExpo coverage with our Product Focus: Boom Trucks, where Sundermeyer reviews the new machines that were rolled out at the big show. Don’t forget our ConExpo take-aways coverage that starts on page 17. Drop me a line about what’s going on with your company, people and cranes.

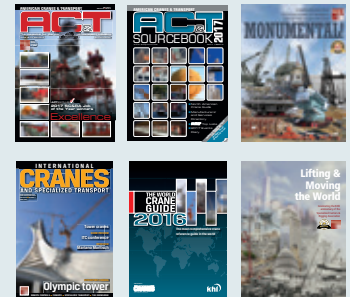
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ACT's exclusive coverage of the SC&RA's 2017 Job of the Year winners. See page 43.



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Maxim acquires Coast Crane

Maxim Crane Works, the largest crane-owning company in the United States, will acquire Coast Crane Company, an indirect wholly-owned subsidiary of Essex Rental Corp.

Founded in 1970 and based in Seattle, WA, Coast Crane is one of the largest providers of bare crane rental and related lift solutions servicing the West Coast of the United States. Maxim said that its acquisition enhances its full-service, nationwide crane

rental and lifting solutions platform and expands its operations in a fast-growing crane rental market.

As part of the stock purchase agreement, Maxim will acquire all of the issued and outstanding shares of Coast's parent company, CC Acquisition Holding Corp., for \$72.5 million, subject to closing date working capital and other adjustments. The sale is expected to close in the second quarter of 2017.

The transaction is subject to customary closing conditions and the approval of Essex stockholders. A special meeting of Essex stockholders to approve the sale will held.

Following the closing, Maxim will begin integrating Coast with its existing operating business. Maxim said the Coast team and its customers will gain access to one of the largest modern fleets of full-service lifting solutions in the world.



A year after it acquired AmQuip, Maxim Crane Works will purchase Coast Crane.

"Coast Crane offers one of the most experienced teams of crane professionals in the region," said Bryan Carlisle, Maxim chief executive officer. "Its state-of-the-art fleet provides customers with a 'best in class' brand of products, parts, services and rental equipment. We are very confident that the combination of Coast and Maxim will bring an added value to our combined customer base,

employees and industry."

According to Nick Matthews, Coast Crane chief executive officer, "We believe that this transaction delivers the best current return for our shareholders, and it also provides a good opportunity for our employees to work for a company positioned for growth due to its experienced management team, future business prospects and very strong balance sheet." ■

HIGHLIGHT

■ Talbert Manufacturing introduced the 55SA-TELE heavy-haul trailer. The deck length is 54-feet when open, which allows users to haul a wide range of large equipment, such as bridge beams, conveyors, generators, pressure vessels and tanks. Operators can then retract the trailer to 32 feet 6 inches. This shortens the overall trailer length to 53 feet, eliminating the need for permits which saves time and money.



Gavel passed to Young

At its 2017 Annual Conference, April 18-22 in Scottsdale, AZ, the Specialized Carriers & Rigging Association (SC&RA) elected Terry Young, of Construction Safety Experts

in Cary, NC, as president. Joining Young as officers for the 2017-2018 term are:

Chairman: John McTyre, Sr.,

Unified Logistics Operating Group, Bethesda, MD.

Vice President: Gary Stang, Anderson Trucking Service, St. Cloud, MN.

Treasurer: Delynn Burkhalter, Burkhalter, Columbus, MS.

Assistant Treasurer: Tom Bennington, Duncan Machinery Movers, Inc., Lexington, KY.

Also joining the Board are four newly elected Group Chairs:

Allied Industries Group: Lester Evans, Aspen Custom Trailers, Gatesville, TX

Crane & Rigging Group: Michael Vlaming, Vlaming & Associates, APC, Vallejo, CA.

Transportation Group: Rafael de los Santos, Tradelossa, Mexico City, Mexico

Ladies Group: Myndee Anderson, Anderson Trucking Service, St. Cloud, MN.

The newly-elected officers will serve one-year terms that will expire at the conclusion of the SC&RA's next Annual Conference, April 17-21, 2018, at the Boca Raton Resort and Club, Boca Raton, FL. ■

SC&RA Job of the Year Awards

The 2017 SC&RA Job of the Year contest was held at the organization's annual conference in Scottsdale, AZ last month. Winners are:

Rigging under \$150,000: BARNHART

Rigging \$150,000 to \$750,000: EMMERT INTERNATIONAL

Rigging \$750,000 to \$2 million: EMMERT INTERNATIONAL

Rigging over \$2 million: FAGIOLI

Trucking under 160,000 pounds: EMMERT INTERNATIONAL

Trucking 160,000 to 500,000 pounds: BARNHART

Trucking over 500,000 pounds: FAGIOLI

Moving: FAGIOLI

■ See ACT's special section detailing the winning jobs and all the entries starting on page 43.

The ceremonial SC&RA gavel is passed to new SC&RA president Terry Young by current chairman John McTyre.



Jekko's SPK 60 launched in U.S.

JekkoUSA, the exclusive United States distributor of Jekko minicranes, has released the new SPK 60 telescoping crawler crane to the U.S. market. It is the first Jekko to combine significant strength and reach with 360-degree rotation and the mobility of a pick-and-carry crane.

This versatile crane, which can be driven or operated via radio remote, has a maximum lifting capacity of more than 6.5 tons, and has a reach of nearly 89 feet (with extensions). The SPK 60's radio remote and load moment indicator (LMI) systems give an operator precision control, and delivers some of the highest safety measures available in the industry. Like all Jekkos, the SPK 60 is ideal for operating in interior work spaces. Applications for these cranes include glass handling and installation, HVAC, infrastructure repair, utility maintenance and more.



Leavitt acquires assets from Barnhart

Leavitt Cranes has acquired the assets of Pacific Tower Crane (PTC) and Pacific Lift Equipment (PLE) from Barnhart Crane & Rigging, based in Memphis, TN.

"The acquisition of Pacific Tower Crane and Pacific Lift Equipment brings new opportunities to Leavitt Cranes, as well as new opportunities to customers," said Tom Leavitt, CEO and president of Leavitt Machinery and Leavitt Cranes. "As with Leavitt Machinery, Leavitt Cranes provides customers with a variety of industry leading brands which means the customer comes first. It is my hope that with an increased product line and multiple brands to serve



them, customers will have more options and will benefit from an increased product offering."

Leavitt Cranes will operate in a large facility in Tacoma, WA, which will accommodate its operations and service team. In addition to the Tacoma facility, Leavitt Cranes

will be establishing a presence in Mount Vernon, WA to support its administrative and management group. In addition to key staff members making the transition, Thom Sickelsteel will assume the role of general manager for Leavitt Cranes' operations in the United States. ■

Tadano GTC-1200 approved for NYC

The 130-ton capacity Tadano Mantis Model GTC-1200 telescopic boom crawler crane has received approval for operation in New York City, with its full load chart. The strong load charts and robust construction of the GTC-1200 have proven the crane to be effective in lift applications as well as in heavy-duty applications like vibratory hammer work, according to Tadano Mantis.

The self-erecting GTC-1200 is designed to be easy to assemble and disassemble for transport and has patented features to aid fast mobilization. In addition to the standard features, the following optional equipment is available: 28,000-pound line pull controlled free fall winch, steel boom head sheaves, 2-man, 750-pound

capacity work platform and auxiliary controls and hydraulic circuits for pile-driving lead systems. Tadano Mantis sponsors the GTC-1200 on www.3DLiftPlan.com where complete lift planning and ground pressure calculation software tools are available.

The GTC-1200 is the fifth Tadano Mantis telescopic boom crawler crane approved for operation in New York City. The other approved models are the 30-ton Model 6010, 70-ton Model 14010, the 77-ton Model 15010 and the 100-ton Model 20010. Tadano Mantis is represented in New York by its Syracuse-

based dealer Empire Crane Company. New York City-based Bay Crane has several GTC-1200s in its rental fleet along with Tadano Mantis Models 20010, 15010 and 14010. ■

The GTC-1200 is the fifth Tadano Mantis telescopic boom crawler crane approved for operation in New York City.



■ DICA announced that SafetyTech Outrigger Pads and FiberMax Crane Pads are now available in the crane mats library of the lift planning tool, 3D Lift Plan. DICA worked in collaboration with A1A Software, developer of 3D Lift Plan, to provide engineered outrigger pad and crane pad options that would help increase the accuracy of lift planning data.

■ Mexico-based crane and logistics company GSL has expanded its fleet with the addition of a new Demag AC 220-5 all terrain crane, manufactured by Terex.

■ Mammoet, is extending its presence globally with the opening of a branch office in Grande Prairie, Alberta, Canada, and one in Krefeld, North Rhine-Westphalia, Germany.

■ Maeda USA's entire line of Maeda Mini Cranes will now be available for sale in Arkansas through a partnership with Tanner's Crane Service.



■ Rahal Letterman Lanigan Racing (RLL) announced that Fleet Cost & Care (FCC), makers of fleet management software solutions NexGen and Atom, renewed its role as an associate sponsor of the team's Verizon IndyCar Series program.

ALL purchases package of five tower cranes

To meet an increased demand for tower crane rental, the ALL Family of Companies has purchased five new tower cranes.

The 5-crane package includes two of the new Manitowoc/Potain CCS City Tower Cranes, model MDT 219 J10 (11 tons) with a maximum hook reach of 213 feet and a maximum hook height of 231 feet.

The order also includes one Manitowoc/Potain Igo T 130 (8.8 tons), the largest self-erecting tower crane from Potain, with a maximum hook reach of 164 feet and a maximum hook height of 200 feet when using an elevated jib. The T 130, available immediately, will be put into service by ALL's Pittsburgh branch.

ALL purchased two Terex SK 415-20 hammerhead tower cranes (22 tons),



which feature a maximum hook reach of 246 feet and a maximum hook height of 214 feet. The SK 415s are due for delivery in July.

"Tower crane rental rates continue to trend upward," said Clay Thoreson, general manager of ALL's Tower Crane division and 45-year veteran of the tower crane

industry. "With the economic recovery in many markets, more buildings are going up on tight city sites that require tower cranes. We've been adding to our fleet in categories where we see growth; last year in luffing-boomed models, the year before in larger hammerheads." ■

ICSA meets in Vegas

The annual meeting of the International Crane Stakeholders Assembly (ICSA) March 8, 2017 at the Las Vegas Convention Center in Las Vegas, NV, was hosted by the Association of Equipment Manufacturers (AEM) and the Specialized Carriers & Rigging Association. This year marked the sixth meeting of the Assembly bringing

together industry users and manufacturers from around the world to address key issues impacting the crane and rigging industry. During the all-day meeting, users and manufacturers split up into two sets of morning sessions and reconvened in the afternoon to review key items of importance to the crane industry worldwide, including:

- ESTA's European Crane Operator License Project
- CICA's Operator Competency Program - CrewSafe
- Cranes on Floating Barges
- Report on FEM/ESTA 2017 Wind Summit
- Stability Calculations for Long Boom Systems and Wind Effects
- EN13000

■ New York City Safety Bills Under Consideration

■ Methods for calculating wire rope reeving system limits

■ Erecting Wind Turbines: Access roads and hard stands

The next ICSA meeting is scheduled for November 9, 2017, in conjunction with KHL's World Crane & Transport Summit in Amsterdam. ICSA Members include the Association of Equipment Manufacturers (AEM), European Federation of Material Handling (FEM), Specialized Carriers & Rigging Association (SC&RA), the Crane Industry Council of Australia (CICA) and the European Association of Abnormal Road Transport and Mobile Cranes (ESTA). ■



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AME skids packaging plant boilers

AME Inc. used a 300-ton capacity Hydra-Slide heavy track skidding system to position two 160,000-pound boilers inside a packaging manufacturing facility at the base of the Smoky Mountains in North Carolina.

Evergreen Packaging, which produces sustainable, eco-friendly paper and fiber-based products for the food, printing and publishing industries, awarded AME the task of receiving the boilers from a railcar via the onsite rail line, move them to their final position inside the mill and complete their installation by assembling the associated components, while the Canton-based mill remained operational.

AME used a gantry system and a 500-ton capacity Grove GMK 7550 mobile crane to



unload each boiler, rotate the units 90 degrees and set them onto the HT300 Hydra-Slide system. The 48-foot long, 12-foot wide, 16-foot tall boilers were then skidded 200 feet under the existing utility trusses and through an alley into the construction

Once the boiler was off the railcar it was lifted by a Grove GMK 7550, rotated 90 degrees and installed on the skidding system.

site, where a second gantry system lifted them onto their respective foundations.

The project presented a number of complications, as Jason Walker, senior project engineer at AME, explained. First, the boilers had to pass through an opening that was 14 feet wide and 17 feet tall with clearances of only a few inches on each side and to the pipe gallery above.

“Continued use of the onsite rail lines had to be maintained to allow uninterrupted operation of the facility and the weather could not impact the already tight installation schedule either,” said Walker.

“The proximity of hazardous materials in chemical storage also necessitated that every crew member had to carry emergency evacuation respirators throughout the process.”

The HT300 was onsite for approximately one month, including a week for delivery and assembly, two weeks in use and a final week for disassembly and load out.

It took around three days to move each boiler from the railcars to the foundations, much faster than would have been possible with alternative methods. Walker said there were coordinated schedule adjustments due to ongoing operation of the mill, such as trains coming through the work area as well as steel and piping deliveries for other trades.

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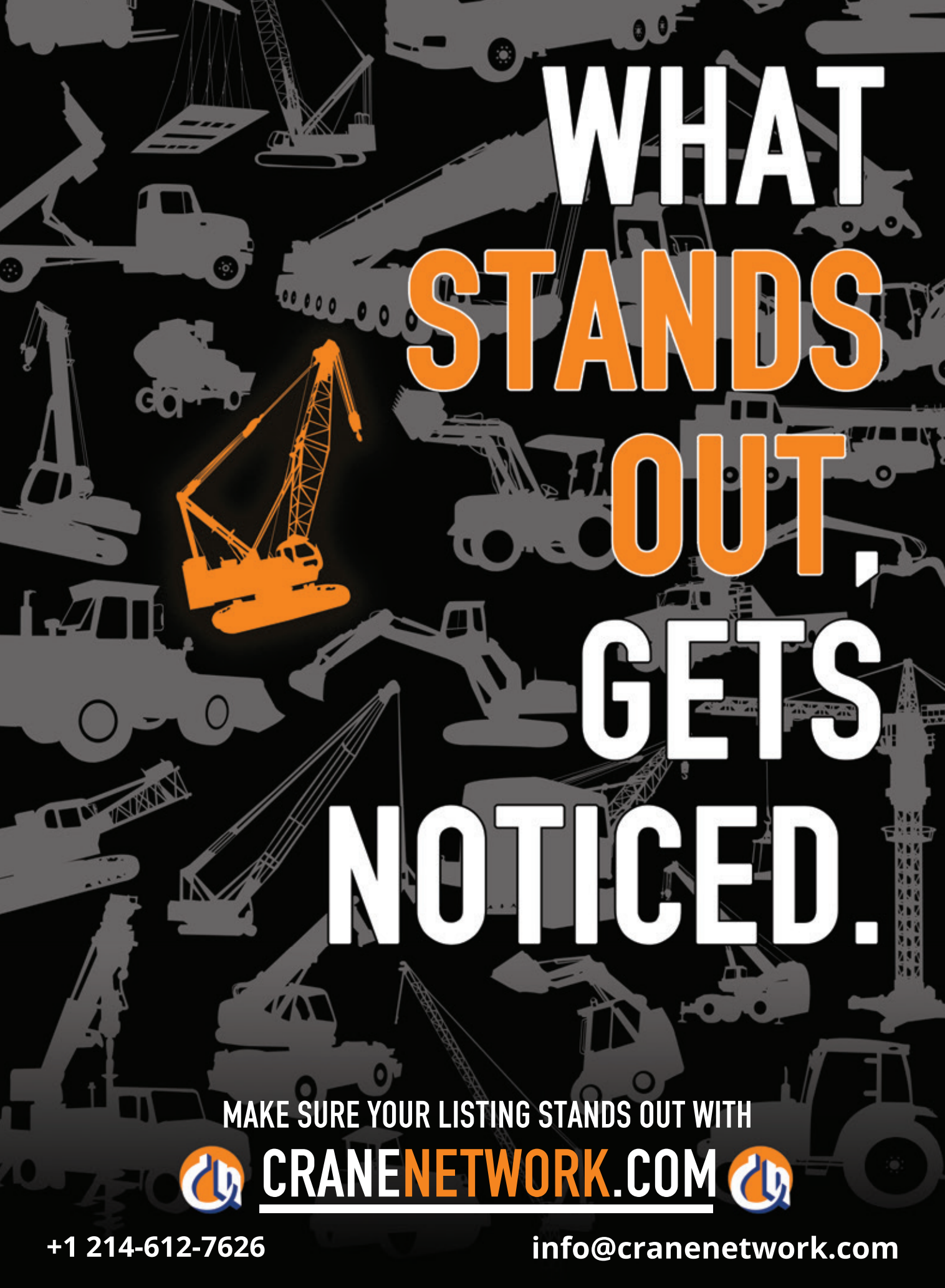
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The background is a dark grey collage of various construction equipment silhouettes, including cranes, trucks, excavators, and drilling rigs. One crane in the center-left is highlighted in orange.

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Take-aways

A sampling of handovers at ConExpo 2017. **D. Ann Shiffler** and **Hannah Sundermeyer** report.

With the hustle and bustle of ConExpo 2017 now just a memory, *American Cranes & Transport* has taken a moment to reflect on some of the take-aways from the huge tradeshow. From handovers to new equipment reveals, a ton of news was generated.

Liebherr



↑ Liebherr-Werk Nenzing celebrated the 101-year anniversary of Bigge Crane & Rigging with the handover of a LR 1300 crawler. Bigge has been a customer for more than 15 years and has purchased more than 100 Liebherr products.



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↑ Bragg Crane Service expanded its fleet with the purchase of two Liebherr LTM 1400-7.1 all-terrain cranes. The handover marks Bragg's first Liebherr AT.

Terex

→ Terex Cranes added the 3-axle AC 55-3 and AC 60-3 to its Demag line of all terrain cranes. Sarens added 18 new Demag all terrain cranes to its fleet: eight AC 100-4L, three AC 130-5 and seven AC 220-5. The new cranes will join a fleet of more than 1,500 machines, including about 500 Terex and Demag cranes.



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← Bigge Crane and Rigging made an impressive equipment investment with a 27-unit order with Terex Cranes that includes eight rough terrain cranes, two boom trucks, nine truck cranes, two all-terrain cranes and six tower cranes.

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Manitowoc/Grove



↑ W.O. Grubb purchased the first three Grove GMK5150L all-terrains cranes in North America. The company celebrated the purchase during a handover ceremony at the Manitowoc Cranes booth, directly next to the first GMK5150L unit go to the region. The crane was also adorned with the W.O. Grubb logo for the event.



↑ California's Coastline Equipment Crane Division purchased a new 20-ton CD5520 and celebrated with Manitowoc Cranes during a ceremony at the Manitowoc booth. The CD5520 crane features an 86-foot, four-section, full-power boom and is highly maneuverable, even on semi-rough terrain, with three steering modes and electronic self-alignment, the company said.



↑ Manitowoc Cranes celebrated the release and first five retail orders for the new National Crane NTC55 truck crane. Chief among the invitees was Stephenson Equipment, the Harrisburg, PA dealer that partnered with Manitowoc to design the crane. Five of Stephenson's customers that placed orders for the new truck crane were honored at the celebration.



↑ Only two days after the new Grove GRT655L rough-terrain crane was unveiled, Groves Equipment Rental purchased the model and joined key members of Manitowoc's staff for a champagne toast to celebrate.



↑ After unveiling its latest truck crane, the Grove TMS9000-2, the red, white and blue-painted crane was handed over to new owner Davis Motor Crane. Manitowoc CEO Barry Pennypacker presented the Davis team with a pair of customized, Manitowoc-themed, hand-painted hard hats to commemorate the purchase.



↑ R.H. Marlin Crane Rental celebrated the handover of a new Grove GMK5250L.

Tadano Mantis



↑ Empire Crane Company ordered two new Tadano Mantis telescopic crawlers, including the new 88-ton capacity GTC-800 and the 77-ton capacity Model 15010.

↓ Scott-Macon's team celebrated the handover of its new Tadano Mantis GTC-800, an 88-ton capacity, telescopic boom crawler crane.





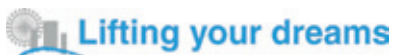
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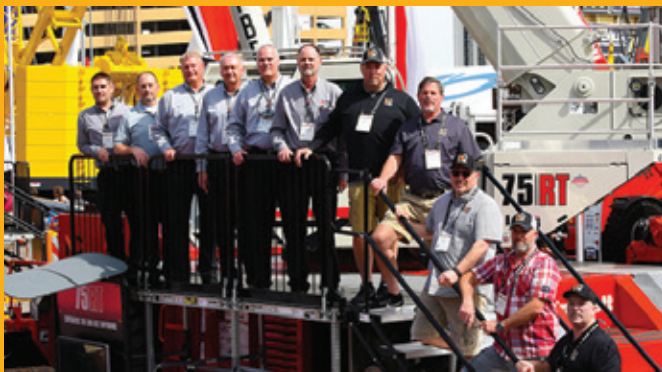
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Link-Belt Construction Equipment



↑ **NessCampbell Crane + Rigging**, based in Portland, OR and provider of the largest fleet of cranes and alternative lifting equipment to the Pacific Northwest, purchased the first Link-Belt 75RT rough terrain crane. Ness & Campbell is supported by its Link-Belt distributor Triad Machinery.

↓ Representatives from R.S. Audley and its New England distributor, Wood's CRW, were present for a key exchange of R.S. Audley's recently purchased Link-Belt 238 HSL. R.S. Audley was established in 1955 and is a general contractor from Bow, NH. The new 150-ton capacity 238 HSL lattice crawler crane will be utilized for a bridge project in Newington, NH.



Tadano America

→ **Southwest Industrial**, based in Phoenix, AZ, took delivery of its second 450-ton capacity Tadano ATF 400G-6 all-terrain crane.



← **Scott-Macon Equipment**, a full-service Tadano dealer in Texas and Oklahoma, took delivery of Tadano's GR-1600XL-2 rough terrain crane. The GR-1600XL-2 will be added to the company's growing rental fleet of Tadano cranes. The 160-ton crane is Tadano's largest rough terrain and is mounted on a rigid three-axle frame with self-removable outriggers and counterweight for ease of transportation, the company said.



↑ **Coastline Equipment**, Tadano's California-based distributor and part of the Bragg Companies, accepted the handover of Tadano's market-leading GR-1000XL-2 rough terrain crane.

Kobelco

→ The Bigge team was out in force, celebrating the order of 14 new Kobelco crawler cranes. The order included the 110-ton capacity CK1100G-2, 160-ton CK1600G-2 and the 275-ton CK2750G-2 lattice boom crawler cranes. Bigge took on the Kobelco dealership in 2007 and, with this latest order, has taken a total of 111 new Kobelco cranes.



↑ Kobelco handed over a new CK1100-G-2 crawler crane to RMS Crane & Rigging based in Colorado.



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Shares prices in the heavy equipment sector continued their impressive performance in March and on into April. But it remains to be seen whether first quarter financials justify this continued optimism.

ACT's Heavy Equipment Index (HEI) tracks the performance of eight of America's most significant, publicly-traded construction equipment manufacturers – Astec Industries, Caterpillar, CNH Industrial, Deere & Company, Joy Global, Manitowoc and Terex.

On a roll

Share prices have been on a roll since the November election, and the heavy equipment sector is one of the key industries which has benefitted. The rally continued through the final quarter results announcements period in January and February, and although there has been some fallback, stocks have generally hung onto their gains from the last four to five months.

The rise in share prices was driven by Donald Trump's election on what might be described as a business-friendly platform of lower taxes, less regulation and job creation policies. The heavy equipment sector was boosted further by the president's promises to invest \$1 trillion in new infrastructure.

Details have not yet been forthcoming. In fact, the March budget proposes cuts to Department of Transportation programs such as the Transport Investment Generating Economic Recovery (TIGER) scheme,

as well as reducing funding to the Army Corps of Engineers. But still share prices in the heavy equipment sector have held their gains. As the graph illustrates, the sector, represented by the ACT Heavy Equipment Index (HEI) is worth some 25 percent more than it was a year ago.

The next challenge will be the first quarter financial results season. Although sources such as the specialist market forecasting company Off-Highway Research expect a reasonable rebound in global construction equipment sales this year, it remains to be seen whether this will feed through to the bottom lines of U.S.-headquarter manufacturers – particular as the recovery is expected to be led by Asian economies.

The view from financial results at the end of 2016 was that the global market has bottomed-out. However, most manufacturers have been cautious in heralding a recovery for 2017, and depending on which markets

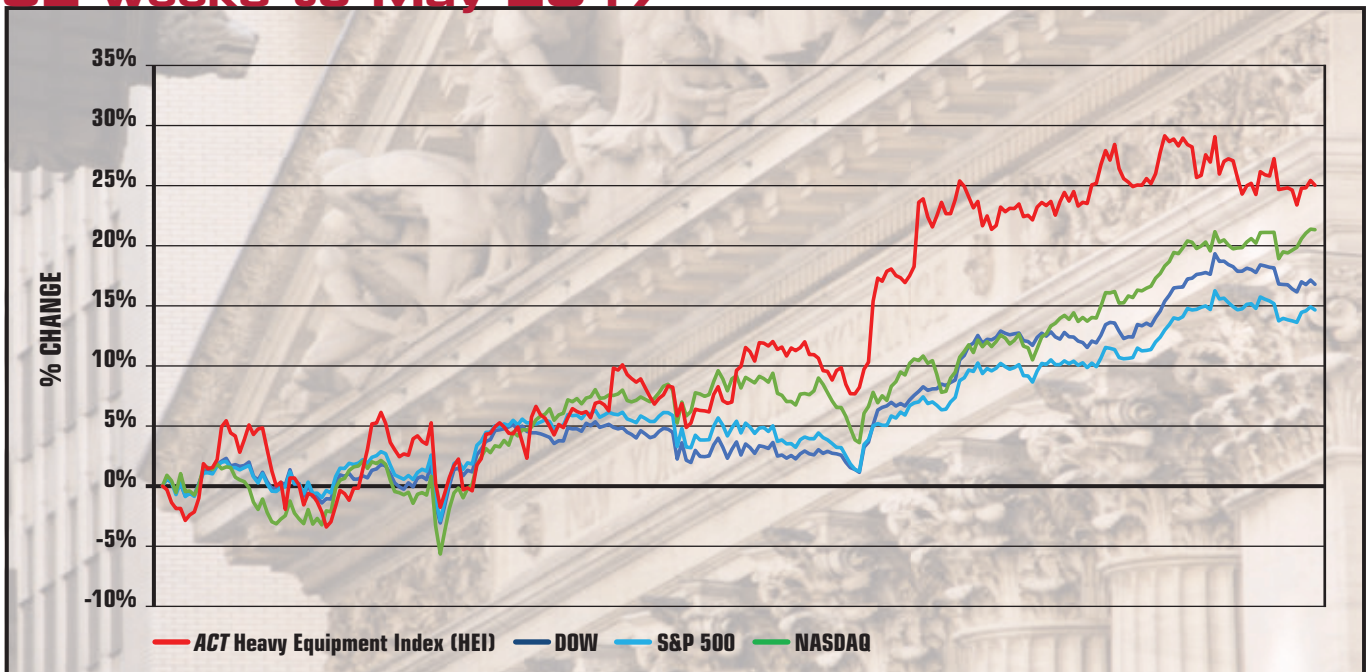
and segments they are exposed to, sales and profits may fall further this year.

This all raises the question of whether the rally that has been seen in the stock markets is justified or can be maintained. Investors are forward-looking, and the bump of the last few months is predicated on the idea that profitability will improve in a 12 to 18-month timeframe.

The first five months of that period has not seen any tangible evidence of improvement – either in financial performance, and up-turn in construction activity or firm commitments to specific investment projects. The good news needs to start materializing over the next two quarters or so if shares are to hang onto the higher prices reached since November.

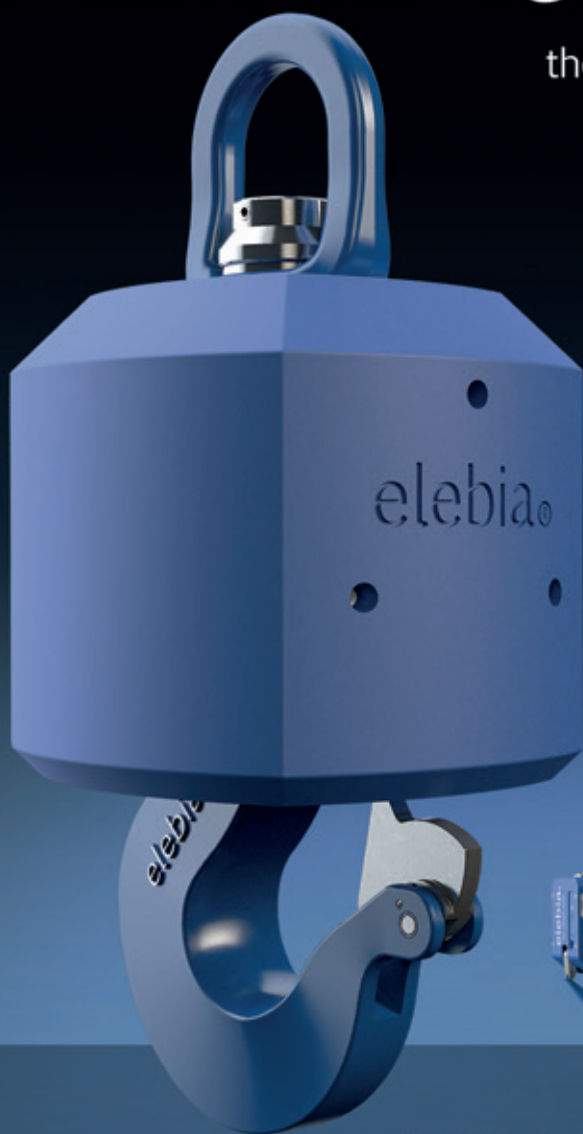
For the time being, the stock markets remain in robust health. However, positive sentiment must be replaced by a genuine recovery at some point, and the sooner the better. ■

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Certification will be mandatory for most crane operators from November 10, 2017.

Are you ready for November?

Are you ready for November 2017? If you replied “yes,” read no further. If you have no idea what that question means (or, at least, are not sure), and you are a crane operator, or employ crane operators, this story is for you.

A half-dozen years or so ago, OSHA published the most far-reaching requirements in U.S. history for the way cranes are used in construction. More than 95 percent of that rule has been in place since that time. The only hold-out? The requirement for operators to be certified. The industry was given four years from the publication of the rule to get ready for this ground-breaking provision. OSHA then extended that deadline by three years when the industry requested certain changes.

That takes us to, well, November this year. November 10 to be exact. What does this mean? From that date, if you are a crane operator you cannot legally work in construction in the United States unless you are certified by an accredited certification organization. While there are some exceptions (cranes of 2,000 lbs rated capacity and below, as well as certain equipment, for example) it's

vitaly important that, if you have not begun the process, you start now. Here's why:

- 1** You'll need to pass both written and practical exams in order to be certified. If you run more than one type of crane, you'll likely need to take additional exams. Certification doesn't happen “overnight.”
- 2** You'll need to schedule exams. Even though computer-based testing is available for written exams, due to equipment availability, scheduling a practical test may require more lead time.
- 3** You need to allow time for the testing organization to score your exams and, if you passed, issue certification cards.
- 4** You may not pass the first time, so you need to allow time to schedule re-testing.
- 5** You should consider pre-exam training. That will add to the “upfront” time required of the whole certification process.

So, don't delay! Follow the Quick Links at www.nccco.org to locate your crane type and to schedule your tests. Email twhittington@nccco.org with any specific questions or concerns. ■



Beginning November 10, 2017, most construction crane operators will not be able to legally work unless certified by an accredited certification organization.

CCO Operator Certifications available

- Lattice Boom Truck Cranes
- Lattice Boom Crawler Cranes
- Telescopic Boom Cranes – Swing Cabs
- Telescopic Boom Cranes – Fixed Cabs
- Service Truck Cranes
- Boom Trucks
- Tower Cranes
- Overhead Cranes
- Articulating Cranes (Knucklebooms)
- Digger Derricks
- Dedicated Pile Drivers
- Foundation Drill Rigs (in development)



In order to provide OSHA-recognized operator certifications under the new rule, certification bodies must be accredited by a nationally recognized accrediting organization. CCO certification programs are accredited by the foremost accrediting agency in the country – ANSI – whose accrediting system also follows the requirements of the international standard ISO 17024.

What's your type?

Not sure which category the crane you operate falls into? Email the CCO Crane Type Hotline at cranetype@nccco.org. NCCCO has the widest range of certifications available in the crane industry but where no specific certification exists for a particular type of crane, it may not be clear which certification applies – which is why NCCCO has formed the Crane Type Advisory Group (CTAG).

This panel of crane experts, composed of representatives of the leading crane manufacturers, users and operators, is conducting the most comprehensive review of crane types ever undertaken as a public service to educate employers about how to fulfill their obligations under the new rule. All decisions are added to the NCCCO Crane Type Database, the industry's most comprehensive authority on crane types and available at www.nccco.org/cranetypes.

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Chip Pocock discusses why checklists are so important to safe crane operation.

Ticking the boxes

Last month as my wife and I sat on a plane departing Las Vegas after ConExpo, I spotted out the window the pilot on the tarmac performing his pre-flight inspection. He was walking along the wing looking up at the flaps and other parts and pieces as well as the engine areas and landing gear. He occasionally stopped and put his hands on something and pulled or pushed.

After a week of being immersed in new technology and ideas at the huge ConExpo tradeshow I thought about how basic and important inspection checklists are to the operation of an airplane or a crane.

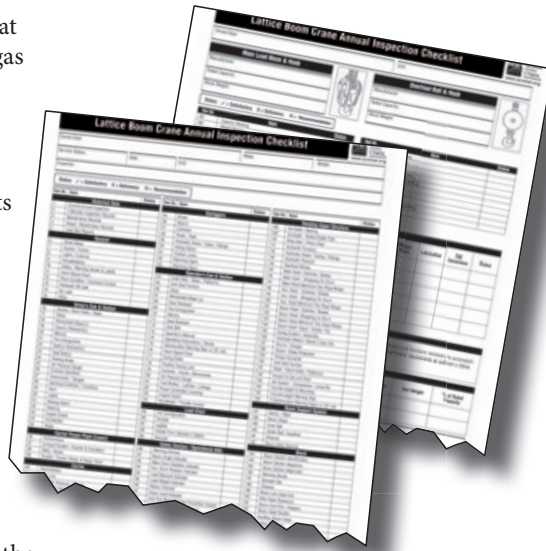
Watching that pilot reassured me that should the “big bumps” over the Rockies happen on this flight we wouldn’t have to worry about losing a wing or some other cataclysmic event because the pilot would surely see cracks or other indications of trouble. Otherwise, we’d be safe flying back east despite the Rockies and possible turbulence. The pre-flight inspection, much like the daily pre-shift inspection for cranes used in the construction industry, are both required by federal law. This is in an effort to keep us safe.

My wife then elbowed me and said what are you looking at?

“Nothing honey. It’s all good.”

She settled back into her seat, picked up her book and went back to reading.

“I hope our crane operators are doing the same quality inspection as the pilot of



Whether done the old fashioned way with pen on paper or performed using a digital checklist, the key is that the inspection is done thoroughly and conducted by a qualified person.

our plane,” I remembered thinking.

Wikipedia defines a checklist as “a type of informational job aid used to reduce failure by compensating for potential limits of human memory and attention. It helps to ensure consistency and completeness in carrying out a task.”

A basic example is the proverbial “to do list.”

Vital tool

Inspections, whether for safety and compliance, quality control or something else are an important part of what we do each day. The use of a checklist to ensure we don’t miss things is vital to routine inspection success.

The Federal Aviation Administration defines a checklist as a formal list used to identify, schedule, compare, or verify a group of elements or actions. A checklist is used as a visual or oral aid that enables the user to overcome the limitations of short-term human memory. Although a checklist may be published in a manual, it is designed for independent use so that the user does not have to reference a manual. Checklists

are used to ensure that a particular series of specified actions or procedures are accomplished in correct sequence.

Aircraft checklists, in particular, are used to verify that the correct aircraft configuration has been established in specified phases of flight.

So, aircraft inspections much like crane inspections begin with a pre-flight inspection of the aircraft itself and extend to communication and control inside the cockpit to emergency procedures. Much like flight, inspections of cranes must be perpetual throughout each shift.

While OSHA or ASME do not define a checklist in this same fashion, in my opinion, whether performing a post-assembly inspection of a large lattice machine, a daily pre-shift inspection, a monthly or annual inspection or whatever required inspection is being performed, it should be done using a checklist to ensure we haven’t simply forgotten a critical area or item.

While a daily pre-shift inspection is referenced as a visual inspection and therefore not required to be documented, I believe most safety professionals would agree that completing a checklist on a daily basis is the only way to document and verify that the inspection was actually done prior to the start of a shift.

The old saying is that “if it’s not wrote down, it didn’t happen” still holds true.

Today, whether you are a certified crane operator or a certified crane inspector or both, you have options of how inspections are documented. You may elect to use the traditional written checklist or document using a checklist in a digital format which may also allow inclusion of photos and may also allow for an automatic dedicated distribution list of the finished inspection report.

Written and electronic versions of required inspections are produced by a number of trade associations, manufacturers and others. You or your company may develop your own checklists as long as they cover the required items listed in the applicable standards. Refer to the appropriate section of the OSHA Standards or the

THE AUTHOR



With more than 35 years in the crane and rigging industry, **CHIP POCO**CK is vice president of safety and risk management for Buckner Companies. Pocock served on U.S. Department of Labor, OSHA, Crane and Derrick Advisory Committee (CDAC), and he is a CCO certified Mobile Crane inspector, Crane Operator and Practical Examiner.

proper ASME B30 Standard to determine the inspection checklist items.

Another area of our businesses that use checklist is the transportation sector with required pre-trip and post-trip inspections being documented. I always wondered what checklist a driver used when I pass a truck out on the road and notice that a taillight, marker light or headlight is not functioning.

Whether a crane or Department of Transportation inspection, checklists are important tools to prevent us from missing important items that need to be reviewed. Whether done the old fashioned way with pen on paper or done using a digital checklist, the key is that the inspection is done thoroughly and conducted by a qualified person.

'Pencil whipping'

One issue with checklists that employers must be on the lookout for is "pencil whipping." Verifying that inspections are performed and that accurate results have been appropriately recorded is key to maintaining a healthy safety culture and a good inspection and maintenance program. Training on checklist use

Downloadable checklists



Because checklists are an effective tool in a number of different crane and rigging endeavors, the SC&RA has allocated significant time and resources to developing them. SC&RA offers five downloadable checklists:

- **Crane Safety Inspection Form** (Daily/Monthly)
- **Lattice Boom Crane Annual Inspection Checklist**
- **Telescoping Boom Crane Annual Inspection Checklist**
- **Mobile Crane PreJob Safety Checklist**
- **Tower Crane Pre-Delivery Inspection Checklist**

SC&RA's Telescoping Boom Crane Annual Inspection Checklist incorporates more than 165 items, including hoists, hydraulics, booms and outriggers and even has a chart to record load test and a deficiency recommendation report. The Lattice Boom Crane Annual Inspection Checklist includes more than 189 items, including a section for wire rope and a chart for recording a load test and a deficiency report.

To access these forms please visit:
<http://www.scranet.org/SCRA/Store/Store-All-Products.aspx>.

and follow through by management to ensure deficient items are corrected and that routine audits to ensure and verify inspections are being done effectively will help ensure inspection checklist are not pencil whipped.

While I cannot promote one checklist over another, what is important is that the checklist is thorough and appropriate for the equipment being inspected and that

the inspectors utilize the checklist when and while performing inspections. Think about that the next time you are about to take off in a plane or when you are riding next to a truck regulated by DOT. If we expect planes and trucks to be inspected properly to ensure our safety shouldn't we expect the use of a checklist and the assistance they provide in getting quality inspections of our cranes?

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A conversation with
new SC&RA President
**Terry Young. Mike
Chalmers** reports.

Pooling

Terry Young's term as SC&RA president began during the Closing Night Awards & Recognition Reception & Dinner at the 2017 Annual Conference in Scottsdale, AZ. Outgoing President John McTyre handed him the official gavel as cameras flashed, and wished him a productive, successful tenure.

As Young began his opening remarks, McTyre placed the gavel back on the awards table and proceeded to exit stage-right. Seemingly committed to its own agenda, the gavel promptly fell off the table with a thump, and the capacity crowd, familiar with McTyre's propensity for witty remarks and good-natured ribbing, shared a collective laugh at his expense.

Young looked at McTyre, who looked back at Young, and both SC&RA leaders acknowledged the unintended gaffe with a shrug and a chuckle. And then, without a hitch, Young began again with his remarks.

Known throughout SC&RA as a man of character, hard work and generosity, Young's affable, down-to-earth style complements his broad-shouldered presence. Perpetually cool under pressure and quick on his feet, he took the gavel mishap in stride, just as he has his various personal and professional responsibilities since joining SC&RA in 1997 as a safety/training representative of Southern

Industrial Constructors, which joined SC&RA as "Carolina Crane" in 1967.

These days, Young, a Pennsylvania native, mans the helm at Construction Safety Experts (CSE), a leading safety training and risk management firm providing world-class services to industries that include nuclear, oil and gas, steel, pharmaceutical, chemical, power, wind power, pulp and paper and the commercial construction industry. Established in 1996 and headquartered in Cary, NC, CSE employs more than 30 workers around the world – offering basic and advanced safety services customized to meet a company's specific safety needs.

Much like his company's progression, Young's advancement through the SC&RA leadership ranks didn't happen overnight. But along the way, he recognized the value of the SC&RA's core principles, and he made the most of both opportunity and relationships to forge a path representative of SC&RA's continual evolution, as well as his own.

I sat down with him recently to discuss his new role, and how his career arc led to this latest achievement.

Representing SC&RA as its president is simply a continuation of my respect for everyone here, and my willingness to do right by them.

YOU GRADUATED FROM THE OSHA TRAINING INSTITUTE IN 1987, AND ENDED UP AT SOUTHERN INDUSTRIAL CONSTRUCTORS IN 1993. WHAT BROUGHT YOU TO THE SC&RA?

Earl Johnson, Jr. at Southern Industrial originally encouraged me to pursue an SC&RA membership. His thought process was that there was an opportunity for a safety professional at the association, and I would go on the company's behalf and work within the Safety Education Committee.

YOU AND BETH O'QUINN, SC&RA SENIOR VICE PRESIDENT, CRANE & RIGGING, TEAMED UP

YOU TAKE AN ENORMOUS AMOUNT OF PRIDE IN YOUR ROLE WITH THE SC&RA. HOW DOES THIS APPOINTMENT REPRESENT THAT DEDICATION?

It's a great honor, and I truly appreciate the opportunity. The best companies in the world are right here in this association, and I've enjoyed the chance to advance not only this organization, but the industry.



opportunities

ON IDEAS TO FURTHER ADVANCE MEMBERSHIP VALUE.

Yes we did – which ultimately became the full suite of products available to members today. You look at what SC&RA offers today in terms of products. All of it came out of that group. We did a lot of that for the smaller guys that probably didn't have those resources – which was also a bit of an original goal for me, in addition to adding support and expertise.

EVENTUALLY, YOU LEFT SOUTHERN INDUSTRIAL TO GO OUT ON YOUR OWN. HOW DID SC&RA MEMBERS REACT TO YOUR DECISION?

I received a lot of support from day one. Truthfully, I never really thought I'd go in that direction because everything was going well at Southern Industrial, and they treated me very well. I'd been doing some side work for a number of years, but one day I decided to just give it a shot, and never looked back. There's a whole list of folks who supported me, and that meant a lot.

AS YOUR COMPANY GREW, SO TOO DID YOUR ROLE AT SC&RA.

It did. Once I began working on the safety and education stuff and helping out with the various products, I became a bit of a worker bee. I did some of the safety presentations at the SC&RA Crane & Rigging Workshops, and when *American*

Cranes & Transport came along, James King asked me to write the first safety article. I ended up writing about 50 or 60 of those columns.

EVEN AS AN ALLIED MEMBER WHO TECHNICALLY WORKED ON THE CRANE AND RIGGING SIDE OF THINGS, HOW DID SC&RA LEADERSHIP RECOGNIZE YOUR SERVICE?

Some people on the nominating committee asked me if I'd liked to be the assistant chairman of the Crane & Rigging Committee, and I said sure. It was going to start me on the chairs from that side. But then, the guy who was supposed to be the chair ended up not being able to do it, so I ended up skipping the assistant chair and became the chairman of the Crane & Rigging Group. That inevitably got me involved in the Governing Committee. I was involved in about six different things at once. Once you get out of those chairs, you wonder if you'll get the opportunity to be nominated at the executive committee level – and get the opportunity to do what I'm doing now. And it happened. It's such a great honor.

HAS YOUR UNIQUE JOURNEY THROUGH THE SC&RA GIVEN YOU A SPECIAL APPRECIATION?

It certainly has. If you look at membership now, everything has grown and evolved in such a great direction. Being involved with the budgets and related meetings, I now have an opportunity to see how wisely this association is being run. And for the

members, who truly represent the best of the best, the value for safety and training is near the top of the list for a lot of people. So I think that allows a guy like me to land in this role.

WHAT IS LIFE LIKE FOR YOU WHEN YOU GET A DAY OFF?

Well, I've always enjoyed working out, and definitely consider it a passion. It's just one of those things that always appealed to me, and I get a great deal of enjoyment out of it. More importantly, as a family, we really just enjoy doing things together – whether it's going to church or the beach, or even a festival. We also enjoy football season. I realize that a lot of people might get a chance to spend more time with their families than I do, but we try to carve out that time when we can. I've got great kids and a wonderful wife. We try and create great memories, great times. At the end of the day, that's more important than all the other stuff.

WHAT EXCITES YOU ABOUT THE FUTURE OF SC&RA?

What we're doing with Lift & Move USA, and the work being done to bring young people into the industry is one of the truly great things we're doing at present. I'd also love to attract as many military folks as we can to try and transfer veterans into the trades. They're out there, and I'm interested in going out and finding them. ■

“Representing SC&RA as its president is simply a continuation of my respect for everyone here, and my willingness to do right by them.”

TERRY YOUNG, President, SC&RA and Construction Safety Experts

ConExpo 2017 proved to be a vivacious week for boom truck reveals. **Hannah Sundermeyer** reports.

While boom trucks have long been a North American lifting industry staple, 2017 brings innovation and improvement to a time-honored machine.

Boom trucks serve in just about every industry and perform multiple tasks on a job site, according to Dan Brock, market manager for Altec Inc. Brock credited the oil price decline as the motivator behind the recent market jolt, forcing manufacturers to become more focused on product features and quality.

With high hopes for an improving market, ConExpo in March served as a platform for product reveals from all of the major manufacturers, including Altec, Elliott, Manitex, National and Terex. With the boom truck market on a slow rise, new models and features were a step in the right direction, according to the boom truck loyal.

“The biggest takeaway we experienced was the tremendous positivity and optimism in the American market,” said Jim Glazer, president and CEO of Elliott

Here com

The boom of the new Elliott 1881TM can stow over the cab to provide space behind the crane for the connection of a trailer using a chassis with a 5th wheel or with the boom sitting over a flatbed.

Equipment Company. “Many customers are very busy, and are actively looking for new solutions and strong manufacturing partners to boost their productivity and provide the high quality products their companies need.”

Similarly, Randy Robertson, director of sales and marketing at Manitex, said the boom truck market is “showing signs of recovery after a difficult 2016.”

“The market seems to be solidifying for boom trucks and has even begun to grow in some segments,” said Justin A. Pilgrim, global product director, boom trucks and carry deck cranes at Manitowoc Cranes.

“Optimism is present in terms of a higher focus on infrastructure, large rental fleets that had once been stagnant are now mostly back to work, and we are fielding increasing requests for new products and special customizations – all of which are positive signals from our standpoint.”

Boom truck OEMs also reported significant orders at ConExpo. Long-time Manitex dealer Coastline Equipment purchased 24 Manitex cranes for delivery in 2017 and beyond. The order consists of a broad mix of Manitex CM Series and TC Series line of straight-mast boom trucks and truck-mounted cranes, ranging in lifting capacity from 19 to 40 tons.

Custom Truck & Equipment, a division of Utility 1 Source, inked a deal to add 75 National Crane boom trucks to its fleet. The Kansas City, MO-based company will primarily use the cranes in its rental fleet, which provides bare rentals to a variety of industries, including oil and gas, utility, construction, tree service and rail. The boom truck order is comprised of several models from across the National Crane range.

In the features category, boom trucks with dual-rated capabilities received a lot of attention at ConExpo. With traits of both a boom truck and an aerial platform, these machines are cost effective because they eliminate the need for two different machines.

“Altec was first to the market with the



dual-rated unit as it's known today,” said Brock. “First introduced on our AC45-127S and then on our AC40-152S, the dual-rated unit provides companies and operators the best of both worlds.”

He explained that when configured as a crane, the machine conforms to ASME B30.5 and operates as a traditional boom truck. When configured as an aerial work platform, the machine conforms to ANSI A92.2 and operates as a telescopic aerial device.



The Altec Dual Entry Cab comes standard and features a 20 degree tilt to improve the operator's viewing spectrum while reducing neck strain and associated fatigue when handling loads at height.



The Crossover 4500L boom truck comes equipped with a 129 foot fully synchronous telescopic boom, 45-ton maximum lifting capacity and X-pattern front outrigger design eliminates front jack requirement.

es the boom

“The AC40-152S, for example, is a 40-ton machine with 152 feet of boom,” said Brock. “This, combined with the 1,200 pounds of platform capacity at every boom position and jib-extension, affords best-in-class aerial operation for a unit of its type.”

Elliott Equipment Company

“The North American market is the birthplace of the boom truck product and continues to be a strong market for this type of crane,” said Glazer. “Boom trucks continue to evolve with not only higher capacities, but also changes to hydraulic, electronic and structural designs with the goals of improving performance and operator comfort. We anticipate steady demand for boom trucks this year in North America, and increasing demand in certain areas.”

Elliott’s unveiled the 18-ton capacity 1881TM tractor-mounted boom truck with a new tilting crane cab. Glazer said the new model is “a reflection of our belief in the broad North American crane market, and our expectation that there are many opportunities for growth.”

Elliott’s principal focus is to continue

investing in machine performance and quality, while making sure to manufacture the products that the market demands as regulations and work practices evolve, Glazer said.

The redesigned 1881TM features a 5-section, 81-foot telescopic boom with a compact stowed length and a 91-foot tip height. The new 1881TM includes integrated out-down main outriggers with full and mid-span settings. The 1881TM incorporates such new features as Elliott’s Hydraulic Load Limiter (HLL) overload alert system with full and mid-span charts, wireless anti-two-block (A2B) system, front bumper winch stow control to reduce teardown times and high visibility operator stations.

Terex Cranes

Boom trucks serve as an important market segment for Terex, according to Dave Kuhlman, senior sales manager, major accounts team at Terex. Shown at ConExpo by Terex were the Crossover 8000 and the Crossover 4500L, both receiving strong interest.

“For the past several years the highest demand products have been in the larger 36-ton plus capacity models,” said Kuhlman. “However, recently we have seen an increase in demand for the smaller capacity class units 22.9-ton and under. This indicates that the market is beginning to grow in the segments that have been depressed for several years.”

The 45-ton capacity Crossover 4500L is equipped with a 129-foot fully synchronous telescopic boom, has a 136-foot maximum tip height and comes with a 32 to 49-foot optional jib. With the jib tip the Crossover 4500L has a maximum height of 183 feet. This model features an X-pattern front outrigger design which eliminates front jack requirement.

The largest boom truck in the Terex line, the Crossover 8000 has a rated capacity of 80 tons at 10 feet from the center of rotation. The crane features 126 feet of main boom and a cab that tilts 18 degrees.

The Crossover 8000 has a maximum tip height of 190 feet and a maximum boom length of 182 feet. The overall length of the crane is 48.5 feet. The crane cab features a heated seat, electronic joystick controls, standard A/C and flameless heat. It has a



Termed a ‘truck crane replacement,’ the design of the new National NTC55 was influenced by customers who perform taxi crane applications.

rated capacity indicator with work area definition.

National Crane

National Crane showed off the new 55-ton NTC55, which the company termed a “truck crane replacement.”

“The new model is a truck crane ‘replacement’ that can maneuver into the tight working quarters typically reserved for a truck crane, but with the added features of a boom truck to increase efficiency and versatility for its owners,” said Pilgrim. “The crane features the compact outrigger configuration of a truck crane, but can also further extend its outriggers to facilitate the greater reach and capacity of a boom truck.”

Pilgrim said customers had expressed a need for a maneuverable, transportable 40-ton capacity truck crane that could also take on the jobs of higher capacity boom trucks that require a larger area for outrigger setup.

“The key to the NTC55’s versatility is its ability to setup with a reduced 20-foot outrigger span, such as with a traditional 40-ton truck crane,” he said. “Boom trucks with capacities of 40 tons and higher have



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The overall length of 25 feet from boom tip to fifth wheel makes the ManiTex TM200-2085T well suited for the truss industry and other general construction applications.

become mainstays in the market, with many customers electing to move directly to these machines as opposed to smaller, more entry-level enclosed-cab machines.”

National is also focusing on dual rated cranes, offering its new NBT40-1 Series with an optional aerial package. There are three models in the series — the NBT36-1, the NBT40-1 and the NBT45-1.

The new dual-rated NBT40-1 Series is targeted to the utility sector, where energy work on de-energized power lines and new transmission infrastructure construction often require the use of both a crane and an aerial lift. The tree care, signage and millwright industries are also targeted.

The series features a 161-foot boom length and offers the highest platform working heights of 169 feet on the main boom and 206 feet on the jib. The 142-foot boom offers strong lifting capacities and an aerial lift platform floor height of 150 feet with the main boom and 205 feet with the jib extended.

The NBT40-1 Series offers several updates including a new graphical rated capacity limiter, strengthened aluminum decking, a swing-out cab access ladder and a second removable ladder to allow access at around the machine. The NBT40-1 Series replaces the former NBT40 Series.

Altec

Altec featured the AC45-127S, a 45-ton maximum capacity crane with 127 feet of full power boom. Built for the construction industry in mind, the crane was designed with a dual entry.

The Altec Dual Entry Cab comes standard and features a 20 degree tilt to improve the operator's viewing spectrum while reducing neck strain and associated fatigue when handling loads at height.

The AC45-127S is configured with three position out-and-down outriggers as well as extended reach outriggers to reduce cribbing. It features a 5-section boom and has a sheave height of 135 feet. The crane's stowed travel height is 13 feet.

The ACT45-127S comes standard with the Altec LMAP (Load Moment and Area Protection) System and the Altec Opti-View Control System.

ManiTex

At ManiTex, larger tonnage machines have been the most popular sellers over the past few years. However, today the company is seeing orders fairly evenly distributed across their range of boom trucks and truck-mounted cranes from 17 to 70 tons, Robertson said.

“ManiTex is pleased to see the industry picking up and moving forward,” said Robertson. “[ConExpo] proves that as boom trucks continue to evolve, they are more widely accepted on bigger construction jobs doing more of the work and fitting more lift applications.”

ManiTex's newest models – the TM2085, TC400 and TC450S – grabbed a lot of attention, Robertson said.

“Attendees spent a lot of time in the seat sizing up our deluxe operator's cabin,” he said.

Developed for commercial and construction markets, ManiTex's new 20-ton capacity TM200-2085T boom truck incorporates a 6-section formed boom design utilizing high strength steel and components providing strength-to-weight ratio for increased payload.

The overall length of 25 feet from boom tip to fifth wheel makes the machine suited for the truss industry and other general construction applications, Robertson said.

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Optimism rising

Hal Lundgren reports that the market for cranes and heavy haul services in Canada is 'slowly getting better.'



Group Bellemare hauls a 450-ton reactor.

While their headquarters are in separate provinces and they serve customers with entirely different needs, Groupe Bellemare and Oxford Builders Supply share a bullish view of the crane and transport market today and for 2018.

Almost everything in Jean-Luc Bellemare's looking glass appears positive.

"Oil and gas is beginning to look a little stronger," said Quebec-based Bellemare. "We're seeing lots of mining activity in northern Quebec. Mining of nickel, diamonds and iron ore picked up this year. It will continue strong in 2018."

Bellemare, whose company employs about 600, identified wind power as a Canadian soft segment.

"We had tax credits from 2003 to 2016," he said. "Without those credits, wind power is dying a little bit."

The result? The company now does about 80 percent of its oversize wind-power equipment hauls in the U.S.

"We're down to about 20 percent of our wind business in Canada," he said.

Groupe Bellemare's services include oversize transport, containers, crane work and demolition.

Mike Demelo, vice president of equipment operations for Oxford Builders Supply, characterized the company's tower cranes as, "busy."

"We do business from coast to coast in Canada," said Demelo of the London, Ontario-based company. "Our business looks good for this year and 2018. I have a positive outlook for the next four or five years."

Relying primarily on Terex tower cranes, Oxford thrives in the Toronto area's dynamic growth.

"What used to be Toronto's suburbs are becoming more of the city every day," Demelo said.

Crowded living conditions mean that more people who want to stay in the city need to be in condos.

"For our company, that means more infrastructure work," he said.

Though Alberta's demand for energy projects has flattened, Demelo said "it has started to rebound a little. We're also doing infrastructure work in Calgary."

Oxford operates derrick cranes to place its tower cranes on buildings and elsewhere.

"Our work is turnkey," he said.

"Designing jobs. Erecting. Dismantling. Servicing."

Driver shortage

Tower crane projects account for about half of Oxford's business. The company also offers hoist services operating from two Ontario sites and one in Alberta. Oxford will soon open a third Ontario site and a second in Alberta.

Asked about challenges in 2018, Bellemare replied, "The same one we face this year. A shortage of drivers. We have plenty of applicants to drive, but I'm talking about qualified drivers. They're hard to find. I might not have my finger on the problem, but I think it's because so many young people don't find our business attractive. Driver salaries are high. Even for a good salary, driving a truck is not the

NCS6 Crane & Heavy Haul services offloads and sets a vessel on a project site in Fort Saskatchewan, AB.



passion of many young people."

Bellemare speculated that a stronger Canadian economy will worsen the shortage.

"A better economy will mean more jobs in other fields," he said. "People now driving trucks might want to try another career."

Mammoet Canada continues its adjustment to oil's price crunch.

"We are still adapting to the new reality of oil," said Joery van Vierden, Mammoet Canada's managing director. "In the western provinces, capital expenditures for



oil and gas are at a minimum. The eastern provinces are less dependent on oil price, but there's some impact of the oil situation there, too.

Van Vierden said the majority of his company's clients don't pay much attention to day-to-day changes in the price of oil.

"They won't get excited when the price rises a little or discouraged when it goes down a little," he said. "Oil might be warming up a bit, but nothing's really close in that segment. Any large projects for us would be preceded by 12 to 18 months of engineering before we would get to a turning point."

That would push Mammoet Canada's oil patch turnaround into late 2018 or beyond. But his company won't sit and wait. It stays busy with other heavy transport projects, plant turnarounds, modular construction, relocation and decommission.

"Canada is experiencing a shift to cleaner energy, and our company is prepared for that opportunity," he said. "We are seeing more wind projects. And there's a lot of coal plant conversion to natural gas."

The country will not experience a U.S. pro-coal movement taking place in West Virginia, Pennsylvania and elsewhere.

"Both our federal and provincial governments are steering away from coal," van Vierden said.

He pointed out that despite the retreat in oil prices, a second segment in that business sustains a steady demand for Mammoet services.

"Even with almost no demand for capital expenditure projects, we're doing lots of business in that second segment – maintenance," he said. "Nobody's closing plants, and they have to be maintained. Smaller cranes do that maintenance work

Oxford Builders Supply uses derrick cranes to place its tower cranes on buildings and wherever they are needed.

all year. When plants shut down in the fall and spring, they need much bigger cranes."

Smooth sailing

Were Ted Redmond steering a sailboat into Canada's upcoming year, NCSG's president and CEO would anticipate a smooth trip. He sees only calm seas and favoring winds.

"I'm optimistic because everything seems to be getting slowly better," Redmond said. "Both in commercial and industrial. There's a little improvement in refining and the petrochemical business. The (oil) rig count is climbing. I think 2016 was the bottom for oil prices. Wind energy's installed base also continues to grow."

Redmond watches closely as energy companies merge and make other cost-cutting decisions.

"They've all been under a lot of price pressure," he said.

Long term, tighter cost controls might make the energy business more stable. That's Redmond's hope since about three-fourths of NCSG's business is energy-related.

His company has also adjusted to oil price weakness.

"We've done things like not replace people who leave and renegotiate rentals when they come due," he said. "I've been through three of these oil price cycles. We'll have more of them. It's hard to know when the next down cycle will come. Right now, the oil price is trending up. Demand is up, too. That's good. But as far as knowing where oil's supply and demand will be in 2018, I don't."

Holding pattern

Bill Christensen, president of Supreme Structural Transport, had a different take on the oil setback.

"Business definitely dropped here in Vancouver because of it," he said. "We're not in oil country, yet it still put at least a little fear into all of us here. There seemed to be a shortage of money for new projects. Even the ones that weren't oil-related."

Christensen's company does 60 percent of its work moving transformers and bridge panels as well as other commercial tasks. It performs maritime heavy hauling. Company facilities include a barge with mechanical services. At Vancouver's port, the company's projects included placing a large gantry crane in place, working with 150 components.

House moving dominates the other 40 percent of projects. Christensen's company





With fewer customers in its Ontario service area, Mel Jones, president of Pioneer Heavy Haul, said his company follows the Boy Scouts' motto to 'Be Prepared.'

has been doing that work since 1945.

"Vancouver is a land-locked city," he said. "The British Columbia economy is in a holding pattern. So our company is doing well."

'Be prepared'

At Pioneer Heavy Haul, Mel Jones makes the best of diminished opportunity at the company his father founded in 1929.

Welland, Ontario-based Pioneer has watched many producers of transformers, cars, petrochemicals, steel, rubber and

all other heavy industries depart to other nations.

"We're in a depressed area," Jones said. "We don't have as many young families here as we used to have. So we have to be ready to serve anybody who calls us. Like Boy Scouts, we always tell ourselves, 'Be prepared.'"

He said if a client calls to have some oilfield pipes moved by its Alberta location, they are prepared.

"If a company wants some car press stamping material hauled in Ontario, we're

prepared," he said. "If an elderly lady wants her large piano moved, we're prepared. In fact, we did that once and never charged the lady."

In addition to Ontario and Alberta offices, Pioneer diversifies by operating out of Buffalo, NY.

With its Ontario headquarters 75 miles from Toronto, Pioneer participates in a little of the infrastructure work performed there.

"We might haul some steel or concrete beams for a bridge, or some construction equipment" he said. "We're too far away to participate in much there."

The big challenge is in Alberta, where Jones described the oil business as "dead" but then said, "We'll always have a little work in Alberta, like hauling oilfield pipes."

As for the oil sands business, it's complicated.

"In the Middle East, somebody can stick a fork in the ground, and oil spurts out," he said. "Extraction from Alberta's oil sands is much different. After extraction, you have to transport the oil a long way to where it needs to be. It's a very expensive process."



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A tall order

The wind farm market is 'as strong as it has ever been.' **D. Ann Shiffler** reports.



Buckner Companies' LR 11350 completes the erection of a wind tower in Texas.

Americans have relied on wind energy since the mid-1850s when the first windmills were built for pumping water and later supplying electricity. By the early 1900s, more than 6 million steel blade windmills dotted the U.S. countryside.

In 1941 the largest wind turbine of that era was installed on Grandpa's Knob Hill in Vermont, where it fed electricity to a utility network during World War II, according to the website Energy.gov. By the late 1940s, windmills were supplying electricity for irrigating farms.

It wasn't until high oil prices in the late 1970s that the U.S. started looking at wind power as a viable source of energy. President Jimmy Carter signed the Public Utility Regulatory Policies Act of 1978 that required businesses to buy a certain amount of electricity from renewable energy sources, including wind. The state of California took the lead and constructed the first utility grade wind farms in the early 1980s. In 1992, President George Bush signed the Energy Policy Act that authorized a production tax credit of 1.5 cents per kilowatt hour of wind-power-generated electricity.

Fast forward to 2016, when the wind power sector added jobs more than nine

times faster than the overall economy, according to the 2016 *U.S. Wind Industry Annual Market Report* released by the American Wind Energy Association (AWEA) in April 2017. More than 8,000 megawatts of new wind power was installed in 2016 and 2015. Some \$14 billion dollars was invested in new wind farms in 2016, and the sector supports a record-high 102,500 jobs.

This is all excellent news for the crane and specialized transportation sectors that haul and erect these huge components.

"By building new wind farms we are investing in rural and Rust Belt America," said Tom Kiernan, CEO of AWEA. "Last year, wind energy became America's number one source of renewable generating capacity, further advancing U.S. energy security."

Deep investment

Buckner Companies, based in Graham, NC, supplied its first crane to erect wind turbines in 2003 at the Colorado Green Project in Lamar, CO. Depending on the type and height of the towers and nacelles, Buckner has 60 cranes capable of erecting windmills. Buckner's deep investment in cranes that can service the wind industry is ongoing. The company recently took

delivery of two Liebherr LR 1500 crawlers. A third unit is expected "any day now," said Doug Williams, CEO.

Buckner Companies recently dispatched its two newest models as a part of an eight-crane package working in Texas.

"The wind market is as strong, or maybe even stronger, than it's ever been," said Williams. "I think that's because in addition to installation, there's also a good amount of maintenance work going on, and then there's a new area that is referred to as 'repowering.'"

He explained that the windmills erected eight to 10 years ago now need replacement components to produce wind more efficiently.

"They are now going back to those turbines and changing out the rotor and adding larger blades and new gear boxes," Williams said. "It allows the existing tower and turbine to be more efficient to be able to generate more power, and it also allows the owners to start a whole new cycle of tax credits. The repowering work could become almost as significant as the new installation work."

The three areas that require cranes and transport services – new installations, repowering and maintenance – are all converging at once, Williams explained.



Transporting wind components also requires a big investment in specialized trailers and blade-handling equipment.



"This means 2017 is going to be stronger than 2016 was, and everyone tells us that 2018, 2019 and 2020 will be unprecedented," he said. "I'm not sure how to put parameters on it, but it's going to be a significant jump. Of course we have already seen an increase in the crane sizes needed but I believe we will see the required sizes and capacities jump into the 800 to 1,000-ton capacity range."

The wind industry has generally ebbed and flowed based on the government's appropriation of tax credits. Williams suggested that there will be a point, maybe by 2020, that if tax credits expire, it's possible the wind industry could actually be viable on its own, without tax credits.

There's also the advent of offshore wind farms that will be coming to U.S. coastal areas soon. The first offshore wind farm in the U.S. is Block Island Wind Farm, developed by DeepWater Wind, off the coast of Rhode Island. Block Island became operational in December 2016,

delivering electricity into the New England region's grid.

"Sometime in 2019 and 2020 and going forward, we will start seeing an increase in the offshore wind market," Williams said. "This will become another big part of the wind industry in the U.S."

Crane and specialized transportation services will be needed to handle and move these components in terms of preassembly, loading onto barges and the like.

Getting stronger

Mammoet installs wind turbines around the world, and Mammoet USA South, based in Houston, is a big player in the wind market.

"Since the inflection point in 2017, U.S.-installed wind capacity has been on the upswing," said Shawn Lifrage, wind account manager for Mammoet USA South. "The new wind farm market is strong and getting stronger through at

least 2020 as a result of two main factors: the decreasing cost of equipment and installations and the U.S. government's performance-based incentive program for supporting clean energy, the Renewable Electricity Production Tax Credit (PTC) and Investment Tax Credit."

Lifrage said that more new wind farm installations are expected over the next three years, and agreed that service on existing wind farms and repowering projects are picking up as well.

"Due to the increasing demand for wind energy over the past 10 years, many companies have entered the market to supply cranes and installation services," said Lifrage. "Activity has increased since the PTC extension and will continue at a strong pace for at least the next few years for new builds. Repowering projects will certainly be part of the mix and are coming on strong for units that have been in operation."

Mammoet supports new wind farm building, repowering and service projects from the transportation of wind turbine blades, nacelles and tower components from the factories to the site by ship, rail and truck to the wind turbine generator mechanical and electrical installation. Lifrage pointed out that wind farms are being constructed more quickly today

than in the past due to more efficient cranes and well-organized construction planning.

"As the industry has matured, installation efficiencies have certainly been achieved," he said. "Another point is that the entire wind farm supply chain – engineering consultants, the wind

Blades getting longer

In April, the Port of Longview discharged the longest wind turbine blades since it started handling wind cargo in 2003. The Vestas blades were offloaded using the port's mobile harbor cranes, on-dock rail and ILWU Local 21 labor.

Using both of its Liebherr port cranes in tandem, the 177-foot blades were lifted off the vessel and placed onto railcars running along the Port of Longview's on-dock rail system. The blades were secured to specialized swiveling bases to ensure they were locked into place, but still able to rotate with each turn along the rail line to their final destination in Illinois.

"Operations like these require a lot of attention to detail and strategizing to ensure that it is efficient and cost effective for both the Port and the customer," said Larry Landgraver, senior terminal superintendent.

Laurie Nelson-Cooley, Port of Longview manager of business development, expects the wind market to be strong. The port has been approached by several different manufacturers and freight forwarders regarding additional wind component cargos.

"The port is working with Vestas on importing blades," she said. "So far we have booked 180 blades."

The Port of Longview in Longview, WA recently discharged the longest wind turbine blades it had ever handled.





The three areas in the wind market that require cranes and transport services – new installations, repowering and maintenance – are all converging at once.

turbine and tower manufacturers, construction companies, the foundation suppliers and the like, have worked to drive out costs to make wind energy competitive to other forms of conventional power generated from fossil fuels such as coal and natural gas.”

Henrik Poulsen, wind director for Mammoet USA South, said that with the focus on safety, quality and cost, there have been many improvements made by the turbine manufacturers that have also improved productivity.

“The development of special lifting devices for the main components has shown to cut down the installation time significantly, combined with cranes developed with focus on the wind market, such as cranes with wide track and narrow track functionalities,” said Poulsen. “Wind projects have become more of a production line, and optimization of all aspects of it, is constantly a focus area.”

Still, crane companies do face challenges performing wind work. The cranes required are expensive and often they have to be assembled and reassembled several times during the construction of a wind farm. Williams said that properly prepared grounds and roadways are also an issue.

“It seems that as the wind market has become more competitive that in some cases there may not be enough attention being paid in the bidding of implementation process, specifically roads that accommodate big cranes,” he said. “By far the most challenging issue is being able to quantify the soil conditions for crawling and moving the crane from one windmill to the other.”

While ground conditions and roadway development is the responsibility of the installation contractor, it can be an unquantified factor.

“If you identify a problem with ground conditions, it stops everything,” said Williams. “OSHA puts the final responsibility on the crane operator so that he or she has the final word. There have been times that the operator has to say no.”

And then there are times when the operator doesn’t have enough information to know if the ground conditions are adequate for operating the crane.

“You don’t know what’s under the soil,” said Williams. “There are times we would like to see more crawl road preparation and more crawl road soil analysis and inspection prior to the cranes making the move.”

As the wind market ramps up, finding qualified operators, technicians, mechanics and truck drivers will be an issue.

Already the wind contractors are realizing they need to book cranes far into the future.

“We are well beyond the point of being able to book cranes on short notice,” Williams said. “When I say short notice, I mean three to four months. We are seeing the smarter customers and contractors booking cranes a year in advance and booking them for a very long duration because if they wait until the time they need them, the cranes are already booked and not available.”

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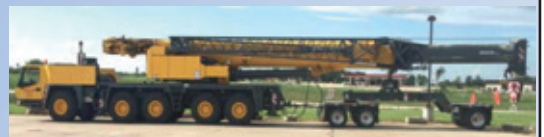
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Enduring winter weather conditions and a complex timeline, Edwards Moving & Rigging completed a multifaceted lifting and loading project. **Hannah Sundermeyer** reports.

A 700-ton J&R Engineering Lift-N-Lock gantry was used to lift and transfer components for a combined cycle power plant from the rail cars to Goldhofer transporters.



Rigging by rail

Edwards Moving & Rigging recently transported 46 components approximately eight miles to a new combined cycle power plant in the Midwest.

The larger components arrived by rail for offload and transport to the job site, including 32 HRSG modules, the heaviest being 365,967 pounds; two gas turbine generators weighing 726,636 pounds each; two gas turbines at 650,849 pounds each; one steam turbine generator weighing in at 674,099 pounds; along with a K Turbine, N Turbine, two condensers, inner and outer casings and three transformers.

Edwards utilized its 700-ton J&R Engineering Lift-N-Lock gantry system for lifting and transferring the components from the rail cars to its Goldhofer transporters. The gantries and transporters were configured at the rail yard that was in close proximity to the

project. The gantry was configured onsite over the rail siding lines with enough gantry track and with 125-ton power links which enabled the ability to adjust their position for the various lengths and widths of the components that needed to be offloaded from several different types of rail cars, as well as to keep those lines operational when offloading activities were not occurring.

Edwards also assembled onsite the self-propelled Goldhofer transporter as well as the over-the-road transporters at the rail siding in the component staging area. This allowed Edwards' crews to rapidly offload railcars, stage and prepare the components for their eventual delivery to the final job site in accordance with the site delivery schedule.

Harsh winter weather

Synchronizing the resources and timing for the offloading, transport and final

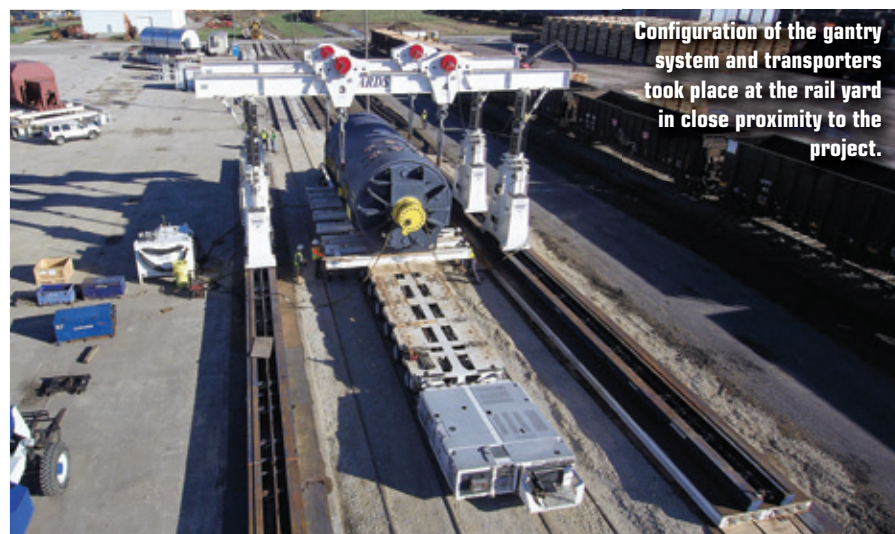
onsite setting operations during a period of extremely harsh winter weather conditions were some of the major challenges of the project.

"Despite temperatures in the single digits with wind chills below zero, our crews safely offloaded, staged, transported and delivered every component while maintaining the site schedule," said Veronica Richter, Edwards' project engineer. "Our crews dealt with snow, ice and heavy rainfall and kept all of our equipment operational while safely providing the quality and service our customer expects."

The offload took place in a busy commercial rail yard containing many rail customers. Close coordination of the arriving loaded car trains, as well as the release of the empty cars were crucial to maintaining the customer's site schedule.

Edwards coordinated daily with the rail yard operations manager to ensure delivery timing, placing of railcars, offloading activities and removal of empty railcars were synchronized with other ongoing projects in the yard. The project began in October 2016 and final offloads were completed in March 2017 with the bulk of the rail offloading activities occurring in January and February 2017.

Edwards' personnel and equipment worked in heavy winter precipitation and brutal single digit temperatures to successfully complete the project. Most of the components were transported on self-propelled Goldhofers with only a few being transported on combination trailers utilizing Kenworth tractors for power. ■



Configuration of the gantry system and transporters took place at the rail yard in close proximity to the project.

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Barnhart

The Triple M solution

To maintain world-class production levels, refineries are always in the midst of a turnaround or outage of some type, according to Barry Carroll, branch manager for Barnhart Crane & Rigging. At one of the world's largest integrated refineries, it's not a question of if a unit will go down, but when. Such was the case last spring when Barnhart was contacted about an emergency project that involved the removal and replacement of a ground-level exchanger shell.

There was a five-day turnaround from identification of the problem to installation of the equipment. The refinery team was familiar with Barnhart's Movable Counterweight Cantilever System (MOCCS) that had been used on other outages at the facility.

"The owner was impressed with the MOCCS's ability to quickly and efficiently remove equipment along with the built-in safety features of the system," Carroll said.

The owner's idea was to use a 90-ton rough terrain crane with the MOCCS to extract the shell. Due to the component and surrounding unit's physical access limitations, Barnhart realized its traditional cantilever beam or jack-and-slide solutions were not options.

"Our challenge was to develop a system with equipment available while maximizing safe operations in a live unit," Carroll said. "We determined that the solution would need to be mobile, modular and maneuverable."

The exchanger shell was 17-feet long, 3.17-feet wide and weighed 7,000 pounds. The alleyway to the exchanger was narrow, and at 15 feet above grade elevation there was a 10-foot wide overhang protruding from the structure's face.

"Directly above the exchanger was a tangled mess of live piping within two inches of the shell, as well as instrumentation and structural steel, enveloping the unit," Carroll said.

Barnhart's final solution would involve a custom MOCCS arrangement with 30 kips of counterweight setting atop and secured to a 750-ton hydraulic turntable setting atop and secured to six lines of Goldhofer PSTe. Barnhart named the solution, "the M3A1."



Barnhart's solution involved a custom MOCCS arrangement with 30 kips of counterweight setting atop and secured to a 750-ton hydraulic turntable setting atop and secured to six lines of Goldhofer PSTe. Barnhart named the solution 'The M3A1.'

The M3A1 would allow Barnhart to maneuver in all XYZ planes and rotate 360 degrees in the alleyway that was less than 30-feet wide and with a load elevation of 5.5 feet.

Precision operations

The MOCCS system was configured to promote trailer stability and counterweight securement with the ability to stab inside the exchanger, lift out in a very tight area and rotate the shell 90 degrees for transport out of the unit for offloading. The sum total of the overall tool satisfied the overarching requirement of safe operations in a live unit.

"The system was configured while utilizing the safety feature of each individual system," Carroll said. "The combination of each piece of equipment brought precision to the operations, whether it was the PSTe and turntable integration or the MOCCs system with all of the standard safety features of precise counterweight location taken into account. The system is mobile, modular and maneuverable delivering safe operations. And on top of it all, it looks like a tank."

The project mobilized over the weekend with four men and two trailers. Guided by the plant's safety requirements, Barnhart's standard operating procedures and internal safety procedures, the team suited up. All employees were outfitted with the

basic PPE requirements – hard hats, hard toe shoes, safety glasses, goggles, Barnhart reflective fire retardant jump suits – as well as site-specific requirements for individual H2S monitors.

Using a 90-ton capacity rough terrain crane, the Barnhart team unpacked its trailers and assembled the M3A1 in about five hours.

"The combination of each individual tool allowed for an elegant assembly of the system, with only a crane and no other equipment or stands," said Carroll.

Once the refinery team had disconnected the flanges and prepared the shell unit for removal, the Barnhart team rolled the M3A1 down the street and into the unit.

"We assembled the M3A1 in a laydown yard, travelled into the unit, stabbed the exchanger shell, removed the shell from its unit and placed it on a trailer," said Carroll. "We rotated the turret, steered the trailer into position and extracted the shell within an hour. This process was meticulous – a delicate sequence of raising/lowering/backing/rotating – ever-so-slowly, carefully, dodging live pipes and structural steel."

The replacement process was followed in reverse.

Barnhart's work was completed in 12 hours, including mobilization, execution and demobilization, with removal and replacement execution completed in two hours.

Emmert International Trestle trials

Built in 1925 and spanning the Willamette River, the old Sellwood Bridge was deemed to be structurally deficient in 2012. It was replaced with the new Sellwood Bridge, a deck arch bridge that opened in 2016.

As a part of the old Sellwood Bridge Removal Project, Emmert International was tasked with removing four spans.

“With extensive engineering analysis and research, Emmert International’s team carefully designed an ideal rigging plan to meet the demands of a challenging disassembly process,” said Terry Emmert, president, Emmert International, based in Clackamas, OR.

The bridge spans varied in weight and size, weighing from 372,000 to 476,000 pounds.

“The task of lowering each bridge span to the barge below required detailed engineering and creative use of equipment,” said Emmert. “There were time management, environmental and safety concerns. To ensure a safe and efficient operation, specially engineered components were designed to work in conjunction with the strand jack system.”

Components and piling had to be removed by July 30 to meet a state-imposed window for fishing. Daily traffic windows limited work hours as did noise abatement requirements. The new bridge was open throughout the project.

Tidal constraints and geographical challenges were a problem during East and West bank truss removals. To prevent the barge from touching the river bottom, the spans had to be lowered onto the barge during high tide. The barge was repositioned in deeper water before the tide receded.

Because the old bridge had a coating of lead paint, when cutting or grinding, lead paint containment protocols had to be followed. Emmert limited these issues by developing attachments that did not require welding.

All ballasting was done utilizing a fish weir to assure that juvenile fish and marine life weren’t drawn into the pump. Daily inspections insured no harm to migratory birds. Permitting was required by the EPA, Army Corp of Engineers, Willamette River Patrol and Oregon Fish and Wildlife.

Custom T-brackets

Two methods were proposed for supporting the modular stand jack system: tension and compression. After review, tension struts were chosen to reduce the amount of grinding and welding by building movable attachment brackets. The brackets were put in place before the bridge was closed, allowing installation of the strut sections needed for lowering the spans outside of the critical path.

To eliminate welding and provide better testing for the lift lugs, Emmert designed custom T-brackets. Custom designed box beams with strand jack rocker plates were engineered for the rigging/lift system.

Prior to installation of the custom designed modular lift system, pre-installed bracing and pre-tension members were installed and inspected. Ongoing inspections were performed throughout the strand jack installation to ensure no interference would occur during the lowering operation between the standing structure and the structure being lowered.

The modular strand jack support beams were designed to be setup quickly by the rigging crew while maintaining the highest level of safety. The safety cabling systems designed by Emmert were reviewed by the project safety committee, which was impressed by the ingenuity.

Once the system was approved the beams were pre-assembled with all the

lifting components prior to being placed. Emmert’s team then installed the pre-assembled strand jack support beam system in pre-determined lift points at four locations and secured to the existing bridge girders by the engineered Dywidag hold-down plate system. The strand jack anchors were then connected to the T-Brackets that were pre-installed on the bridge spans. The T-Brackets were designed to be as light as possible while meeting ASME BTH-1 structural requirements.

Final inspections confirmed that all environmental, river traffic and traffic control measures were in place. The bridge span was cut free and final checks were performed to confirm the lowering process was safe. The bridge span was lowered to a pre-aligned barge. Once the span was fully supported by the barge, the strand jack anchors were released from the T-Brackets. The bridge span was then secured to the barge. The process was repeated until the four spans were lowered and removed.

Site-specific safety training was conducted prior and during the project, and daily safety briefings were conducted. A custom-engineered fall protection cable system was used for the strand jack support beams. Emmert International completed the project safely and without incident. ■



Equipment used included the HSL 2000 heavy lifting strand jack system as well as custom designed strand jack bases, T-Brackets and staging platforms.



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Pressed for space



To successfully lift and set the final Krown on the press unit, only six inches of clearance would be available from the top of the strand jack guide to the bottom of the roof structure.

Emmert International created a unique and creative rigging plan to install press components at a fully functioning plant in Illinois. When complete, the press will be the largest in the Western hemisphere.

The press is comprised of three base sections, one Platen and two Krowns. All three base sections were assembled into the single heaviest lift of 1,627,096 pounds. The Platen was the largest single piece and the upper Krown was the tallest set of all the lifts.

"It was critical that the regular plant shipments were not impeded by the delivery and unloading of the press components," said Terry Emmert, president, Emmert International. "It was strictly prohibited to interfere with any of the plant operations during all phases of the press installation."

The standard way to install a press is for each section, one at a time, to be lowered into the foundation pit utilizing a large crane. Emmert proposed that the three-section base be assembled in front of the foundation pit. Once assembled, the base would be lifted as one component. The customer reviewed the plan and decided to go forward. Emmert designed custom rods and lift links to attach and lift the fully assembled base.

Once the base section was set, four

43-foot-tall columns needed to be placed in the base at each corner. The columns needed to be placed prior to stacking the other three components. Each component had to rest at various points along the height of the columns.

The Krown had to clear the vertically installed columns during the lift and set. This required the tower/strand jack system to lift the Krown to the roof line of the building to clear the bottom of the four columns. Emmert developed a rigging configuration that would allow for maximum lift with minimal overhead obstruction. Emmert also designed low-profile umbrella strand holders to overcome the foreseen conflict with the roof structure. The fully lifted Krown cleared the top of the columns by four inches. The top of the lifting system cleared the roof by six inches.

Expert planning

As the components arrived at the job site, each piece was offloaded utilizing a 450-ton gantry, loaded onto a 12-line Goldhofer PSTe and moved 100 yards into the press assembly building. Each section was removed from the transport trailer using a 700-ton gantry system. The sections were lowered onto a turntable to be spun for assembly. Each piece was lifted again via the gantry and placed in

a precise location for the base section mating and dress out. Once the three base sections were positioned and mated, plant personnel dressed out the base sections with essential keys and tie rods. The fully dressed base section was set in one piece. It weighed in at 1,627,096 pounds, had an overall height of 12 feet seven inches, a width of 22 feet eight inches and a length of 33 feet four inches.

Utilizing the 700-ton gantry, the 645,000-pound Platen was lowered onto trunnion stands and rotated into the installation position. The 700-ton gantry system was repositioned to allow for loading, gantry travel and installation of the Platen above the previously placed base sections. Four bushings were installed into the Platen, one at each corner. The Platen had to be lined up over the top of the columns and lowered down onto the column resting point. Each column had five millimeters of tolerance.

The Krowns were offloaded using the 450-ton gantry system, loaded onto the PSTe transporter and moved into the press assembly building. To install the final two Krown sections, Emmert designed a lift configuration utilizing 20-foot structural tower sections as a base. On top of the tower sections was an elevated 450-ton gantry system, gantry track sections, support beams and strand jack system. Each Krown was then attached to the lift system using lift cables. The lower Krown was lifted first to an elevation determined to properly travel the 37 feet three-inch distance and lowered over the previously installed press columns. The upper Krown was then moved into place.

Safety was of the utmost concern, and the number one goal during the entire operation. There were daily safety briefings, inspections and a pre-lift safety plan. Innovation was also critical to a successful job. Equipment used included Goldhofer PSTe and THP transport systems, 450 and 700-ton capacity J&R Engineering Lift-N-Lock gantry systems, an HSL 2000 strand jack system, tower system, eight and 12-axle depressed deck rail cars and Emmert's BBCX1000 20-axle railcar with a specialized engineered Schnabel attachment.

Fagioli

Platform perfection!

Fagioli recently completed marine transport and installation operations for one of the most impressive oil and gas projects ever undertaken in the offshore industry.

“The installation scope covered the delivery of all modules to the assembly yard in Canada and their assembly into one topsides unit on a customized pier,” said Edoardo Ascione, president, Fagioli USA.

Fagioli was also subcontracted to weigh the larger modules for the project, including the Utility Process Module, the Living Quarters Module and the Drilling Support Module.

The project activity started in the fourth quarter of 2012 with the engineering phase taking place through the end of 2013. This was successfully completed before the beginning of site operations which took place from early 2014 to October 2016.

The platform modules handled by Fagioli, including grillage and temporaries, were the Utility Process Module weighing 48,501.6 tons, the Drilling Support Module weighing 4,299 tons and the Drilling Equipment Set weighing 4,078.5 tons. Ancillaries included the Flare Boom weighing 374.7 tons, the Life Boat Stations weighing 231 and 253 tons and the Helideck weighing 126.7 tons.

To the Canada job site the Fagioli team mobilized 240 SPMT axle lines; strand jacks with a capacity up to 606 tons; a tower lift system for the lifting activity; crawler cranes with up to 1,488-tons of capacity; an elevator system with a 7,736-ton capacity; 64 skid shoes with capacities up to 1,102 tons each for the skidding load out and load in activity; and climbing jacks. All of this equipment was used in a variety of creative ways to lift and install the various sections.

The 354-foot tall Flare Boom was mobilized by 32 axle lines of SPMT during the load out and in operations. The Living Quarters was built at the assembly site, where it was outfitted with Life Boat Stations and a Helideck. The Drilling Support Module arrived on a barge. Fagioli used more than 200 lines SPMTs to perform the load in of the 4,299-ton module with a length of 177 feet. The Drilling Equipment Set arrived on a transport vessel. Fagioli used more than 200 lines SPMTs to perform the load in of the 4,078.5-ton Drilling Equipment Station that measured 229.6 feet tall.

“Following the delivery of all modules to the assembly yard in Canada, Fagioli was called to prepare and perform one of the biggest load out operations ever performed in the history of the

offshore industry, executed after years of planning and engineering calculation and simulation activity,” said Ascione.

This included the skidding operation of a 48,501.6-ton offshore Utility Process Module by means of 64 skid shoes on a semi-submersible ship in Korea.

Amazingly tight tolerances

Following delivery by another contractor of the Utility Process Module to the assembly yard, Fagioli executed the load in operation onto the assembly pier.

Fagioli used strand jacks and towers to raise the Drilling Support Module to the height of 19 feet for positioning of the module onto the elevator system which would raise the module to a height of 118 feet, ready for skidding onto the Utility Process Module. The Drilling Support Module was skidded onto the Utility Process Module in one direction and then transversally skidded and jacked down using climbing jacks onto its final position within extremely tight tolerances.

The Drilling Equipment Set – a 229.5-foot-tall, 12,139-pound drilling rig tower – was moved on site by a transport vessel onsite and loaded in by SPMTs. This very heavy module was then lifted onto the transport stools for final positioning onto the skidding system. The Drilling Equipment Set was lifted by the strand jack and tower lift system up to the planned height for the skidding operation. The skid shoes system allowed the final completion of the skidding operation onto the Utility Process Module. Final installations were the Flare Boom and the East Life Boat Station. Fagioli’s scope of work ended in October 2016.

“This project was one of the most challenging and complex operations ever performed by Fagioli,” Ascione said. “The project represented one of the largest fleets of equipment used so far for the assembly of an offshore platform.”

One hundred percent of Fagioli coverage was required for all operations, including double shifts for the main installation. At the peak, Fagioli had 225 workers on site. The engineering department was involved in the project since 2012 for concept development and calculation studies, including simulations.



Fagioli's Edoardo Ascione said the project was one of the most challenging and complex ever performed by the company.

Emmert International Last lift off



Emmert International hauled the Space Shuttle External Fuel Tank 94 through the streets of Los Angeles to the California Science Center.

The Space Shuttle *Endeavor* completed 25 missions, but the 26th mission – transporting the only remaining external fuel tank to the California Science Center in Los Angeles – was awarded to Emmert International. In the spring of 2016, Emmert began “Mission 26, ET-94 Comes Home,” the final and epic journey of the 66,000-pound, 155-foot long, 30-foot wide and 35-foot tall external fuel tank known as ET-94.

Because ET-94 is the last remaining one-of-a-kind historic relic, stipulations imposed by NASA and the Science Center dictated that throughout all phases of the project the fragile foam insulation coating that surrounds the tank’s exterior would not be damaged by lifting operations, lashings, transport operations or contact with any obstacles during the process. Through extensive analysis and research, Emmert’s specialists spent 3,400 hours designing the ideal method of rigging, transporting and routing the historic tank.

Emmert used a hydraulically adjustable four-dolly transport system that interlocks with the existing ET-94 staging and transport system. Using Emmert’s dolly system in this configuration allowed maneuverability of the cargo and met requirements of NASA’s engineers, the Science Center and state and local jurisdictions.

The ET-94 had been stored at the Machouod Facility in an area close to where it would be loaded onto the barge for the first part of its nautical journey. The first initial challenge for the Emmert team was finding the best location to transfer ET-94 from the barge to land for its journey through the streets of Southern California to the California



Science Center in downtown L.A. After an exhaustive search, it was determined that the best offload area would be Marina Del Rey, which had its own set of problems. Marina Del Rey is primarily a pleasure craft marina with no active barge or commercial work areas. Emmert developed a detailed study that included an overhead obstruction plan mapped in three dimensions. After extensive analysis, the final route from Marina Del Rey to the Science Center was just over 16.5 miles. Determining the final route required engineers traveling hundreds of miles to verify the exact height and width, and unforeseen obstacles.

Hauling a huge tank through one of the most highly populated areas in the U.S. required extensive traffic studies and planning. Emmert’s engineers had to overlay the transporter using two and three-dimensional modeling with verified satellite images to determine the most efficient and effective route to minimize

the impact on the public. The load consisted of the lead (pull) tractor and the four dolly transporters carrying the cargo. California Highway Patrol worked in conjunction with local law enforcement to control traffic and safety.

What a tank

Weather conditions were uncertain on the day of the barge departure. A second tugboat was called to safely maneuver the ET-94 against strong winds in Louisiana’s many canals. On its voyage, ET-94 passed through the Gulf of Mexico, the Panama Canal and cleared customs in San Diego before arriving in Marina Del Rey, even encountering and rescuing four stranded fishermen off of the coast of Baja from their sinking vessel and safely transporting them to San Diego.

Upon arrival at the Marina Del Rey dock, Emmert slowly drove the ET-94 off the barge to the designated staging site where it was prepared for delivery to the project site. A week later, starting at 11 p.m., Emmert crews drove and walked along side ET-94 following the designated route. Utility contractors removed street lighting and traffic signals to make way for ET-94 as it crawled its way through the crowded urban streets. Incredibly, all utilities were back in place and operational 15 to 20 minutes after ET-94 passed a location.

Emmert executed the work using 1,500 crew hours steering the transporter on the pre-programmed advanced GPS verified route. For tight corners and crabbing maneuvers, the transporter was hand steered utilizing the engineered and plotted radius. In addition, it was necessary on certain sections of the route to adjust the running height of the dollies by lifting or lowering the hydraulic suspension cylinders.

Transporting the ET-94 from Marina Del Rey to the California Science Center took just under the 18 hours. Through extensive pre-analysis and research, Emmert International was able to complete the project safely, securely and without incident or cargo damage. Thousands of onlookers watched ET-94 inch its way through L.A. The exhibit will show the Space Shuttle and external fuel tank in launch position.

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Keep on trucking

Barnhart set out to haul a new heat recovery steam generator (HRSG) from Tulsa, OK to Los Angeles, CA, marking an incredible 2,343-mile trek. The HRSG was purchased by the Los Angeles Department of Water and Power for the Hyperion Waste Water Treatment Plant. The massive machine was part of a digester upgrade project that would allow the plant to produce power from methane gas created in the anaerobic digesting process, according to Chris Howe, project manager for Barnhart. The HRSG was roughly 43-feet long, 16-feet wide, 16-feet tall and weighed 225,000 pounds.

“With Oklahoma’s deteriorating infrastructure, Barnhart knew that keeping the axle loadings beneath the 40,000 pounds dual-lane axle limit would be essential to getting the piece moving as soon as possible,” said Howe. “In addition, the center of gravity was not centered longitudinally, and it was offset by 3.5 feet, so getting the axle lines loaded evenly would prove to be tricky.”

Barnhart designed a trailer configuration that utilized two Goldhofer six-line California-style dual-lane trailers, with seven-foot dollies and nine-foot one-inch axle spacings at 20-feet wide. With this configuration, axle loadings were kept under 38,000 pounds per line, which allowed Barnhart to get the load permitted and moving for the client as soon as possible, Howe said. The permitted dimensions of the trailer configuration were 260 feet long, 21-feet wide and 17-feet 11-inches tall with axle loadings of 38,000 pounds per line.

However, finding a route to accommodate the height of the piece would be crucial to minimizing utility support. Since the HRSG was already over 16-feet tall, Barnhart used its girder



The Barnhart-designed girder system allowed the crew to lift the load up and over a fence to allow the trailer to make it around a corner without civil improvements and without having to remove and replace the fence.

system to suspend the load to minimize the travel height. The suspension girder system was designed and fabricated by Barnhart. It featured an additional 18-foot insert section that would allow 54 feet in the well of the trailer.

Regulations aplenty

The load had to be permitted with six different states: Oklahoma, Kansas, Texas, New Mexico, Arizona and California. The load had to be weighed often to verify axle weights, and Barnhart had to obtain 21 local and county permits and get approval from 18 different local, county and district DOT supervisors. The planned route also involved having to hire third-party bridge engineering in order to receive the route approvals. The planning and permitting for this haul took over 240 man hours to get everything in place and get the load rolling, in addition to 1,100 man hours of police and utility support.

The safety plan included having a start-of-shift safety meeting where the crew and the support team would meet to review the day’s operations, the permits and the applicable restrictions, the day’s route, any utility concerns, daily equipment and load inspections and review a job hazard

analysis prior to moving that day. The crew and support team also maintained constant open lines of communication by having dedicated radios for everyone to use on the haul.

Another challenge Barnhart encountered was coordinating driver hours, permit curfews and parking spots.

“Understandably, with a 260-foot-long trailer, parking can be tough to find,” said Howe. “It was necessary to review permits, route and driver hours daily to schedule work. Having predetermined stopping points and parking spots for each day’s operation at the start of the shift helped the crew stay within their hours of service, permit restrictions and not get caught out on the road looking for the next good parking area, which could be 100 miles away.”

To ensure the super load’s safe movement, bucket trucks and police escorts assisted the convoy. The project took approximately 11 weeks from start to finish, including seven weeks for permitting, trailer mobilization and loading and three weeks for the crew to travel the 2,343 miles from Tulsa to LA. The Barnhart team worked over 2,000 man hours without a safety incident or any citations.

“This kind of magnificent move really goes to show how the right equipment and good people can make a daunting job look easy,” said Howe. ■

The permitted dimensions of the trailer configuration were 260-feet long, 21-feet wide, and 17-feet 11-inches tall with axle loadings of 38,000 pounds per line.



Fagioli

Hauling “Santa Lucia”

Fagioli spearheaded the door-to-door transport from Germany to Italy sections of the biggest tunnel boring machine (TBM) ever built in Europe. Assembled in Germany, the new titan among TBMs was named “Santa Lucia.” It has a diameter of 52 feet and will be used in the next three years to build the 4.6-mile Variante di Valico tunnel in the Apennines between Bologna and Florence, Italy.

The highlight of the haul was the massive cutting wheel with its fully assembled weight of 904,000 pounds.

The components were loaded onto the barge on the Rhine River with the destination set for the Port of Rotterdam. Once the sections arrived at the Port of Rotterdam, they were transported onto a dedicated heavy lift vessel. Once they arrived in Italy at the Port of Ravenna, the sections were directly unloaded onto Fagioli hydraulic trailers, ready for the 105-mile journey up to the final destination.

The three largest items were moved by road in a convoy, with transport configurations ranging between 230 feet and 90 feet in length, 32 to 26-feet in width and between 1,200,000 pounds and 400,000 pounds gross weights. The route consisted of two provincial roads, and for the most part, the main Italian Highway “A1” that connects Northern to Southern Italy.

During the two months of preparation, Fagioli’s team surveyed and checked the route and organized the transport with the several local and national road authorities. This included the structural analysis of 96 bridges and the consequent load testing of two bridges. There was also the implementation of traffic control plans with the blocking of the road, the removal of more than 100 signs and lights and the development of contingency plans.

For the heaviest item, Fagioli designed and built side beams to interpose between the load and the platform trailer to



The route map depicts this impressive journey to get the tunnel boring machine from Germany to Italy.



For the heaviest item, Fagioli designed and built side beams to interpose between the load and the platform trailer to equally spread the load among the 30 hydraulic axle lines.

equally spread the load among the 30 hydraulic axle lines.

Massive convoy

The convoy was huge and included Fagioli technical support vehicles and numerous police cars. Association of National Roads Assistance and Autostrade per l'Italia (Highways For Italy) vehicles escorted the convoy with more than 100 people present during each of the two consecutive weekend nights of transport on public roads.

Fagioli prepared a detailed communication plan between the many parties. It included announcements and daily bulletins transmitted via mass media to notify participants about road closures and traffic reroutings.

The maximum speed allowed for the convoy was 12 miles per hour, reduced to three miles per hour when moving on bridges and viaducts, with the transit of only one convoy at a time. Bridge engineers measured and recorded the

deflection of bridge beams during the transit of the convoy.

The transport involved the biggest first sections of the tunnel boring machine, which when assembled, will have a final diameter of 52 feet and a total weight of about 4,800 tons or 10,600,000 pounds. The biggest section, called the drive with center plate, weighed 320 tons and had a diameter of about 29.53 feet.

For the transport of this section, Fagioli used a 30-axle line modular trailer pushed by two trucks, one positioned up front and one at the back of the 223-foot convoy. It took two nights to cover the mileage between Ravenna and Barberino di Mugello. To complete the whole operation Fagioli used a large fleet of trailers and semitrailers composed of 10, 12 and 16-axle lines.

Fagioli was in charge of the turnkey operation including the road transport in Germany executed by a local supplier; river barge transport onto the Rhine; chartering of a dedicated heavy-lift vessel to execute the sea transport from the North Sea into the Mediterranean and Adriatic Sea; in-house engineering documentation; and detailed plans in accordance with local authorities for the passage of the convoy between trailers and semitrailers. This impressive project was executed on schedule and without incident throughout the journey. ■

High seas scaling

Fagioli successfully transported and installed a 4,500-ton Living Quarter (LQ) module onto an offshore platform. The module measured 190 feet by 65 feet by 100 feet.

In preparation for transportation and installation, specific training was completed, in addition to scenario-based risk assessment, job hazard analysis, daily toolbox talks and spill control strategy.

The project was broken into phases: the transport of the LQ module from the construction hall to the completion area; completion of the construction of the LQ by assembling the Helideck, safety boat stations and other equipment; jacking up the completely assembled LQ and inserting SPMT with towers and grillage; the load out of the LQ module to the barge; transporting the barge around the finger pier; and finally hanging the LQ to the topside.

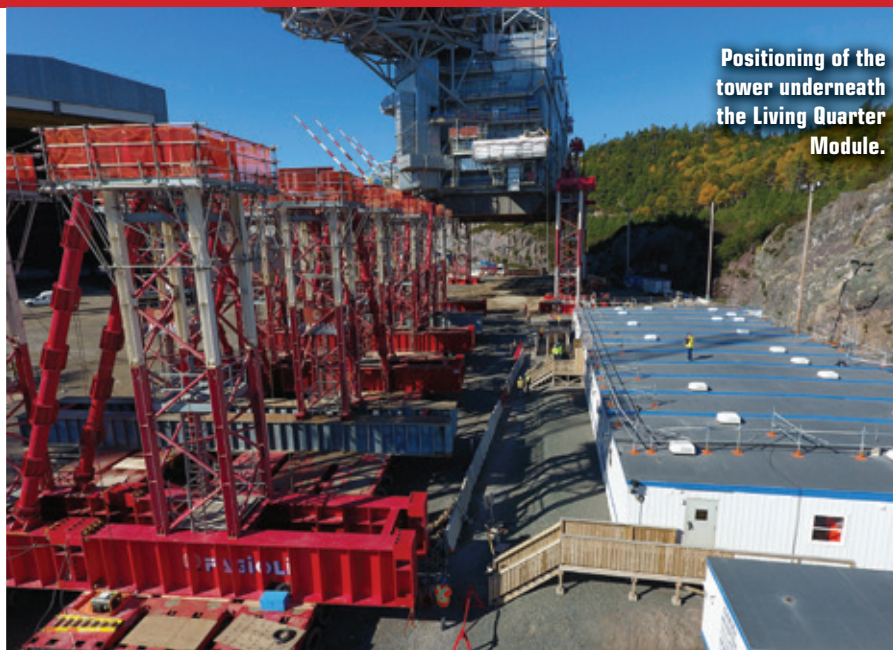
Operations were executed on a 24-7 basis with a double shift team from June to October 2016. This included 1,600 engineering hours and 2,800 operational man hours.

Much of the transport and installation tasks grew in difficulty as the operation had to be performed at open sea.

Fagioli deployed 230 axle lines and 10 PPUs from its own fleet, together with transport beams, support towers, grillage beams, Ro-Ro ramps and a mooring system. For the marine transport Fagioli used a 460 by 140 by 28-foot deck barge with integrated ballast system and two



The LQ module was loaded onto the barge.



Positioning of the tower underneath the Living Quarter Module.

55-ton bollard pull tugboats.

After its completion, the LQ was jacked up using Fagioli strand jack towers and the SPMTs inserted with 60-foot tall grillage beams and towers. The center of gravity of the load at that point was more than 100 feet above ground level.

Redundant systems

A multi-point, 100-percent-redundant mooring system consisting of eight by 30-ton winches equipped with loading cells was used during the load out on the barge, which was planned to be independent from the tidal cycle. Upon completion of the loading, the grillage beams had been lowered onto grillage support stands and spreaders, and secured.

A large part of the engineering work was the assessment of the barge stability and weather-induced motions during the marine transportation around the topside that was sitting on a finger pier.

The Transport Convoy Planarity, the barge draft, real-time trim and heel and LQ verticality and alignment were constantly monitored by Total Station Survey instruments with one-half inch precision, feeding laptops with GeoMOS software as well as tablets in use to the engineers controlling the operation.

The actual LQ was built on site in a dedicated yard area by the client. Fagioli

then weighed the LQ module by means of a dedicated weighing system composed of load cells. The module was transported using SPMTs from its build location and set on support stools to allow the Life Boat Stations and Helideck modules to be installed.

The barge carrying the LQ module was kept in position by a spacer barge interposed between the finger pier. Upon removal of one side of the grillage, the LQ was moved against the topside by the SPMTs, with the barge ballast system used to keep her keel always even.

The SPMTs aligned and centered the two large pad-eyes on the LQ with the pins on the topside, while the LQ lower side was aligned on the support base built on the topside. The survey instrumentation was once again very important to control and guide the operation.

The ballast system was finally used to lower the LQ into its final position and disengage the transport equipment.

The LQ installation onto the topside was on the critical path of the overall project. The very detailed planning and design did allow the execution of SIMOPS (simultaneous operations) by other parties working to complete other parts of the topside. The LQ module will provide accommodations for 220 people offshore.

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Managing director,
Liebherr-Werk Ehingen
(round-table participant)

Richard Krabbendam
Heavy lift specialist
(round-table participant)

Klaus Meissner
Director of product strategy,
Terex Cranes
(round-table participant)

Jeroen Naalden
Global director, Enerpac
Heavy Lifting Technology

Aaron Ravenscroft
Executive vice president
mobile cranes, Manitowoc
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Programme schedule

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Informal evening reception

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Winners, still

A tough competition, the contest featured amazing feats of innovation and difficulty.

The 2017 SC&RA Job of the Year contest featured 30 entries by 13 companies. Projects entered were located in Canada, Mexico, Brazil, Italy, India and off shore as well as throughout the United States. There were 14 entries in the four Specialized Transport/Moving categories and 16 entries in the four rigging categories.

Rigging under \$150,000

■ **Burkhalter** set a 160,000 pound galvalume pot in an operating facility using gantries. In order to save the customer time, Burkhalter set up the gantries and equipment on the top floor while the plant was still operational and once shut down, utilized gantries with counterweights cantilevered behind them to hold the pot out in front and set it into the basement, with inches of clearance.

■ Contracted to assist in an offshore refurbishing project, **Mammoet USA South** used a jacking system to raise a platform to shorten the legs and refurbish the deck. The deck was 83 feet tall, 95 feet long and weighed 880,000 pounds. The WHP4-1 deck needed to meet the specifications for use in the Congo.

■ **TNT Crane & Rigging** was contracted to help set a scale model of a fixed oil production rig built on steel legs inside the Moody Gardens Aquarium Pyramid. An aquarium would be built surrounding one of the legs to give visitors an up-close view of marine life found around offshore platforms in the Gulf of Mexico. The challenges included working inside a 12-story tall glass encased pyramid to lift a 15,000 pound, two-section glass

tank up and over an existing steel oil platform leg (column). An eight-by-eight foot section of glass had to be removed to allow for the lift that was 90 feet above grade and nine feet off center of the steel platform leg.

Rigging \$150,000 to \$750,000

■ **Barnhart** was contracted to remove a 198,000-pound vertical exchanger and replace it with a new exchanger weighing 204,000 pounds in a live unit. Barnhart's team performed the removal and installation using a lifting frame supported by trunnions.

■ **Fagioli** was involved in a challenging salvage operation for the recovery of a 90-ton sunken boat on which hundreds of immigrants lost their lives. The boat was laying 370 meters below sea level on the floor of the Mediterranean Sea. The Fagioli lifting structure was mainly composed of No. 4 towers, two of which were fixed at the bow of the supply boat; No. 8 strand jacks with a capacity of 180-tons each fixed onto No. 2 by 25 meter long cantilever beams; No. 2 longitudinal beams; and a No. 1 transversal beam able to connect No. 2 vertical towers and cantilever beams. Strand recoilers were fixed on top of the cantilever beams.

Rigging \$750,000 to \$2 million

■ **Barnhart** was contracted to develop and execute a rigging solution that would allow the erection of a videoboard over a speedway that would be converted to a football arena without removal of the seating and boxes during erection.

■ **Burkhalter** was contracted

to attach jack-up equipment to lift a 3.190 million pound, 330-foot long span portion of the Fore River Bridge, roll-on to twin barge assembly and jack-up approximately 70 feet above water level. The bridge was transported via barge to the bridge site where Burkhalter floated the lift span into place and set it onto bearings utilizing the BPU-750 jack-up system.

■ **Fagioli** was involved in one of the most challenging civil works ever performed in India – the lifting and locking of 10-floor composite slab sections complete with mechanical, electrical, interiors and facade works of three wings using a multiple combination of a strand jacking system. This project was the first of its kind for Fagioli.

■ Owners of a high-rise building in Philadelphia uncovered structural cracks in two concrete load transfer girders located at the top of an atrium that was 55 feet above an interior driveway. **George Young Company** was tasked to install a shoring system capable of supporting 3,000,000 pounds per girder. There were multiple failures in one girder including a cantilevered section that projected into office space where the floors would not hold the weight.

■ Vigor Industrial subcontracted **Oxbo Mega Transport Solutions** to provide equipment that could lift and set four 1,100-ton tanks and four 600-ton decks for barge construction. One of the challenges of the project was that the tanks had to be lifted 60 feet in the air to clear the walls and then moved 300 feet over the top of the barge to be in position to lower 60 feet into the hull. Once the tanks were in place, the 600-ton decks needed to be lifted 70 feet in the air and set into place.

Oxbo designed, engineered, fabricated and erected a 1,200-ton capacity gantry system mounted on a skid system. The lifting system was a set of four 600-metric ton strand jacks.

Rigging over \$2 million

■ **ALE Heavylift** was awarded the Malikai project by the Technip MMHE Joint Venture to perform weighing of the topsides, skidding the topsides from the fabrication area to the jack-up area, jacking up the topsides, skidding the topsides above the hull, mating the topsides with the hull, removing the superlift equipment and performing the load-out of the complete Tension Leg Platform (TLP) onto a heavy-lift vessel. Thorough risk assessments and safety measures were carried out. ALE completed all of the engineering design for the strand jack supports, deadman anchors and HPU platforms.

■ **Barnhart** was challenged with lifting and setting multiple pieces for the construction and installation of a ship-loading facility. The pieces included cradles, boom sections, single and double trusses. The lifts were completed using Barnhart's exclusive barge crane and a 1,800-ton Terex CC4000 ringer crane.

Trucking under 160,000 pounds (net)

■ **Berard** worked with the National WWII Museum to move a restored Patrol Torpedo boat – PT-305 – from the museum to the Mississippi River. The historic PT-305, restored as closely as possible to the original drawings, will become a fully functional exhibit in New Orleans. Berard was



Nickel Bros. moved seven components of a new coal stacker reclaimer over live coal conveyers.

tasked with weighing the boat, jacking the boat within the restoration building to transport height, navigating the boat out of the building, travelling on city streets to the river and securing the boat onto a deck barge for inland transit to the testing site. The entire scope was donated by Berard.

■ **Tradelossa** transported two condensers for the Combined Cycle Power Plant Empalme I. Manufactured at Guadalajara Jalisco, with the destination in Sonora, the two condensers weighed 155,000 pounds each and measured 47 feet in length, 10.82 feet in width and 15.41 feet high. The journey was approximately 1,532 miles. The cargo encountered traffic in villages where power lines and bridges were too low.

Trucking 160,000 to 500,000 pounds (net)

■ **Precision Specialized** hauled a 169,800-pound boiler 2,360 miles from Nebraska to Ontario on its 13-axle transporter rigged with an eight-foot deck extension. The biggest challenge was the weight discrepancy from the U.S. to Canada, taking into consideration Ontario's 264,000-pound maximum allowance. Nebraska's axle capacity of 20,000 pounds also posed issues. There were many two-lane roads and trees, requiring diligence in load planning and support vehicles to assist. Numerous trailer modifications along a bare-bone deck extension design

led to the successful loading and transportation.

Trucking more than 500,000 pounds (net)

■ **Barnhart** transported three transformers from Maryland to Pennsylvania. The team received the transformers at the Port of Baltimore and rolled the largest transformer onto a barge that travelled to Havre de Grace, PA. The largest transformer, at 585,100 pounds, was transported onto a Barnhart 24-dolly transporter and hauled to the site and staged. The additional two were loaded onto rail and shipped to a nearby rail spur. These two smaller transformers were offloaded and transported to the project site using a Goldhofer THP. Major highway shutdowns, 90-degree turns, bridge jumps and uphill grades of 12 percent were some of the challenges. The project required months of planning.

Moving

■ **Berard** pulled off a massive feat with the load out and transfer of a 7,700-ton offshore supply vessel. The 350-foot long vessel was transported from its fabrication area to the shipyard's bulkhead in preparation for load out. Equipment used included 224 axle lines of Scheuerle and Goldhofer SPMTs, 8 PPU's, loading ramps, high-volume water pumps and winch trucks.

■ **Burkhalter** removed 10 bridge spans from the old I-95 bridge over West River in New Haven, CT using a plan that involved positioning

■ Look for extended coverage of some of these jobs in future editions of *American Cranes & Transport*.

two Goldhofer SPMTs next to the jersey wall on each bridge directly east and west of the bridge being disassembled (for a total of four SPMTs). The transporters were then connected by two 83-foot girder beams with strand jacks attached. Once girder beams were set on transporters, the crew would travel to the bridge span to be removed, lower strand jacks and connect the span to the beam. The crew would then raise the bridge span with strand jacks until freed from the columns and travel with the bridge span towards an open spot in the roadway, lower the span to the ground and disconnect the strand jacks.

■ **Heavy Transport (Bragg)** was tasked with moving a 100-plus-year-old California-protected oak tree. The tree needed to be moved about 1.6 miles for land development. Heavy Transport utilized two 8-axle Goldhofer THPH platform trailers set up in a double-wide configuration and two Prime Movers with 110,000 pounds of counterweight ballast on each. The project involved loading, securing, transporting and setting the tree at its new home.

■ **Mammoet Canada** set to work redeveloping a three-level stack highway, The Turcot Interchange, involving the removal of a redundant rail tunnel in a very high traffic area. The demolition required the Mammoet team to straddle the tunnel with a high-capacity lifting structure displaced on SPMTs where sections would then be lifted using the hydraulic system. The rolling gantry was then positioned over tunnel sections while the sections were connected to lifting trusses. This massive project was completed in only 19 days and removing

each tunnel section each night in half the allotted time allowed the rail line to remain active.

■ **Nickel Bros.** successfully completed a project that involved receiving the components of a new coal stacker reclaimer delivered via a heavy-lift ship to Fraser Surrey Docks. The cargo – consisting of seven main pieces plus 91 components – was offloaded from the ship to transporters staged on a barge. The cargo was barged up the Fraser River to the Westshore Terminals coal facility and offloaded via a custom bulkhead. It was then transported more than 5,000 feet over rail crossings and through the coal field to the lay down and installation area. Pieces were then jacked up 18 feet and rolled 55 feet over live coal conveyors where they were lowered onto the long travel drives. This project contained many challenges such as insane centers of gravity, short tide windows and massive tide swings.

■ **Transdata** used a multi-modal plan to deliver 14 transformers in the Amazon Oriental region. Accessing the location of the substation was a huge challenge as the only highway that serves the region is mostly unpaved and impossible to travel on when it rains. With that road not an option, Transdata chose to barge the components on the Xingu River. Transdata carried out the overland haulage of six transformers some 190 kilometers. The 92.81-meter long transport system included a set of three Prime Movers plus 16-axle lines plus a girder bridge plus 16-axle lines. One transformer was hauled using two Prime Movers plus 24 axle lines plus a load distributor. That transport system was 58.31 meters long. ■

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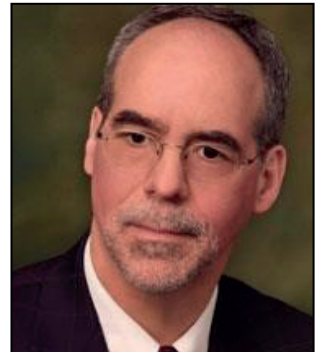
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Jump start needed

Enhanced 'Apprenticeship Programs' gain traction in Washington D.C.

While not exactly news within the construction and transport industries, worker shortages and unemployment trends have become the centerpiece of ever-widening conversations across the country. As a result, the White House held a roundtable in March addressing the types of jobs, skills and training needs required to fuel the twenty-first century workplace.

As it happened, German Chancellor Angela Merkel was in attendance at the time, along with U.S. and German industrial CEOs. 'Apprenticeships' led the initial discussion, as President Trump made note of Germany's longstanding effort to support apprenticeship programs to develop skills that will sustain its workforce for many decades to come.

Trump went so far as to declare: "The German apprenticeship model is one of the proven programs to developing a highly skilled workforce. Germany has been amazing at this."

He also emphasized an assertion that we've certainly considered recently in our industries: the notion that the U.S. must embrace technical and vocational education ... and explore non-college approaches that will ultimately prepare people for trade, manufacturing and other well-paying, long-term careers.

By comparison, Germany has an unemployment rate sitting at around 4.2 percent, with youth unemployment at around 6.5 percent (nearly half of that for the U.S.). With Germany's commitment to diverse apprenticeship pathways in

evidence, it was no surprise to hear one CEO after the next at the roundtable extol the virtues of such a campaign, and call for its likeness in the U.S.

Driving success

According to Nicholas Wyman, in a recent piece for Forbes.com, Marc Benioff, chairman and CEO of Salesforce, even encouraged the president to: "... take a moonshot goal to create five million apprenticeships in the next five years."

Trump thought it was a great idea, and said as much – exciting apprenticeship supporters nationwide. Obviously, that's a pretty ambitious number, but within the context of the discussion, the point was taken, noted Wyman: "A unified approach to expanding this mode of training would not only generate improved economic and employment conditions for our citizens, but also put a big dent into several related social and budgetary problems."

But as he also mentioned in his Forbes piece, "... only a small percentage of U.S. high school graduates enter apprenticeships ..."

Wyman positioned parts of the blame onto various targets: high schools that have eliminated vocation education; certain counselors and parents who think that career success only runs through a four-year college degree; and job snobbery, where many in society look down their nose at careers that involve making or fixing things."

He also pointed out that there are simply far too few apprenticeship opportunities being offered by U.S. companies – to the

extent that many schools and counselors don't even pay attention. Combined with a social stigma amongst a large portion of the young population in this country that looks negatively towards the types of careers that first begin with an apprenticeship, the magnitude of the challenge is easy to see without much effort.

So, what's the answer? As Wyman revealed, hopefully Merkel's presence in March at the White House, and Trump's resulting enthusiasm at jumpstarting an improved apprenticeship campaign here in the U.S. that mirrors Germany's to some degree, is a promising indication of things to come.

As SC&RA continues to evolve and advance our Lift & Move USA initiative, we encourage all of our members to consider their own ability to impact this expanding issue. Whether it's through partnering up with an SC&RA event, developing broader apprenticeship initiatives within their own capabilities or even advocating for enhanced relationships between industry peers, schools and other vocational endeavors, the driver of success here will likely be the industries themselves. ■

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Recognizing

SC&RA Awards showcase member success from top to bottom.

Each year, SC&RA formally recognizes outstanding achievements by member companies and individuals. SC&RA's Awards Program showcases members' commitment to safety, ingenuity, perseverance and altruism. All of the awards are recognized and awarded at the Annual Conference in April, except for the Crane & Rigging Project Safety and Crane Rental Service Awards, which are awarded each month.



“More than anything else, submitting for an SC&RA award is a great opportunity for us to recognize folks in our organization. It's ultimately their efforts that allow us to be able to submit.”

MITCH UNGER,
President, Miller Transfer,
Transportation Award winner

SC&RA members around the world recognize the awards as a unique marriage of industry distinction, customer commitment and personal accomplishment. Many award members spend as much time admiring the achievements of their industry peers as they do accepting recognition for their own success – a shared experience that often honors a collective set of values and a common focus on moving both the industry and one's company consistently forward.

“We consider safety the most valuable service we offer,” said John Anglemeyer, secretary treasurer at Anglemeyer Crane Rental – a Crane & Rigging Award winner this year. “We participate in the awards process to be recognized by the Association as well as the industry, and we display any awards we receive in our office for customers, employees and anyone who visits.”

“And it seems like each year, the lifts get bigger and more difficult – but my employees continue to make me look great. They're the biggest asset I have.”

Priorities in order

David Cowley, president at BOSS Crane & Rigging, also received a Crane & Rigging Award, and similarly takes pride in what the recognition means for his employees.

“From a business standpoint, I'm proud for my employees to be able to say that they get recognition for their safety throughout the year,” he noted. “We look at the awards as priorities – and since safety is priority number one with us, a safety award is something we strive to attain – from the boots on the ground to people in the office to management.”

Cowley knows that, ultimately, when BOSS applies for a safety award, they're essentially applying for an award for their customer(s) as well.

“We were just awarded for a year of service with a top oil company in the U.S.,” he explained. “And we were the only subcontractor with no incidents or near misses on that location. We take a lot of pride in that. And to win an SC&RA safety award shows our customer base



“Participating in the awards program not only allows you to showcase your capabilities, but makes a statement that your company does it right, and does it safe.”

MIKE POPPE
President, Precision Heavy Haul,
Transportation Award winner

that we're competing for and winning awards within a worldwide association. It carries a lot of weight.”

Collective success

Mike Poppe, president at Precision Heavy Haul, winner of a Transportation Award this year, echoed Cowley.

“Participating in the awards program not only allows you to showcase your capabilities, but makes a statement that your company does it right, and does it safe,” he emphasized. “Applying for an award signifies an overall accomplishment – and the end of a

success

project or a safe, successful year. It also allows you to set a new goal for the next year or project, to earn that award again. And people do recognize the importance of that. When the award is received, it becomes the icing on the cake.”

At the end of the day, Poppe believes in the collective success of the group. “Knowing that everyone in the competition, the judges and in the audience are all well aware of what these projects take to be successful – all the projects presented become winners.”

Recognizing the right people

Mitch Unger, president at Miller Transfer, also received a Transportation Award, and like Poppe, knows that an SC&RA award represents a company’s success on multiple levels. “More than anything else, submitting for an SC&RA award is a great opportunity for us to recognize folks in our organization,” he said. “It’s ultimately their efforts that allow us to be able to submit.”

Unger notes one particular example from last year. “One of our longtime drivers, Mike Nichols, won the Driver of the Year award in 2016. Mike is a talented and dedicated driver. Our entire organization was thrilled that he won this award. It was truly something special for Mike and Miller Transfer.”



SC&RA Loyalty and Longevity Awards

Continued success for SC&RA member companies leads to the esteemed Longevity Award. Pictured are representatives of 2017 Longevity Award winning companies.



Larry Curran,
President,
JJ Curran



Mark Edwards,
CEO at Edwards
Moving & Rigging



Laurie Eldridge,
Vice President/
General Manager,
Comdata



Iris Mullejans,
Managing Partner/
Director, Rolf Riedl
GmbH (Germany)

Strength in numbers

Continued success for SC&RA member companies eventually leads to the esteemed Longevity Award, a distinction that Mark Edwards, CEO at Edwards Moving & Rigging, received this year with great pride.

“It has been a privilege to have been part of and support such a great organization for the past twenty-five years,” he said. “The friendships and contacts developed over the years are priceless. Any time you’re recognized for achieving a milestone, you want to receive it in front of those who understand the

journey. Through SC&RA, we’ve come to know many companies that face the same challenges and rewards that we face – who we’ve learned from. It’s now our privilege to befriend and help new companies as they begin their journey in this ever-changing industry.”

Joining Edwards with a Longevity Award of its own this year is Rolf Riedl GmbH (Germany). Managing Partner/Director, Iris Mullejans (daughter of founder Rolf Riedl), is appreciative of the help she received from SC&RA over the years in establishing a network of heavy movement, rigging and installation partners in the U.S. and around the globe.

“SC&RA was extremely helpful and gave us the tools to build our organization,” she pointed out. “Due to geographical proximity in the U.S., this relationship gave us access to important locations for our customers. Ultimately, the same effect was guaranteed by the international members of SC&RA worldwide.

“All these years later, our business continues to grow. SC&RA, and its many members, opened the door to new rigging and lifting equipment for us, and encouraged us to develop our own successful products and systems.”

Larry Curran, president at JJ Curran, knows a little something about the value of longevity.

“These awards are a great sales tool, as well – and, of course, a benchmark with which to measure success and growth.”

GEORGE YOUNG,
President, George Young Companies,
Crane & Rigging Award winner



“We participate in the awards process to be recognized by the Association as well as the industry, and we display any awards we receive in our office for customers, employees and anyone who visits.”



JOHN ANGLEMYER,
Secretary/Treasurer,
Anglemyer Crane
Rental,
Crane & Rigging
Award winner

“When JJ Curran first became a member, we did so because we knew there was strength in numbers,” he said. “We had an interest in joining with other companies to earn a competitive advantage – and that initial thought has held true. Having been a member for forty years now means that there have been many meaningful relationships that have stuck with us in both the business sense and in the personal. Evolving around friends, colleagues and competition is a great thing. It keeps us balanced during both good times and difficult periods – and it keeps you humble.”

Commitment to safety

Winner of a Crane & Rigging Award this year, George Young, owner at George Young Company (established in 1869), considers the awards an opportunity for companies to distinguish themselves.

“It shows that decade after decade – not only by management and ownership, but by the people who are out there every day doing the work – a commitment to the work, and to success, has been achieved,” he stressed. “These awards are

a great sales tool, as well – and, of course, a benchmark with which to measure success and growth.”

In agreement with Young is Laurie Eldridge, senior vice president and general manager of Regulatory and Compliance Services at Comdata – which is receiving a Longevity Award this year. Eldridge knows that working with SC&RA has enabled them to grow within the industry while shaping their thinking and strategy to best serve their customers.

“We’re extremely thankful to SC&RA’s knowledgeable, friendly and professional associates for so many years,” she said. “This relationship has allowed us to network with our peers, customers and the agencies that govern our industry. Working with the folks at SC&RA, we are able to learn about the needs of the special carriers, and mold our services to assist them. It’s always a great honor to be recognized by an organization that serves our industry so well.”

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FYI on ELDs

Understanding the risks, rewards, and benefits of ELDs. **Joseph Doerr** reports.

Back in February, I wrote an article for this column titled, “The Fallout,” where I brought to light many of the issues surrounding the so-called “nuclear verdicts” that have recently been awarded in accidents involving commercial motor vehicles. (Nuclear verdicts are a concerning trend where massive financial payouts are awarded to families of accident victims.) I highlighted the fact that many times the strategic approach used by plaintiff attorneys in nuclear verdict cases is to attack the character of an organization by illuminating any patterns of non-compliance found documented within the company’s safety profile.

For many people in the transportation industry, this brings up concerns surrounding the Federal Motor Carrier Safety Administration’s Electronic Logging Device Rule (49 CFR Parts 385, 386, 390, and 395). Because if we know that plaintiff attorneys attack the character and safety profiles of an organization, and non-compliance is tracked and measured using ELDs, are we in fact opening ourselves up to additional risk?

Defining ELDs

Before I answer that, I need back up a minute and define what an ELD is and how it works, and how we got to this point. To put it rather simply, we got to this point because tracking hours of service is something we can’t afford not to do. Each year, according to the National Highway Traffic Safety Administration (NHTSA), more than 100,000 police-



A recent study found that trucks with ELDs had an 11.7 percent lower crash rate and a 5.1 percent lower preventable crash rate than trucks without ELDs. ELDs may prevent over 560 injuries each year.

reported car accidents occur because of drivers who fall asleep. More than 72,000 of those accidents cause serious injuries and more than 1,600 result in fatalities. In the course of doing research for this article I Googled “Truck driver falls asleep causing accident” and the result was 56,000 news articles highlighting the issue of driver fatigue as it relates to accidents within our industry.

As most of you probably know by now, an ELD is technology that automatically records a driver’s driving time and other hours-of-service (HOS) data. The idea is to allow for easier, more accurate HOS recordkeeping. It works by monitoring a vehicle’s engine to capture data on whether the engine is running and the vehicle is moving, how many miles are driven, and the duration of time an engine has been in operation (engine hours).

So with all this data now being captured through ELDs, are we more susceptible to the risks posed by plaintiff attorneys? It’s possible. But it’s also just as possible (and beneficial) that we’ve been presented with an opportunity to become better risk managers through ELDs. I will even go as far as to say that I believe there’s a way to use the ELD mandate as a performance enhancement tool.

I certainly understand that it’s a hard pill to swallow anytime a government agency like the FMCSA bestows upon us yet another regulation, especially one that comes with an upfront price tag attached to it, but there is value associated with it.

In 2016, according to the FMCSA’s Analysis and Information Online website, there were 481,215 total violations associated with hours of service. Hours of service violations equated for five out of the top 10 driver violations,

with the number one driver violation (172,185) being log violations (general/form and manner). These numbers are proof that hour of service issues are still systemic, which could be costing your company anywhere from hundreds to thousands of dollars in penalties, fines, and lost production.

Effective tool

The reality is that ELDs are effective, and can actually help bring HOS issues into perspective, so you can make the necessary steps to combat them. They can help you reduce risk and maximize profitability by highlighting any patterns of non-compliance you might have.

In fact, the benefits of ELDs are plentiful. ELDs can help improve CSA scores, not only in hours of service, but also in unsafe driving and vehicle maintenance, as well. They have navigation capabilities that offer route-mapping options, allowing a company to optimize fuel and driver productivity. They have DVIR options that allow paper monitoring and tracking, utilize fault monitoring to reduce repair costs (by notifying drivers of maintenance issues before they turn into expensive breakdowns), and help organizations issue driver behavior score cards that can be used to promote safety when it comes to speeding, hard breaking, and other driver behaviors.

But don’t just take my word for it, take a look at the data. Back in 2013 the FMCSA completed a study on the



THE AUTHOR

With a background in FMCSA Performance Standards management and OSHA crane regulations, **Joe Doerr**

is the Specialized Transportation Program Manager for NBIS.

“ In the course of the study, other benefits were also noted, including a 53 percent lower rate for hours of service violations and a 49 percent lower rate for non-driving violations. ”

potential safety benefits for drivers already using ELDs. While they did not include small owner/operators in the study, and instead focused only on large fleets, the results were promising:

- Trucks with ELDs had an 11.7 percent lower crash rate than non-ELD equipped trucks.
- They had a 5.1 percent lower preventable crash rate than trucks without ELDs.
- ELDs may prevent over 560 injuries each year.

It is estimated that 26 lives per year will be saved thanks to the benefits of ELDs.

Big benefits

In the course of the study, other benefits were also noted, including a 53 percent lower rate for hours of service violations and a 49 percent lower rate for non-driving violations. And then of course

there's the huge aggregate cost savings of these additional safety benefits – estimated at nearly \$400 million per year.

The website ELDfacts.com also touts a number of pretty big benefits to using ELDs, including these (additional information on each of these points can be found on the website):

- 1 An ELD leads to more miles on the road, which, in turn, leads to more money. The FMCSA estimates drivers will spend over 20 hours a year filling out paper driver logs and sending those HOS files to their respective carriers. ELDs, however, help truck drivers reduce HOS paperwork time by 15 minutes a day.
- 2 ELDs get drivers back on the road faster with expedited inspections.
- 3 ELDs reduce burdensome paperwork headaches.
- 4 ELDs eliminate easy form and manner

errors that can be troublesome and expensive.

- 5 ELDs issue warnings when time is tight.
- 6 ELDs build a commercial truck driver's roadside resume.
- 7 ELDs document driver safety in the event of an accident.
- 8 ELDs make communicating with the home office easier.
- 9 ELD applications make life easier on the road.
- 10 ELDs pave the way for roadside assistance when drivers need it.

While ELDs will certainly pose challenges for some companies in the future, focusing on the benefits and not the concerns will help change the industry's perspective. As we've all learned by now, we need to take the good with the bad – and time should prove that when it comes to ELDs there's more good than bad. ■

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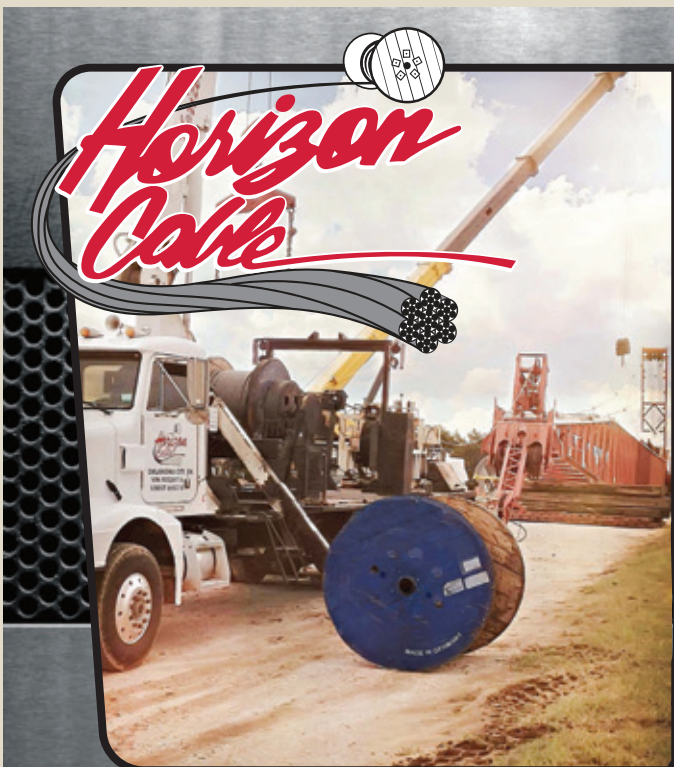
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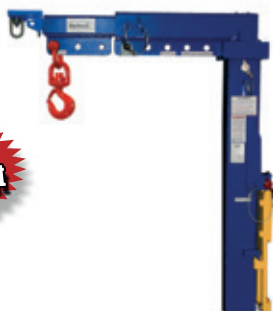
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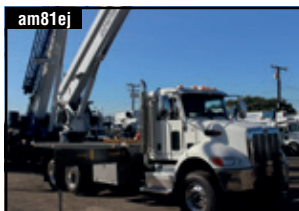
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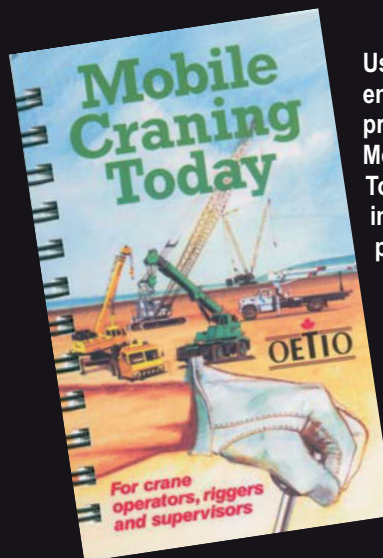
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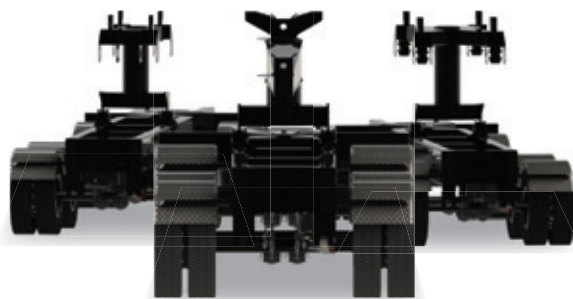


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Tadano adds Krause, Elkins to sales team

Tadano America has added Bob Krause and Todd Elkins to its North American sales team. Krause was named regional business manager for the Midwest region, and Elkins was named regional business manager for the Southern region. Both report to Ken Butz, general manager of sales.

"Tadano is excited to have Bob join our sales team," Butz said. "Bob's experience in and knowledge of the crane industry and his years of experience in the Midwest brings immediate value to our business and customers."

Most recently, Krause served as a sales representative for Hayden-Murphy Equipment. Prior to that he was a regional account



Bob Krause



Todd Elkins

manager/business manager for Manitowoc Cranes.

"Todd is also a seasoned crane industry professional whose knowledge and experience brings strong expertise to Tadano," said Butz. "We are pleased to have Todd join the Tadano sales team."

Elkins most recently served as territory manager for H&E Equipment Service. Prior to that he was a regional business manager for Manitex Cranes. ■

■ XL Specialized Trailers recognized Pinnacle Truck & Trailer of La Vergne, TN as its 2016 Dealer of the Year.

■ WireCo WorldGroup has named **James O'Leary** executive chairman and CEO. O'Leary will continue to serve as chairman of the WireCo Board of Directors. O'Leary previously served as chairman and CEO of Kaydon Corporation. Prior to that he held leadership roles at Beazer Homes, USA, Inc., U.S. Industries and Hanson PLC. He holds a Master of Business Administration degree from the Wharton School of the University of Pennsylvania and a Bachelor of Business Administration degree from Pace University.

CraneWorks expands in SoCal

CraneWorks Inc. has opened a new sales and service center in Bakersfield, CA. Leading the company's expansion

into the Bakersfield market will be Robert Magana, a crane industry veteran who brings more than a decade of expertise to the role. Joining Magana in the new



Robert Magana

Bakersfield office will be parts manager Larry Lightner, who has over 20 years of crane industry experience, and service manager Kevin King, one of the industry's top-rated crane technicians, the company said.

"Beyond Robert Magana's wealth of crane experience,

he brings an additional 16 years in the automotive world to the role, making him a natural fit for the job," said Keith Ayers, CEO of CraneWorks. "CraneWorks may be new to the market, but when you consider the backgrounds of Robert and his team of experts, we actually boast nearly 40 years of Bakersfield crane experience." ■

Alps Wire Rope Corporation makes management changes

Alps Wire Rope has made several management changes, including the promotion of Mike Briand to national sales manager. Briand has been with Alps for five years and in the wire rope industry for over 30 years.

Ross Benner has been appointed regional manager for the North

Central area. Benner has been with Alps for more than 21 years and previously held the positions of purchasing

manager and customer service representative.

Bill Lee was appointed regional manager for the

South Central area. Lee has been with Alps Wire Rope for over 11 years as a sales representative. He has 36 years' experience in the oil and gas industry. ■



Ross Benner



Bill Lee



Mike Briand

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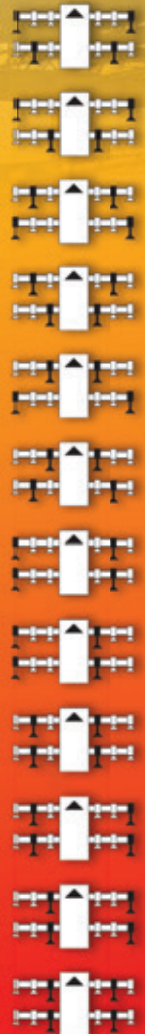
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