

MASTERLINK

Issue 112

2020



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INSTRUCTORS | ENGINEERS | OPERATIONS | HSE

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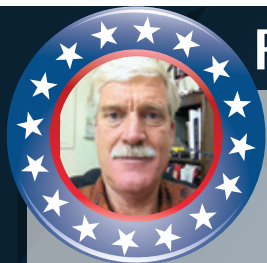
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*Photo provided by
Jenney Charon
Nashville, TN*



President's Letter

Jeff Hairston
RHTC, Inc.

Dear ACRP Members:

Greetings ACRP members! I trust this letter finds you and your family safe and healthy!

On March 3rd, the ACRP Executive Committee began communicating about the effect that the corona virus "might" have on our 2020 General Assembly. We were discussing our contractual obligations relating to the possibility of having to postpone or cancel the GA. During that time, we were receiving input from some of our members that their company is prohibiting travel indefinitely. On March 17th, after many conference calls and emails, we decided to cancel.

Rob Scherbarth, Mike Riggs, Guy Snowdy, JP Biondo & Ted Blanton had put together an awesome agenda for the ACRP 25th Anniversary event but now we will have that 25th celebration in Orlando in 2021!

So, since the 2020 GA had been canceled, we also canceled the scholarship raffle fundraiser until 2021.

How quickly things have escalated since those decisions were made.

As most of you know we always have a pre and post General Assembly Board Meeting. So, we are still planning on have a board meeting within the next few weeks but in a virtual setting. If you are a board member you will receive info about attending this ZOOM meeting.

Remember the ACRP member videos?? Have you recorded and submitted your video yet? I challenge you to take about 20 minutes to get this done and submitted. Remember how I told you I recorded myself with my phone vertical, don't do that. The instructions clearly say to have the phone horizontal when recording! Remember too that the videos we submit will be used at our 2021 GA during breaks and also on our ACRP website. So, what does the ACRP mean to you?

We are still working on getting our new website up and going. It promises to be a great tool with many member benefits.

This ACRP quarterly publication, Masterlink, needs information from members about cranes and rigging stuff! Submit pictures, regulatory updates, an article about some cool crane or rigging job you or your company is working on, job promotions, business milestones, etc. and lets spread the word! Get creative and submit anything that you think would benefit or be of interest to our association!

To say this has been a trying year is an understatement. We all have been affected personally by this pandemic, one way or another.

Thanks,
Jeff Hairston, President ACRP
(318) 348-8822



From the ACRP Office

We missed seeing you in San Diego! As we are going to print, the meeting would have been ramping up and last minute details finalized.

There is a newly designed website on the horizon! Some of the new features:

- Individual User Names and Passwords
- Faster Loading
- Fresh updated look

We are working with the Long Range Planning and Executive Committee to secure locations for the next 3 years of General Assembly Meetings. This is the first time ACRP has published locations this far in advance. We are on the move.

If you have changes to your membership, please advise the office caren@acrp.net or emily@acrp.net

**"The pessimist sees difficulty
is every opportunity.**

**The optimist sees an
opportunity in every
difficulty."**

Winston Churchill



ACRP Officers

Your Executive Committee members are:

PRESIDENT

Jeff Hairston
RHTC, Inc.
P: 318.330.9000
JeffH@rhtcinc.com



VICE - PRESIDENT

Ted Blanton, Sr.
OGR Consulting LLC
P: 407.341.7275
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SECRETARY / TREASURER

Jeffrey Roach
American Electric Power (AEP)
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CHAIRMAN OF THE BOARD

Scott Fleming
Uniropo Ltd
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Board of Directors

Associate Category:

Doug Cutsinger, Bishop Lifting Products
Term Ending 2020, Term # 1

Scott Fleming, Uniropo Ltd.
Term Ending 2021, Term # 1

David Johnson, SmithAmundsen
Term Ending 2021, Term # 3

Engineering Category:

Joseph Orlando P.E., Cianbro
Term Ending 2021, Term # 2

James Cahill P.E., J.F. White Contracting
Term Ending 2020, Term # 1

Bransford Pickett P.E., SEFS
Term Ending 2020, Term # 1

Paul Sweeney P.E., Riverside Engineering
Term Ending 2020, Term # 1

Field Operations Category:

J.P. Biondo, Oak Ridge National Laboratory
Term Ending 2020, Term # 1

Ted Blanton, Sr., OGR Consulting LLC
Term Ending 2020, Term #2

Paul Kuber, Retired ExxonMobil
Term Ending 2021, Term # 3

Health, Safety and Environment (HSE) Category:

Steven French, Tennessee Valley Authority
Term Ending 2021, Term # 3

Instruction Category

Neil Hays, ACRA Enterprises
Term Ending 2021, Term #2

Guy Snowdy, Material Handling Safety
Term Ending 2022, Term #1

Ron Overton, Overton Safety Training
Term Ending 2021, Term #3

Mike Riggs, Riggsafe
Term Ending 2021, Term #3

John Glinski, Crane Training & Safety Consultants
Term Ending 2022, Term # 1

Rob Scherbarth, Overton Safety Training
Term Ending 2021, Term #3

Eric Perry
Term Ending 2022, Term # 1

Thank you to the Board Members who have served the Association proudly. The following Directors have reached their three consecutive terms:

Terry Driscoll • Jeff Hairston • John Hellums • Mike Smith

Founding members:



*Association of Crane
& Rigging Professionals*
Celebrates 25 Years
1995 - 2020

Ted Blanton, Sr. • Brad Closson
Joe Crispell • Mike Parnell





JOIN THE CELEBRATION



This year marks the 25th anniversary of forming the ACRP. Help us celebrate by letting others know. We want you to tell us in a short video how the ACRP has brought value to you and your company.

Below are some questions to prompt your thoughts. You answer these or answer other questions too. Please review the questions, think about experiences had and what you have learned at ACRP.

Outline your response to questions below, in any order, and take a video of your testimony.

Avoid writing word-for-word responses, simply speak as if you were telling a friend about ACRP.

BENEFITS TO ME

1. How long have you been a member?
What have you learned?
2. How many General Assembly Meetings have you attended?
3. What should others know about attending ACRP Meetings?
4. What was your favorite General Assembly Meeting and why?
5. Have you attended a committee meeting? What did you learn?
6. Have you served as a Committee Leader or Board of Directors? Why?; and what did you learn?
7. Have you made any friends at ACRP, tell us about them and how they have benefitted you.
8. Have you ever reached out to an ACRP Member outside of an ACRP Meeting? How did it help?

BENEFITS TO MY COMPANY

1. Are there more than one ACRP Member from your company?
2. How has your company benefitted from your attending the ACRP?
3. Have you used any materials obtained through ACRP in the workplace? How did it help?
4. Does your company promote your participation at ACRP to the clients you serve?
5. What has changed in your company's crane & rigging practices from attending ACRP meetings?
6. Have you utilized any contacts you have made at ACRP to solve problems at your workplace?
7. What is benefit to your company from attending ACRP that you may not have told them before?

BENEFITS TO THE INDUSTRY

1. How has the ACRP made an impact the crane and rigging industry?
2. How do you get industry related information, from what sources? Does ACRP meet your needs?

3. How do you make industry related contacts?

Where else do you network? Does ACRP help?

Please use these questions as promptings for what to say on your video. We want to hear for ALL of you

Please do this as soon as you can. We anticipate a great number of responses and it will help us process them all onto one video if we get yours as soon as this month but no later than March 31, 2020.

Kindly follow the instructions to upload your video to the ACRP Dropbox link.

Thank you for your participation and helping us highlight the benefits of ACRP to others!

HOW TO SUBMIT YOUR VIDEO:

1. Select the questions that you would like to address in your video
2. Have a colleague, family member, friend record your video on your telephone HORIZONTALLY
 - a. Please include your name and the company that you work for
 - b. PLEASE BE SURE THAT YOU ARE IN PROPER LIGHTING (i.e. outdoor lighting or in a well-lit section of your workplace/home)
 - c. Your video should be an mp4 video file
3. Once your video is recorded, please use the link below to submit your videos:
 - a. <https://www.dropbox.com/request/eIcQOG6EmebvP1QdrYWZ>
 - i. Select "Choose from Computer/Phone"
 - ii. Select "Upload"
4. If you have trouble with the Dropbox link, please email: emily@acrp.net or caren@acrp.net



The ACRP membership now includes these companies. Please welcome them to the Association!

Ameren

Darren Duncan
Additional Field Operations
dduncan2@ameren.com
(314) 288-7414 www.ameren.com



Crane Service Industries

Ken Koop
Instruction
ken@csibk.com
www.craneserviceindustries.com



Professional Service & Repair Inc.

Professional Service & Repair Inc.

Jeff Johnson
Field Operations
jeff@psrinc.biz
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Van Beest B.V. has appointed Lift-It Manufacturing Co., Inc. as the North American Master Distributor



1603 West Second Street
Pomona, CA 91766
909-469-2251
www.lift-it.com

Van Beest B.V. – Slidrecht, Netherlands has appointed Lift-It Manufacturing Co., Inc. – Pomona, CA as the North American Master Distributor for Green Pin® Tycan® Synthetic Chain. Tycan® Synthetic Chain is manufactured from DSM Dyneema® DM-20, the preferred fiber for demanding industrial applications.

Weight for Weight, DM20 is 8 times stronger than steel making lightweight Tycan® Chain a viable alternative for appropriate load handling and load securement applications. After a very rigorous testing, auditing and verification process, Green Pin® Tycan® Synthetic Load Handling Chain has received DNV-GL type approval, a prestigious achievement.

Chris Keffer, Van Beest-Managing Director -USA & Canada commented, "The Lift-It management team has done a spectacular job as our West Coast regional warehouse for Green Pin® shackles and fittings. Tycan® Synthetic Chain will be well served by Lift-It and their team of North American Master Distributors who will do much more than simply sell Tycan® products, but provide training as well as documenting the ongoing



value propositions that make Tycan® Chain the adjustable option for properly trained and informed riggers and transportation professionals".

Tycan® Synthetic Load Handling Chain and Tycan® Chain components are used to fabricate

Single, Double, Triple and Four Leg - Adjustable Chain Sling Assemblies with capacities ranging from 3,400 to 23,000 lbs. Load handling chain assemblies feature a 5/1 design factor. Lashing Chain Assemblies feature a 3/1 design factor and are available in 11,021 and 14,990 Work Load Limits.

Lightweight Tycan® Chain dramatically increases productivity with less effort, injury, and time. The value proposition of Tycan® truly make dollars and sense for the rigging and transportation industries."

Lift-It CEO, Michael J. Gelskey stated, "We are honored in our association with Van Beest and are extremely excited about this revolutionary product. We are putting together a Tycan-NA Team of Master Distributors who are the crème de la crème of the North American rigging market to provide immediate service and market coverage."

Crosby®



Raise The Rigger

The role of the rigger has never been more important

Author: Danny Bishop



Welcome to the first edition of Danny's Rigging Den on Crosby's new blog. There's no better or more important place to start than rigging and, more specifically, the rigger.

There are many names for a rigger: slingsman, banksman, dogman, and others. Rigger is the most commonly used term worldwide and it's also the one that best captures the work of the men and women that are among the most valuable to our industry.

Unfortunately, largely because it was not a recognized trade in the old days, riggers remain undervalued in certain regions and industry sectors. That is changing and hopefully one day it will be recognized in all four corners of the world as a trade in its own right that requires certification, or an equivalent that proves competency.

To get to that point, however, the industry must continue to raise the profile of riggers. People look in awe at the operator of a hulking crawler crane or stare in wonder at a multi-million dollar load; and, undeniably, the advancement of engineering and machinery is impressive. But think about the role of the rigger when a 1,000+ ton capacity crane has to lift a load worth in excess of \$1m. You bet they should be duly-trained and recognized by all other relevant parties. With no rigger, the load stays on the ground and with a bad one it gets dropped, causing costly damage or, worse, someone gets injured or killed.

It's timely to remind ourselves of the definition of rigging, according to the US Department of Energy DOE-STD-1090-2007:

The hardware or equipment used to safely attach a load to a lifting device. The art or process of safely attaching a load to a hook by means of adequately rated and properly applied slings and related hardware.

In my opinion, most of the definitions of rigging, although sometimes close in accuracy, usually fail to capture the complete picture, across all industries effected.

I like the references to safety and rigging as an art form in the DOE's definition. It was once consensus that just about anyone could attach a load to a lifting device using slings and various other rigging tools that one might have on hand. Yet, with the potential of injuries or deaths, how could that have been the case? This is highly skilled, demanding work; at least it is when done properly. As the lifting world gravitates to heavier capacity cranes lifting larger loads, the role of the rigger is as relevant as ever before.

We need educated craftspeople to adopt the trade and take the crane and many other industries safely into the future. By the way, I'd encourage a young person considering it to pursue a career below-the-hook. It is a great

way to earn a living in the immediate term and can lead to professional development and possible advancement at many companies. Electricians, welders, steamfitters, pipefitters, etc. are recognized as serious 21st Century trades—rigging should be as well.



Rigging the art form

Rigging as an art form is best showcased when lifting, moving, or securing complex, critical, and/or heavy objects. Further complications are added when an item is moved over personnel or valuable equipment. When there is a requirement for multiple levels of spreader beams with snatch blocks to equalize the loading on pick points along

2019 General Assembly Lexington, KY



the length of a concrete structure, for example, it takes more than a layman to complete the material handling operation safely.

The requirement for more complex rigging is on the rise. I saw a noteworthy case study recently where rigging equipment was required to lift 1,600+ tons at a span of 65+ ft. over sensitive equipment. The industry is evolving at a rapid pace. Helicopters are now utilized as lifting equipment to move loads, while other forms of transportation often require an element of securing the load to prevent unintentional movement. Rigging is often the last line of defense between success and disaster. Lives, limbs, and property are constantly at stake, only further emphasizing the need for widespread competency.

Today's riggers must understand the regulations and standards that apply. It represents progress that there is now a better comprehension of basic, intermediate, advanced, certified, and qualified rigger competencies. At the highest level of the trade, one must have an understanding of rig planning, basic crane operations, rigging math, effects of sling angles on sling loading, D/d ratios, application / inspection requirements, and crane signaling—just for starters.

Moreover, one must understand how load control is accomplished thru the entire material handling activity. What remains the same? What changes? What are the forces being applied to the rigging equipment and load? Always remember that a load should be as stable in the air as it was on the ground.

Questions to ask before using rigging gear

Below are additional relevant questions to ask before any material handling activity with rigging gear takes place:

- Who is responsible for the rigging?
- Has communication been established?
- Is the rigging in acceptable condition?
- Is the rigging appropriate for lifting?
- Does the rigging have proper identification?
- Does all rigging gear have known working load limits?
- Are those working load limits adequate?
- What is the weight of the load?
- Where is the center of gravity?
- Is the load rigged to the center of gravity?
- What is the sling angle?
- Will there be any side or angular loading?
- Are the slings padded against corners, edges, protrusions, or abrasive surfaces?
- Is the hitch appropriate for the load?
- Is a tag line needed to control the load?
- Will the load lift level and be stable?
- Any unusual environmental concerns?
- Any special requirements?
- Do you see why this isn't a trade that can be mastered overnight?

Really, only after being exposed to complex, critical, or heavy material load handling activities, can someone truly appreciate the difficulty and complexity of a rigger's trade.

The rigger also does not always have the luxury of a crane to move the load and must resort to creative thinking and a good understanding of the best tools available to arrive at an optimal solution to get the object moved to its desired location.

Without riggers great swathes of factories, construction sites, refineries, shipyards, mining operations, and an endless list of other critical markets would cease to accomplish their daily objectives.

Next time you see one, give a rigger a due nod of appreciation.

Rig safe!

– Danny

Danny's Rigging Den is a blog series written by Danny Bishop, Crosby's Corporate Director of Value Added Training.

2019 General Assembly Lexington, KY





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ITI Acquires Overhead Crane Repair & Technician Training Specialist TPT

ITI is pleased to announce the recent acquisition of Triple Phase Training (TPT). Through the integration of TPT, ITI will expand its services to include training solutions for overhead crane repair technicians, inspectors, and operators. As part of the acquisition, TPT founders Jennifer and Dain Wyman will join the ITI roster, remaining based in Southern California.

ITI plans to implement what was formerly TPT's three-day Overhead Crane Repair courses at training centers in Houston, Texas and Edmonton, Alberta. Additional plans include the incorporation of an Overhead Crane Inspection

course into the ITI Online library, as well as the extension of a VR Overhead Crane Inspection Exam into a VR Overhead Crane Maintenance & Troubleshooting module.

"Triple Phase Training has established itself as a solid training solution provider to manufacturing and crane service companies, focused on overhead crane technicians, an area that ITI historically has not served. I am very excited to bring overhead crane repair and maintenance training solutions to our customers and have Dain and Jen join our family," said Zack Parnell, ITI President & CEO.

A Two Minute Break...

T U C U G O R L J Z H D A G C G D L
C A F N B E C K E T S Z N B O W A I
B Y K B M T M V L E G I E T N N O A
C O R R U G A T E D K E E P T O L R
L O A D I N G E K A R K E G R I B O
C R A N E O M I E C S E E O O S I N
J I B E W S M R A A R Z A D L O R O
J Z O H A O B N B C Q C L E L R D M
C R I T I C A L L I F T K Z E R C V
P B E X A M I N A T I O N I R O A E
D A E H R E V O H P G D K N F C G R
E L G N A U L R F C N E E A A H E T
W A R R I N G T O N I R R V T W N I
T W U E E K A R B U R R L I U A C
R Z Q L U V S S S Y A I A A G Z L A
E L B A C B O M G F E C B G U M E L
P S T R E N G T H H B K D C E D Y W
A N S I A G N I T A T O R N O N E Q

ANGLE

ANSI

ASME

BASKET

BEARING

BECKET

BEER CAN

BIRD CAGE

BRAKE

BREAKING

CAB

CABLE

CONTROLLER

CORROSION

CORRUGATED

CRANE

CREEP

CRITICAL LIFT

DERRICK

EXAMINATION

EYE

FATIGUE

GALVANIZED

JIB

LOAD

LOADING

MONORAIL

NON ROTATING

OVERHEAD

STRENGTH

VERTICAL

WARRINGTON

Words can be found Vertically, Horizontally and Diagonally

The Differences between Misuse VS. Product Failure

Mike Gelskey Sr.
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Manufacturers of rigging and load securement gear have been contacted by a customer claiming that a sling or tie down “failed”. The best possible situation is when the customer requests a warranty replacement, and there is no injury or property damage. In other instances, a process server delivers a notice to the manufacturer and/or distributor naming them as a defendant in a product liability lawsuit. The long, arduous process begins and more often than not, the claim is one that ultimately was not a result of defective materials, faulty design or manufacture. In the final analysis the claim turns out to be a “clear-cut” case of improper use. You will soon learn and appreciate the irony of the term, “clear-cut”.

The recent trend in product claims seems to be predicated upon failure to warn, failure to train or may be based on an inadequate hazard analysis. These types of claims are far more subjective and are much easier for a plaintiff to litigate for a favorable outcome when compared to a much more objective claim based upon the facts of a material or design defect.

Slings and tie downs are degraded and damaged when direct contact occurs with potentially damaging corners or edges (that need not be “razor” sharp) or with surfaces that are not deemed excessively abrasive. Tensile and

compressive forces can combine making a seemingly innocuous edge or corner one that may produce a total separation of the sling or tie down strength component. For the purpose of this article, a strength component is any load-bearing element of the sling or tie down such as chain, wire rope, synthetic rope, webbing or roundsling core yarns.

When tension, compression and “movement” combine SERIOUS INJURY and/or DEATH may occur. Movement = non-positive sling or tie down engagement with the load whereby slings or tie downs slide across load edges/surfaces and/or the load slips and slides across slings or tie downs.

Abrasion damage (the mechanical wearing or scuffing of surfaces from frictional movement between two objects) can also occur as slings or tie downs are used and exposed to tension, movement and/or vibration. The cause and the appearance of abrasion damage vastly differs from cutting damage.

Cutting and abrasion damage from misuse are often incorrectly referred to as “product failures”.

When slings or tie downs are tested to destruction, the tensile break of the synthetic strength component is not linear in appearance and does not manifest itself in the square end (linear) fiber separation of hundreds, if not thousands of many small, independent fibers that are less than the diameter of a human hair.

When synthetic slings and tie downs are pulled to destruction the area of

separation resembles an explosion of yarn fibers which are irregular, convoluted and NEVER resemble a linear “cut” made up of countless yarn fibers with square end (linear) fiber separation, which would have had to occur at the exact same time!

Square end (linear) fiber separation and/or abrasion degradation is a direct result of contact with damaging edges, corners or surfaces. **Protecting slings and tie downs with materials of sufficient strength, thickness and construction from cutting and abrasion damage is a very vital part of proper usage and is mandated by OSHA regulations and ASME guidelines.**

What may be confusing is a total separation of a synthetic strength component that has a combination of square end (linear) fiber separation of a portion of the strength component while at the same time exhibiting what appears to be a tensile break in the remainder of the strength component. This particular anomaly may occur from a result of undetected, cutting damage that during use effectively “overloads” the undamaged portion of the strength component, ultimately producing a tensile break in the undamaged portion of the strength component in an area proximate to the undetected damage.

The combination of tensile break and square end fiber separation may also occur when there is no prior damage but contact with a damaging edge or surface is made and under tension the portion of the strength

component making contact with the damaging edge is cleanly cut and subsequently “overloads” the remaining portion of the strength component resulting in a strength component tensile break.

While synthetic slings and tie downs are the primary focus of this article, it is critically important that sling users are trained to properly use sling protection devices and to know that even more robust sling and tie down components (wire rope and alloy chain) may also be damaged by cutting and abrasion. Rags, gloves, cardboard, carpet, plastic corner protectors (available at many truck stops) and fire hose are not sling protection options for properly trained users and qualified persons.

Cut proof slings and cut proof sling protection do not exist. Cut resistant sling protection is readily available but must be properly used at all times to prevent sling and tie down damage. Manufacturers should provide sling protection ratings, just as they provide ratings for slings and tie downs as well as information and training for the proper use, inspection and removal from service criteria for slings, tie downs and sling protection devices.

Even if ratings, proper use and inspection information were not mandated for slings and tie downs, it would seem that responsible manufacturers would certainly provide this. If providing basic information makes sense for slings and tie downs, it stands to reason that sling protection users, who in an effort to do what

is not only mandated but prudent should not have to determine sling protection adequacy through a process of trial and error process.

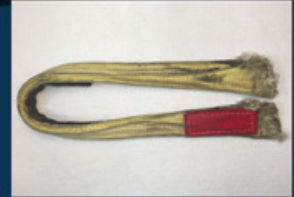
It is extremely important that sling and tie down manufacturers and distributors are aware of the differences between the separation of sling and tie down strength components resulting from improper use and the deliberate separation of sling and tie down strength components that have been subjected to destruction testing in rigging shops and test facilities.

Improper use may include but is not limited to the absence and/or inadequacy of sling protection, the use of damaged slings and tie downs, overloading due to inadequate consideration of tension from non-perpendicular use, shock loading or pulling against objects that are stuck, or become snagged during load handling.

It is equally important to educate sling and tie down users, loss control, safety and training professionals as well as defense and plaintiff’s attorneys in not only the causes but the appropriate measures that must be taken to prevent sling and tie down damage. Any incident in which sling or tie down strength components exhibit square end (linear) fiber separation must never referred to as sling or tie down “failure”.



Web Sling Destruction Testing: Tensile Break



Improper Use: No sling protection - Metal edge contact
Square end (linear) fiber separation



Synthetic Rope Sling Destruction Testing: Tensile Break



Improper Use: Overloaded steel Rope Sling
Tensile break from pulling on a stuck object



Improper Use: No sling protection - Metal edge contact
Combination of Square end and linear break
Large portion - Square end (linear) fiber separation
Small portion - weakened strength component tensile break



Improper Use: No sling protection - Metal edge contact
Combination of Square end and linear break
Large portion - Square end (linear) fiber separation
Small portion - weakened strength component tensile break



Improper Use: No protection - Metal edge contact
Square end (linear) fiber separation

Current By-Laws

Article IV – ASSOCIATION ORGANIZATION

Section 5. The Board shall consist of members from the membership classifications as listed:

Up to 8	Instruction Members
Up to 5	Engineering Members
Up to 8	Field Operation Members
Up to 5	HSE Members
Up to 8	Associate Members

The Association Executive Committee Board shall not be reflected in the Board member classification quantities.

Article IV – ASSOCIATION ORGANIZATION

Section 5. The Board shall consist of members from the membership classifications as listed:

Up to 3	Instruction Members
Up to 2	Engineering Members
Up to 2	Field Operation Members
Up to 2	HSE Members
Up to 3	Associate Members

Section 6. Each Board member should have 1 (one) alternate who, upon the absence of the Board member, will have full voting power. The Board Member alternate will be selected by the individual board member and approved by a majority vote of the seated Board of Directors. The alternate member serves when coordinated by the individual Board member and may be removed by the member at any time. The member alternate shall be from the same membership classification as the member.

The Association Executive Committee Board shall not be reflected in the Board member classification quantities.

Section 7. With the exception of the Association Executive Committee members, each Board member shall be elected by the Members of the Association for a three (3) year term, with one third of each 3 Member Board of Directors classification to be elected each year, and one half of the 2 Member Board of Directors classification being elected every three (3) years. The Association Executive Committee shall be members of the Board of Directors for their elected term as defined in Article VI.

Section 8. Each major objective is listed in Article II, Section 2, a, b and c of these bylaws, shall be under the supervision of either an Association Officer, appointed Committee Chairman, or a Board member.

Section 9. Association Officers and Board Members are considered to be “elective offices” and shall be elected by the Members of the Association. Balloting shall take place each year with the installment of those elected occurring at the Association’s General Assembly. The period of all elected offices shall start and stop concurrent with the appropriate number of elected years at the national meeting.

Section 10. The Association activity year shall run annually from January 1 to December 31.

Section 11. Meetings:

- Meetings of the membership shall be held annually for the interchange and acquisition of professional knowledge among its members, and to accomplish the general business of the Association.
- Special meetings of the membership may be called by the Board. The paper or electronic meeting notice shall state the business to be transacted. Such notice shall be sent to each member at least three (3) weeks in advance of the meeting date.
- The Board shall meet at least once each activity year.

Section 12. Over fifty percent (50%) of the “members in good standing” shall constitute a quorum at any regular or special meeting.

Section 13. The edition of Robert’s Rules of Order in effect at the 1995 Annual meeting shall govern the transaction of business at all meetings of the Association unless otherwise provided in these by- laws.

Section 14. An “Association Funds Manager” shall be selected by the Board at the Association’s General Assembly. Selection shall be by a majority vote of the Board Members present at the General Assembly. The Association Funds Manager shall be responsible for executing drafts against the Association’s funds, maintaining the daily money records, supporting the efforts of the Association Secretary/Treasurer and providing daily account status to the appropriate Association Officers.

ARTICLE XI – MISCELLANEOUS

New Section Addition:

Section 5. Member Participation and Expectations is vital to our association. Members of the ACRP are encouraged to participate in all association activities to share their knowledge with others and increase their knowledge, thereby improving crane operations and rigging activities in all industries.

COMMITTEE PARTICIPATION

- *Pledge to work on a committee for 1 year; help achieve its 3 milestones for that year even after the General Assembly is over.*
- *Pledge to take on at least one delegated responsibility or assigned task and complete on your own time after the Assembly (by October 1).*
- *Pledge to set aside from 4 to 8 hours for working on an ACRP related task and completing it by the agreed upon date.*

BOARD MEMBER PARTICIPATION

- *Pledge to take a leadership role on a committee*
- *Agree to actively seek new members, meet and greet them into service*
- *Agree to set aside 12 - 18 hours of service outside Board/Assembly meeting*
- *Agree to make follow up personal phone calls to potential new members.*
- *Agree to attend Board Meetings, either in person (or represented by an approved alternate), or by teleconference, arrive prepared to make progress, leave with clear goals and objectives for the next six months.*

EXECUTIVE OFFICER PARTICIPATION

- *Pledge to support Board Chairman and President to complete objectives*
- *Stand behind & support new initiatives agreed upon by ACRP Members*
- *Attend Board Meetings prepared to make progress, help organize and facilitate the meeting, check progress with others as delegated by Board Chairman or President*
- *Agree to set aside 24 – 32 hours service outside Board/Assembly meeting*



DICA to purchase Linton Edge Protector Products

March 11, 2020 (Guthrie Center, Iowa) DICA announces it has reached an agreement with Ray Linton to purchase the assets of Linton Rigging Gear Supplies, LLC. Following the completion of the acquisition, DICA will assume all ongoing operations.

The timing of the announcement during the 2020 ConExpo-Con/Agg show could not be better. As a shipyard crane operator, crane and rigging supervisor, and lift planner, Ray Linton had attended several ConExpos in the 1990s seeking a solution for sling protection. Finding nothing, he devised his own solution. “Much as DICA was founded on the quest to build a better outrigger pad, the Linton edge protector was born out of an industry need,” said Kris Koberg, CEO of CIS.

“We started with \$1000 and an idea,” said Ray Linton. “We are happy this idea became a product that reduces risk in the crane and rigging industry.”

Linton Rigging Gear edge protectors prevent sling damage and potential failure from sharp corners or load edges, and increase D/d ratios, preserving sling capacity around corners. Made of solid nylon, the edge protectors are 1/7th the weight of steel and are available with Velcro straps to ensure slings stay in place. The patented edge protectors attach to metal surfaces with magnets, requiring no tools to install.

ASME B30.9 and OSHA 29 CFR 1926.251(c)(9) require slings to be protected in scenarios when slings are in contact with edges, corners or protrusions. “Ray Linton’s design was a revolutionary concept when he introduced nylon sling protectors to the rigging industry nearly 20 years ago. Linton’s engineered products are designed to be lightweight, easy to use, and improve safety and productivity. These are the type of qualities customers expect from all DICA products,” said Koberg.

Linton and his wife, Patty, who have operated Linton Rigging Gear Supplies as a team, are ready to retire. “We are glad the legacy of our work will continue under the care of DICA,” said Linton, who will serve in a consulting role with DICA to provide product support through the transition.

Regular, Heavy Duty, Plate Edge Groove and other examples of the nylon edge protectors will be displayed along with DICA products at two booth locations – C20838 and F8258 – during the 2020 ConExpo-Con/Agg show, to be held March 10-14 in Las Vegas. “We are excited to have Ray and Patty Linton in the booth with us at ConExpo,” said Koberg.

104 Industrial Road
Guthrie Center, IA 50115
866-497-7194 • dicausa.com



(Left to Right) Kris Koberg and Ray Linton at ConExpo 2020 announce agreement for DICA to purchase Linton edge protector products.



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Developing Your Operator Evaluation Program

Speaking for all of us at **OVERTON** Safety Training, we hope that you and yours are healthy and safe. While we are all disappointed that our ACRP National Assembly for 2020 had to be cancelled due to the COVID 19 pandemic, the ACRP will continue to use the membership expertise to assist and support the overall membership with valid information and/or instruction whenever possible.

In all of 2019 and through much of the 1st quarter of 2020, one of the most common questions asked by our clients was to explain to them exactly what their responsibilities were and how they might comply with the Federal (and State) requirement for Employer Crane Operator Evaluation. Since this was such a “hot topic” and feeling that a percentage of our ACRP membership may benefit from our experience in this area; I felt it appropriate to provide some brief suggestions on developing and implementing your company internal Crane Operator Evaluation program and what you might wish to include in those evaluations.

For this article, I have included selected statements from the Federal OSHA 29CFR§1926.1427 document and preamble and reworded them in an organized and condensed manner better suited for this article. It does not include all requirements stated in 1926.1427 or the preamble.

To get started let's review:

Employer Responsibility: 29CFR§1926.1427 Must ensure the training, **evaluation** and qualification of their crane operators must be done by February 7, 2019 (OSHA extended this effective date to April 7, 2019).

Qualification of the Operator: The process of achieving the knowledge, training, experience, operating skills and if applicable, certification as required to perform the required job tasks using the specific equipment safely and efficiently.

National Certification vs Qualification: Crane Operator “National Certification” is **not** the same as Operator “Qualification”. This requirement for Crane Operator National Certification (as applicable) is in addition to the requirement for employer training, evaluation, and qualification of their crane operators.

Qualified Evaluator (company employee): An employee of the crane operator's company who has demonstrated that he/she is competent and qualified to accurately assess the crane operator's knowledge and operating skill to determine if they are qualified to safely operate the crane and perform the required tasks.

The employer certainly has options available on how to comply with the requirement for the Crane Operator Evaluation. Including utilizing established evaluator training programs, using training materials or evaluation forms from a third party. However, if the employer decides to develop their own internal evaluator program, process and forms; I would like to offer the following suggestions to assist them in this endeavor.

Suggestions for developing your internal crane operator evaluation program:

Define your internal Program Requirements

1. Each operator will be provided with sufficient training before operating the equipment.
2. Evaluation will be done only after sufficient training has been accomplished.
3. Operators will be evaluated by a qualified and designated company evaluator.
4. Evaluations can be done at the worksite during the regular crane work.
5. National Certification (if required) can be accomplished before or after the evaluation.
6. Employer training, successful operating evaluation, and National Certification (as applicable) must be completed prior to operating the crane without constant supervision.
7. Evaluation will be performed utilizing the company evaluation form. Successful evaluation(s) shall be available on the crane or at the worksite as applicable. A copy of all evaluation(s) shall be retained at the company office.
8. A single successful evaluation may cover other equipment that does not require substantially different operating skills, knowledge, or ability to recognize and avert risk to operate. The evaluation form shall denote all of the crane makes and models applicable to the evaluation.

9. Operators shall be retrained and reevaluated when an evaluation or operating performance indicates that retraining is necessary.
10. Operator retraining and reevaluation is to be in relevant topics, not necessarily retrained thru the entire program again.

Define your Evaluators Role and Qualification Requirements

1. Evaluations must be conducted by an individual who has the knowledge, training, and experience necessary to assess equipment operators (Qualified Person).
2. Knowledge of specific crane operation and proper task execution should be a prerequisite to be an evaluator.
3. Evaluator does not have to be a Nationally Certified Operator.
4. Employer will designate the qualified and competent individuals.
5. Evaluator will always utilize appropriate PPE for the conditions/site during the evaluation.

Evaluation Methodology and Process

These employer evaluations are necessary to verify that both the knowledge and skillset required are sufficient to utilize the specific crane and perform the required hoisting operations. Key to any process or procedure is consistency, applicability, accuracy (do not pencil whip it), and follow through. The operator evaluation process may consist of questions to verify knowledge, making visual observations, accurately recording results, and retaining documents.

Verbal Verification of Knowledge

Even if the operator has National Certification, the evaluator must remember that National Certification Examinations were designed to be general, not crane specific; and may not have verified all required knowledge to operate this specific crane. One way to verify if the operator has the crane specific knowledge required is to ask questions. Asking applicable questions would require a correct response from the operator. The evaluator must be able to differentiate the difference between a correct and incorrect response.

Verification of knowledge by asking questions might include:

1. How to recognize and avert risk using this specific crane.
2. Pre use area and crane inspection.
3. Setting up, leveling the crane, use of outriggers, stabilizers, cribbing, matting.
4. Knowledge of safety devices, operational aids, programming the computer, knowledge of capacity/charts, boom, jib and counterweight configuration.
5. Knowledge and use of communication methods with signalpersons and/or spotters for specific lifts.

Observation and Verification of Skillset

Even if the operator has National Certification, the evaluator must remember that National Certification Practical Examinations may not have been done on the size or make/model of the crane now being utilized; and may not have verified the required skills to use the crane in all required crane configurations or perform the various types of hoisting tasks required at the worksite. The evaluation of the required operational hoisting skills and knowledge by observation might include:

1. Basic lifts, extreme height, extreme radius, on fixed or luffing jib, using ancillary attachments like forks.
2. Specialty hoisting activities, buckets, wrecking ball, pile driving, blind pick, lifting personnel, multi-load lifts, multi-crane lifts, pick and carry etc.

Evaluation Documentation

OSHA does not require the evaluation form be in any specific format but must include the required information of: Operator Name, Crane Type, Model/Make and Configuration. We recommend for consistency you utilize the same company evaluation form. Evaluations should include the signed attestation from the evaluator of the evaluation being an accurate assessment of the operator in accordance with 29CFR1926.1427, and should be retained for the duration of the time the employee is operating the crane(s) for the employer.

If we can assist you in any way with answers to questions regarding the Employers Crane Operator Evaluation or other issues, please do not hesitate to contact me, we are happy to assist members in any way we can.

Take care and work safely,

Ron Overton

President

OVERTON Safety Training, Inc.

ACRP Committee Mission Statements

(May 2020)

1. Training and Public Safety Committee

The purpose of this Committee is two-fold. First, it is to help the Members gain an understanding of recommended program content and training methods as relates to subjects common to persons involved in using cranes and rigging. These can be in the form of course development outlines and/or through identification of topics related to work tasks and proper procedures. The second focal point of this Committee is to bring to ACRP's attention information and solutions that help promote the safety of the general public as relates to crane and rigging operations. The by-product of this effort may take the form of "position statements", recommended training activities or operational guidelines which enhance public safety.

CHAIR:

2. Member Services Committee

The purpose of this Committee is to help improve and enhance the Membership experience. It does so through subgroups such as but not limited to: the Master Link newsletter, the Big Brother program and the Quarterly Mailing program.

CHAIR: Bransford Pickett, Systems Engineering & Forensic Services, bapickett@forensicsengineering.net, 619-977-7693

3. Nominations Committee

The mission of this Committee is to seek qualified Members to serve on the ACRP Board within their appropriate categories, on an as-needed basis depending on vacancies. The Nominations Committee must also identify and propose a slate of Officers (Executive Committee) for consideration by the Membership every two years. Special elections as required by the By-Laws are also the responsibility of this Committee.

CHAIRS: Mike Riggs, RiggSafe, mike@riggsafe.com, 509-655-5898 / Mike Parnell, ITI, mike@iti.com 360-225-1100

4. Regulations and Standards Committee

This Committee is expected to consider the state of the crane and rigging industry and determine if enhancements can be made to improve related operations and activities. This effort may be take the form of requests for Interpretation from OSHA or ASME, or by providing letters of endorsement to seek improvement in regulatory and safety guideline language to the appropriate governing bodies.

CHAIR: David Johnson, SmithAmundsen, djohnson@salawus.com, 312-894-3336

5. Long Range Planning

The purpose of this Committee is to evaluate the current focus of the Association and make recommendations to the Board that will provide ongoing positive benefits to its Membership. By constantly reviewing the health and well being of the Association this committee should work to ensure that ACRP achieves its continuing goals of "improving crane and rigging activities in all industries" and ensuring that the Association serves as an effective and exemplary collection point "where trainers get trained".

CHAIR: Guy Snowdy, Material Handling Safety, guymhs@msn.com, 913.484.7969

6. General Assembly Meeting Committee

The purpose of this Committee is to organize and deliver the core content of ACRP's annual educational meeting. The group will establish the meeting's theme and seek suitable presentations and/or field trips that will enhance the knowledge base of the Association's members. The Committee will work with ACRP's professional management team to merge the program schedule with the logistical elements of the annual meeting.

CHAIR: Rob Scherbarth, Overton Safety Training, rob@overtonsafety.com, 503-356-0403

7. Marketing and Media Committee

The purpose of this committee is two-fold. The first is to effectively implement a year-round new member recruitment campaign that advertises the benefits of ACRP membership to those who are involved in and/or train others in crane operations and rigging activities in all industries. Secondly, this committee will market and advertise the annual General Assembly meeting. By virtue of this two-fold purpose, the committee will have operating control of the ACRP website, and have the responsibility for the development, design and content of all ACRP membership and meeting advertisements, whether in print, tradeshow or electronic format. (This committee may be called on at times to integrate marketing and meeting information into the Master Link publication as managed by the Member Services committee.)

CHAIR: Danielle Fischer, Overton Safety Training, danielle@overtonsafety.com, 503-356-0403



Association of Crane & Rigging Professionals

Membership Application Form

Company Name: _____ Website: _____

Primary Member Name: _____ Title: _____

Additional Member Name(s): _____

Mailing Address: _____

City: _____ State / Province: _____

Zip or Postal Code: _____ Email Address: _____

Phone: _____ Fax: _____

Membership Category (Select One):

Instruction:

☐

Members whose majority of work activity is to provide training and educational services.

Engineering:

☐

Members whose majority of work activity is to provide engineering.

Field Operations:

☐

Members whose majority of work activity is to oversee or conduct load handling activities.

HSE:

☐

Members whose majority of work activity is to provide health, safety and environmental services.

Associate:

☐

Members whose majority of work activity involves business management, professional services, marketing, sales or manufacturing.

How did you hear about ACRP?

Annual Membership Dues

\$525.00 – primary member per calendar year

\$165.00 – each additional member from the same organization

Membership invoice can be paid on-line by credit card (3% processing fee) or a check mailed to the below address

Email Address for Invoice: _____

Signature: _____ Date: _____

Association of Crane & Rigging Professionals 28345 Beck Rd. STE 408 Wixom, MI 48393
P: 800.690.3921 / +01.734.658.4434 www.acrp.net

ACRP Upcoming Meetings

May 12-14, 2021
Westin Lake Mary, Florida



May 11-13, 2022
Crowne Plaza Denver, Colorado



May 10-12, 2023
St. Louis, Missouri
Hotel Location In Progress

