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The operator is tasked with lifting an air conditioning unit to the roof. The crane configuration is important for the lifting process. The operator must decide how to configure the crane for safe operations.

Photograph courtesy of Dennis O'Rourke

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A Crane's Life: Capacity

Part 4

by Dennis J. O'Rourke, CSP, Historiographer, Crane Surveyor

As we continue along the path of 'Life of a Crane,' we reach the point where an operator must accurately determine how much he can lift before the crane tips over or breaks. The meanings of three terms will be examined in this part: gross capacity, net capacity, and total load, along with the information needed for good decision-making. Up to this point, many people have guided the crane on its 'life journey,' but here, the operator goes it alone! Their knowledge will be tested; if incorrect, the results could be tragic.

We left off in Part 3 by stating that the crane was set up and how it is configured, which are the two main factors affecting capacity. *Set up* refers to whether it's on rubber tires, stationed on the ground, over the side or front, or on outriggers mid-extension or fully extended, all of which influence capacity. Then there is the configuration, which details the installed accessories, blocks, boom lengths, or attachments.

We will use a 40-ton self-propelled hydraulic crane, shown in Figure 1, a popular workhorse at construction sites across the country, as our example in this article. Its maneuverability includes two-wheel, four-wheel, and *oblique* (crab) steering, along with *all-wheel drive*, allowing it to go almost anywhere it needs to! A 26- to 45-foot lattice boom extension is shown stowed on the side of the boom's base section, ready for erection if needed. With the boom and extension fully installed, its height reaches 150 feet. It is rigged with both the main and auxiliary load blocks and two winches.

Let's say the RT in Figure 1 shows up at your job. A typical conversation would go like this: The AC mechanic shouts up to the operator and says, 'We need to replace the AC on the roof, about 10 feet in from the edge, with a new 2,900-pound unit. What can you hoist if you set up by the walkway? Going through the steps to ensure everyone is happy after the lift, meaning you don't drop the AC or turn the crane over, upsetting the boss, rigger, installation crew, the building owner, and anyone else working on the job site. Everyone understands the question, which is asked thousands of times a day at work sites.

GROSS CAPACITY, METHOD #1: TRIAL LIFT

What operators consider mentally when determining capacity is: what is my radius with the tools I have? If you



Fig. 1. The versatile self-propelled hydraulic crane, Grove RT540 E.

were an operator in training and this was your crane, we would start in the classroom with an explanation of the manuals and the meaning of the drawings to clarify the depiction, followed by a written test to assess your knowledge.

Then, we would put you in the crane for OJT, pulling the levers to reach a satisfactory level of performance.

To answer the question "What are you good for?", operators need to know

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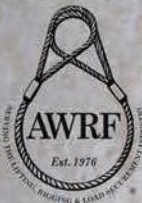
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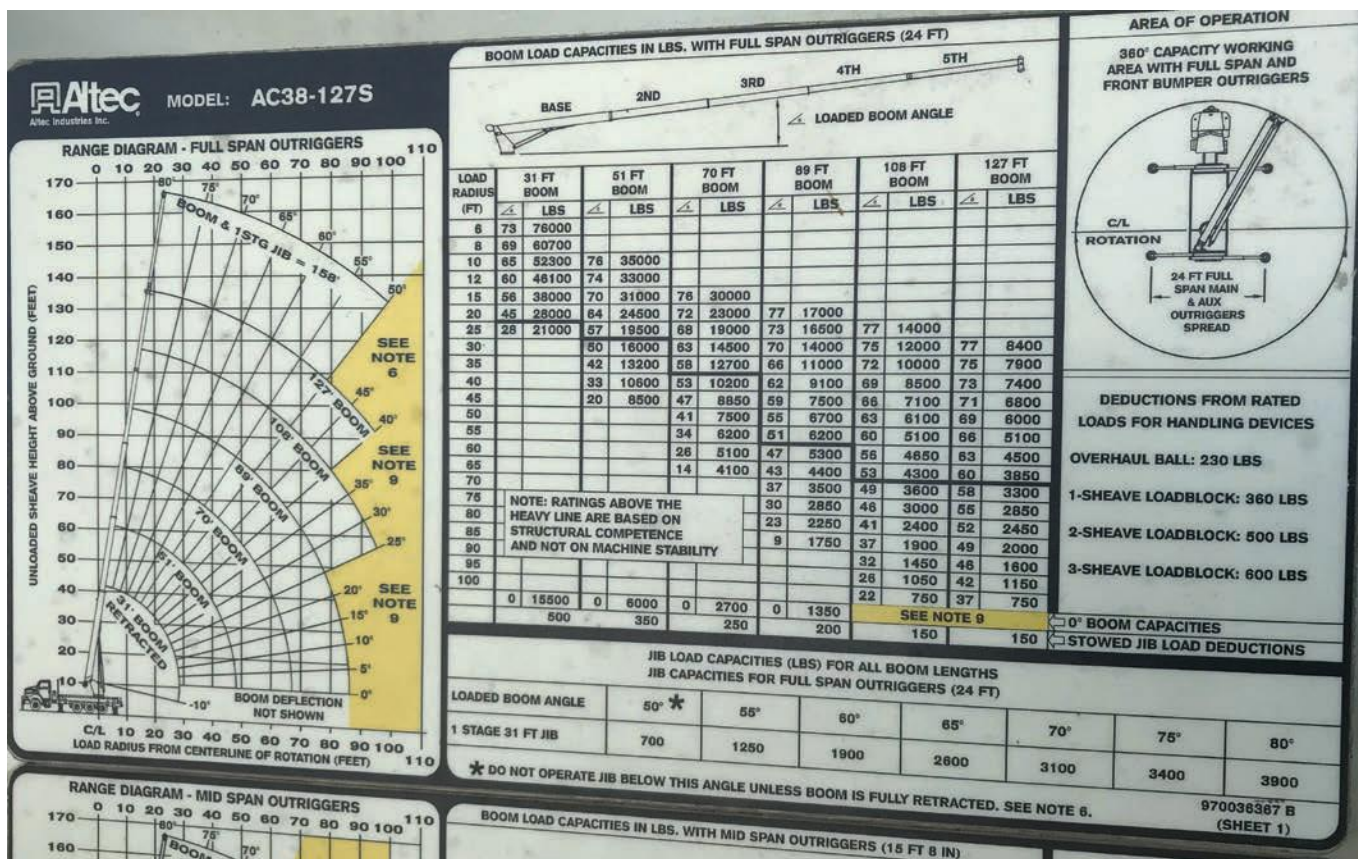


Fig. 2. Capacity chart mounted on the side of the cab, on the inside of the wall.

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the boom length, radius, and angle. Next, they check for overhead wires, obstructions, and traffic in the area. Then, they drive to the sidewalk, set up, and level the crane on fully extended outriggers, using 6-inch-thick by 4-foot-square cribbing pads under each float to support it on the asphalt driveway. The building owner determined that the cribbing was necessary based on past soil evaluations. Continuing, he booms up to clear the three-story building and, as signaled

by the rigger, rotates the crane to align with the old AC, then extends the boom, lowering the blocks to where the new AC will be set.

The crane is now *set up and configured* to lift a load! But, how much can it lift? What have we learned by setting up the crane and placing a block one foot above the old AC? We know what's necessary to determine gross capacity from the crane's position (on outriggers), work area (over the side), a boom length indicator reading of 80 feet, and a boom angle

indicator reading of 44°.

Now, the operator turns his head to look at the capacity chart in graph form (Figure 2) posted on the cab's wall (OSHA regulation) and sees that, for an 80-foot boom length at a 44° angle (unloaded boom, no deflection), the radius is 55 feet and the gross capacity is 8,080 pounds.

There is also other important information on the chart that explains the rules of operation. The bold line running through the chart indicates that the top ratings are based on structural strength, so don't rely on tipping as a sign of overload. The ratings below the bold line are based on a 15% tipping margin!

A wall chart (Figure 2) is mounted inside the cab, visible to the operator when seated at the controls. It is a simple matrix chart (road mat) familiar to most. The vertical column headings list boom lengths, and the horizontal lines list operating radius.

The top of the chart shows that the crane setup, on outriggers, is fully extended to 360 degrees. This is critical for capacity. The chart indicates, with the notation "See Note 16" (which contains 35 auxiliary notes for main boom operation), that "Capacities for the 32 ft. boom length shall be lifted with the boom fully retracted. If the boom is not



Fig. 3. Hydraulic boom section bend when loaded increases the radius, requiring booming up to prevent overloading.

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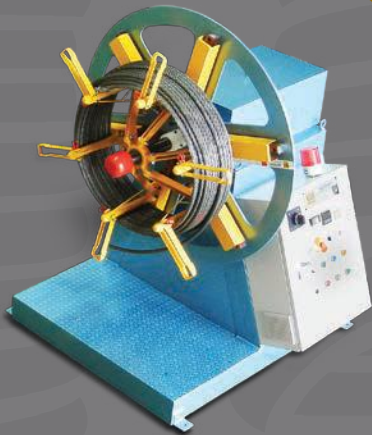
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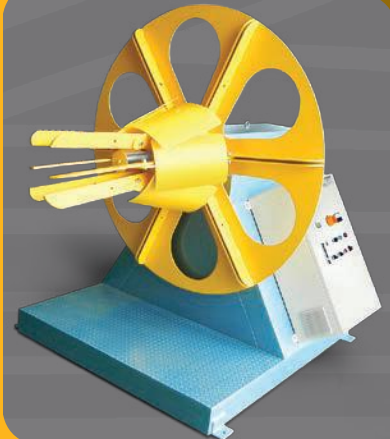


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fully retracted, capacities shall not exceed those shown for the 40 ft. boom length,” meaning that when you are between boom lengths, the rating for the next longer boom length applies.

The first line of the lifting chart is labeled #0001 (Figure 2). When the operator enters this number into the crane’s Load Moment Indicator (LMI), the crane’s computer digitally logs the capacities. It compares them with the capacity chart, also loaded digitally, and measures these two values against the actual weight on the hook. How does it do this?

Please note that many cranes operating in the country today are not equipped with LMIs; therefore, operator decisions are crucial. The saying “either the load moves or the crane moves” implies that methods like “see if you can pick it” are responsible for accidents.

To ensure accurate input, the crane must know its position on the capacity chart by understanding how much the boom is extended, the angle to the ground, the work area (in this case, anywhere within a 360° circle), and the radius (the distance from the center of the suspended load to the center of the crane’s rotation).

This input comes from an electronic angle and length indicator on the boom, which reports the radius, and from a

load cell that measures line tension; these three readings relay the actual load on the hook to the computer. Comparing the readings to the *digital chart* loaded into memory allows an overload to be detected, and the crane automatically shuts down if hoisting, extending, or lowering the boom is attempted.

GROSS CAPACITY, METHOD # 2: RANGE DIAGRAM

There is an alternative way to answer the question “how much can you hoist?” over by the sidewalk, besides a trial lift. That is the *Range Diagram*, a planning tool I used about 50 years ago (Figure 3). I would drive out to a site with a tape measure and talk to the owner about their job, the specific location, and what they were lifting. Then, I would go to the spot where the crane was to sit, measure to the building, go to the top, measure the height, and determine the distance to the old AC. I knew the setup, boom length, angle to clear the building, and the radius. All that was needed then was a copy of the range diagram, a pencil, a ruler, and a capacity chart to answer the question.

The Range Diagram is shown in Figure 3. This planning tool illustrates how each factor affects the crane’s lifting capacity at a given radius. Superimposed on the graph is the silhouette of the self-propelled crane. The diagram

summarizes the boom’s length (diagonal lines) and angle (arc lines) relative to a radius, measured in feet, for all possible crane configurations along the horizontal axis.

Example #1: The boom length indicator reads 50 feet, and the angle indicator shows about 21°, so the diagonal and arc cross closely above the 40-foot radius mark. Using a copy of the capacity chart (Figure 2), I see that a 50-foot boom at a 40-foot radius has a gross capacity of 14,400 lbs, as shown in the load chart.

Let’s examine the two charts more closely using the same setup configuration (50-foot boom at a 40-foot radius). The range diagram planning tool shows an approximate boom angle of 21°, measured straight down from the boom arc, crossing the angle radiant line. However, the capacity chart lists 26.6° in parentheses. Why is there a difference? Boom deflection: the diagram shows an unloaded crane, while the chart indicates bending. The operator must raise the boom base section to 26.6° to maintain a 40-foot radius and compensate for deflection of the telescoping sections under load—an essential safety measure. Note that all radii are measured from the crane’s center of rotation.

Some newer cranes are equipped with sensors that automatically lift the boom to maintain a 40-foot radius. If the boom weren’t raised, the load’s radius would expand outward, risking the crane tipping over (Figure 3).

The diagram shows that the crane can be fitted with a 26- to 45-foot extendable lattice boom. This extension has three positions: “in line,” offset at 15°, and at 30°, which will impact its capacity.

Example #2: If we have a 102’ boom with a 26’ in-line extension at about 42°, we would have a radius of approximately 90’ (before any load is applied). The chart below shows the crane level on outriggers (on rubber, the geometry would be the same). The purpose of these calculations is to identify the *operating radius*, which is 90 feet.

Example #3: What is the gross capacity at a 55-foot radius with an 80-foot boom? Refer to the chart (Figure 2), located in the crane’s cab. The radius must be identified. Using a range diagram provides an approximate estimate of the margin between the crane’s capacity and the weight of the object to be lifted. In this example, the capacity is 8,080 lbs, and if the load is a 1,900 lb wooden truss, this method would be adequate.

However, if, for example, the load is

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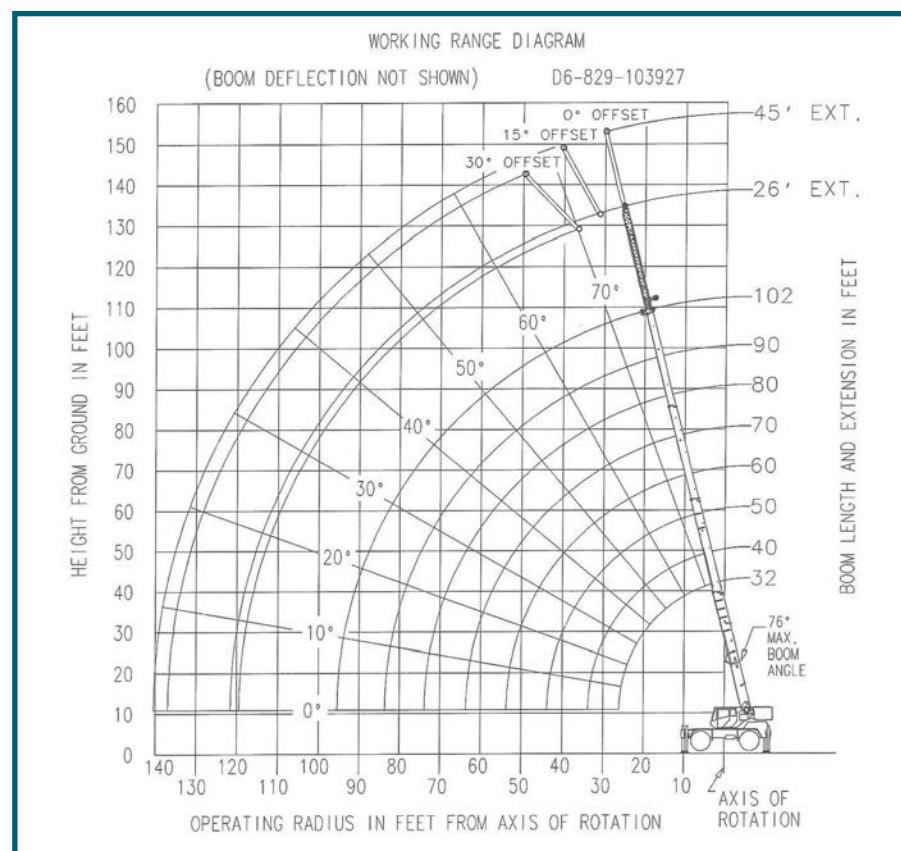


Fig. 4. A range diagram is the operator’s safety planning tool.

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35	*10,200 (76)					
40	9,460 (72.5)	*7,770 (76)		*5,250 (76)		
45	8,760 (70)	7,370 (72)	*6,030 (78)	5,250 (73.5)		
50	8,150 (67.5)	6,870 (69.5)	5,780 (72.5)	5,050 (71.5)	3,660 (70)	
55	7,510 (65)	6,050 (62)	5,520 (68)	4,650 (69.5)	3,540 (67)	

Fig. 5. The 26 – 45 foot Lattice extension capacity chart (a portion).

continued from page 12

a 7,050 lb compressor that exceeds 87% of the chart, it is a critical lift that requires careful planning rather than estimating with a range diagram. Additionally, a tape measure must be used to accurately determine the radius.

ACCESSORIES GROSS CAPACITIES

When using manufacturer-provided attachments, such as the 26- to 45-foot lattice extension for this crane, the capacity chart is also located in the cab (Figure 5).

Understanding the boom extension capacity chart usually requires classroom training for a serialized accessory. Notice that the first column shows the radius in feet, which determines capacity regardless of boom length. Extension capacity depends on its angle to the ground (bending moment strength), not on the crane's tipping (operating radius). The boom's capacity is always higher than the extension. For example, at a 40-foot radius, the 26-foot extension with 0° offset is rated at 9,460 lb, and at that angle, the boom is rated from 14,400 lb to 13,200 lb across a 40-foot radius, from a 32- to 102-foot boom length, (Figure 2).

Looking closer, we see that the Extension has three installation positions: 0°, 15°, and 30° offsets, each with its own capacity code that must be entered correctly into the LMI by the operator. The boom angles in parentheses indicate a no-load condition (for planning only). The radius must be measured for safety.

These extensions arrive on the job attached to the boom (Figure 1) and are installed on site by pinning them

to the boom's point and swinging out the 3,000 lb accessory like a garden gate. Often, this is done only under the operator's supervision and frequently with 'help' from willing and available labor. During my career, I have investigated three fatalities and numerous accidents caused by mishaps during the installation or stowing of lattice boom extensions. If the proper methods had been used, all these incidents would have been preventable.

NET CAPACITIES

We used the manufacturer's gross capacity ratings. These ratings are based on tipping moments (below the bold line) and structural strength (above the bold line). Grove, in this case, has no idea how we were going to use it or what we were going to install on their crane, any more than Chevrolet knows how fast you're driving their car in a rainstorm! And we will, unfortunately, operate them our way—right or wrong! Thus, all manufacturers' ratings assume nothing is hanging off the crane.

There is a common term in "Craning": Responsibilities above the hook (operator) and Responsibilities below the hook (rigger). Operators add weight to the boom with blocks, extensions, jibs, and auxiliary boom noses, thereby increasing the crane's overturning moment. This weight is subtracted from the *gross capacity*, resulting in a *net* capacity. We all know the difference between our gross pay and net pay—deductions!

When the AC mechanic shouted, "What can you hoist?" he assumed, based on the blocks and extension on the crane as he saw it. The correct set-up is: on outriggers, over the side, with an 80' boom at a 55' radius. The gross capacity is 8,080 lbs; after deducting the main block (623 lbs) and the ball (369 lbs), the net capacity is 7,088 lbs. This is the crane's capacity as set up and configured, for which the operators are responsible.

Figure 6 illustrates the deductions that Grove wants you to make for installed equipment on their RT540 E. Most cranes of this type and size permit stowage of their fixed extensions and jibs on the side of the boom

base (see Figure 1). If this is done, the weight of these accessories is deducted from the gross capacity. However, caution note #18 for operation instructions states that, for this crane, "No deduction is required from the main boom chart for a stowed boom extension." The deductions shown in Figure 6 apply when the extension is erected, but the load is suspended from the boom point sheaves. Other deductions may also be applicable.

TOTAL LOAD

The weight of the object and the rigging gear needed to connect it to the hook are "below the hook responsibility" of the person whose object is being hoisted. Therefore, the total weight pulling on the crane at its *tipping axis* is the sum of the blocks, rigging, and the new AC, which equals 3,942 lbs.

Our crane has a 40-ton capacity at an 8-foot radius, with a 32-foot boom, and is level on fully extended outriggers. The capacities provided are *static* capacities, which do not account for load movement or kinetic energy. The faster a load is started or stopped, the greater the forces that can cause a crane to tip when lifting loads above 75% of capacity.

CONCLUSION

The initial job discussion started above for our RT crane. The AC mechanic says, "We need to replace the AC on the roof, about 10 feet from the edge, with a new 2,900 lb AC unit. What can you hoist if you set up by the driveway?" Operator, reviewing the range diagram and parts of hoist reeving, "I'm good for 7,088 lbs, over the side, on outriggers." Mechanic, "Great, when you set up, we will rig the 2,900 lb AC unit with a 4-way nylon belt sling (about 50 lbs) and back our truck up under your hook. Then, my guy will rig it, and I will go up on the roof to signal you in!" Operator, "It's good weather, let's get-er done." Happy faces all around!

Warning: Most cranes have significantly reduced capacities "over the sides" of their carriers. Therefore, if a load is rotated from an area of greater stability (rear or front quadrant) to the side, even with a 360° capacity rating, lifting leverage is decreased; as a result, miscalculating load weight can cause tipping accidents. WRN

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40 ton, 3 sheave (12" sheave)		599 lb+
40 ton, 4 sheave (CE)		774 lb+
7.5 ton overhaul ball		369 lb+
+Refer to rating plate for actual weight.		

26 FT. FIXED BOOM EXTENSION	
*Erected -	2,750 lb
26 FT. - 45 FT. TELE. BOOM EXTENSION	
*Erected (retracted) -	3,750 lb
*Erected (extended) -	5,010 lb
*Reduction of main boom capacities	

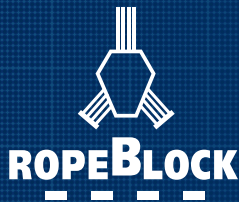
Fig. 6. Necessary deductions for installed equipment to determine net capacities.

DENNIS J. O'ROURKE, CSP, Director of National Crane Services, Inc., retired. He has over 65 years' experience in the industrial, maritime, and construction fields working with heavy equipment and material handling devices. As a safety engineer, he has developed and/or presented hundreds of safety-training programs for all representative elements of government and industry. (dennis@natlercrane.com)

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Two spans of the Gordie Howe International bridge are connected over the Detroit River during construction June 15, 2024.

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For those as unfamiliar as I am as to just who Gordie Howe was, there is plenty of information out there to get you started. Known to millions of fans as “Mr. Hockey,” this Canadian hockey player born in Saskatchewan just before the Depression went on to play for the Detroit Redwings an amazing quarter century—from 1946 to 1971. A good fit for the name of a bridge on the border of two friendly nations.

Howe went on with his career in hockey for the Houston Aeros and Hartford Whalers until 1980. Wife Coleen, “Mrs. Hockey,” along with her husband was active in charitable work. Following her passing in 2009 Gordie started a foundation for degenerative brain diseases in both their names.

Those involved had a vision for The Gordie Howe International Bridge, which was to provide for redundancy, improved border processing, capacity, and highway-to-highway connectivity

at the busiest trade corridor between Canada and the United States.

The two ports of entry and direct free-way connections are designed to provide high-capacity border processing and more than 326,000 square feet of contemporary buildings in a landscaped environment, to complement the inspiring new cable-stayed bridge. In addition to commercial traffic, bicycles and pedestrians will span the Detroit River after the structure’s official opening.

In May 2015, Canadian Prime Minister Stephan Harper and Michigan Governor Rick Snyder announced that a new international bridge spanning the Detroit River would be named in honor of Howe. The Gordie Howe International Bridge is currently under construction, and was set to open in early 2026. Actual construction work started just two years after Howe’s death.

First proposed in the early 2000s, the project was met with prominent op-

position by Ambassador Bridge owner Manuel “Matty” Moroun, who believed competition from a publicly owned bridge would reduce his revenue. A Canadian federal Crown corporation, the Windsor–Detroit Bridge Authority, was established in 2012 to coordinate the bridge’s construction and management.

Environmental approvals and other permits were approved in the United States and Canada in the early 2010s. The “Bridging North America” consortium was selected in July 2018 to design, build, operate and maintain the bridge, and construction began that month. The CA \$3.8 billion cost of construction is funded by the Canadian federal government, to be paid for by bridge tolls. The bridge itself will be owned equally by Canada and the state of Michigan. The construction of the bridge had been completed by June 2026, but the opening of the bridge has been postponed at

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the request of the United States to resolve unspecified “outstanding issues.”

NORTH AMERICA'S LONGEST CABLE-STAYED MAIN SPAN

Stringent environmental studies on both sides influenced the location of all four components of the P3 project, according to Bridge North America's director of communications. “Most importantly, environmental concerns helped dictate the choice of the cable-stayed design, especially since building the towers in the water might have impacted boat navigation, fish migration, and water quality. Only a suspension or cable-stayed bridge could have been built for such a long span.”

In fact at 2,798 feet (853 meters) across the Detroit River, the main span will be the longest of any cable-stayed bridge on the North American continent. In addition with its bridge towers of nearly 745 feet they'll rival downtown Detroit's GM Renaissance Center.

The two main towers, from which the cables extend to support the bridge's deck, rise from the ground on two wish-bone-shaped footings, before ascending as spires. The tower footings for each require six piles, three meters in diameter, and three pairs of side span piers to transfer main span loads from the backstay cables to the ground. BNA subcontracted GFL Infrastructure for the foundation work on the Canadian side. Malcolm Drilling was the foundation subcontractor on the U.S. side.

“The requirements for this project's longevity were a minimum of 125 years, so every little bit of it needed to undergo a substantial amount of scrutiny,” says Justin Beaveridge, Dragados-Canada's tower/foundation engineer. “As part of the contractual requirements, every major piece of work on the GHB had to have a full-scale model of that element performed ahead of time to prove we were competent and could execute the means and methods as described on paper.”

Proving requirements included a three-meter full-depth droll shaft, mock-ups of the footing, the side span towers, the tie beam, and the post-tensioning and tower mock-ups. This, the equivalent of a full four meter lift of the tower, complete with all rebar, formwork, accessories, according to Beaveridge.

Malcolm Drilling, for their test, drilled a shaft three meters in diameter, one hundred feet down to the top of rock with a 15-foot-deep rock socket. “This was identical to one that would be built to support the actual tower,” says Jim

Glider, Malcolm project manager.

Then, to prove the capacity of both the pile and the bedrock, an O-Cell test was performed. This consisted of a rebar cage, equipped at the bottom with an O-Cell—a hydraulically driven, high capacity, sacrificial loading device, set into the shaft and concreted. Once the concrete cured to the appropriate strength, the O-Cell was hydraulically pressured to put a measurable load on the shaft in both an upwards and downward direction.

“This applied load determines the movement of the shaft under the prescribed amount of load,” adds Glider. “When performed, the shaft resisted an equivalent top load of over 38 million pounds with only millimeters of movement.”

COPING WITH DEADLY GAS AND EXTREME ARTESIAN PRESSURE

The limestone rock formation on both sides of the river contained hydrogen sulfide, an extremely deadly gas. The crews on both sides used H₂S gas detectors when working at the top of the shafts and casings since as they drilled into the rock they ran the risk of it coming up into the shaft, according to Glider. “When these monitors actually did go off a couple of times on the U.S. side we had to evacuate the site and follow our safety procedures to get back onto

the site and to the hole.”

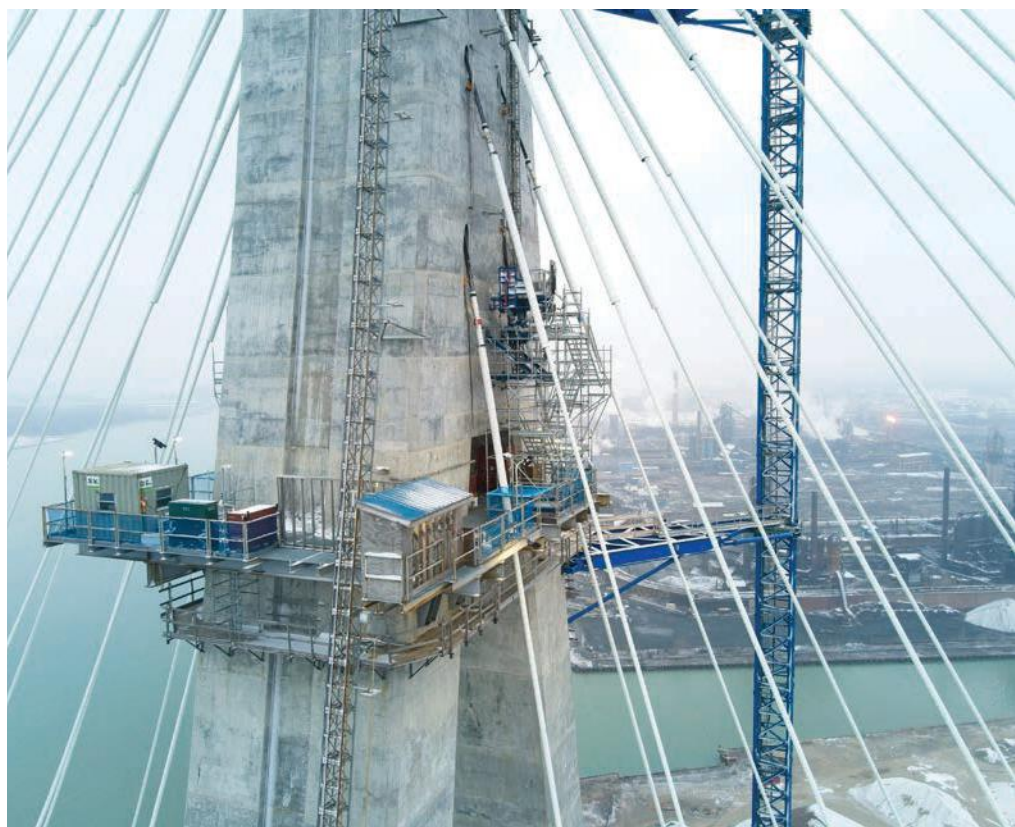
Foundation subcontractors on both sides also dealt with challenges posed by water in the drilled shafts.

Area geological formations created groundwater under strong artesian pressure, pressures occurring when the elevation from which an aquifer's recharging water comes is higher than the elevation of the site's groundwater. That water is restrained underground by an overlying impressive layer of rock. A shaft drilled through this layer results in pressure caused by the *upstream water* in the aquifer results in a rise in the shaft above the level at which it's first encountered at the site.

“Despite the similar ground conditions, Canadian and American subcontractors used very different installation techniques for their piles,” explains Beaveridge. “On the Canadian side, GFL Infrastructure drilled the shafts in a traditional manner, some 30 meters down through the overburden, then about 4.8 meters further into the bedrock.

“To combat artesian forces you need to prepare water to pour into the shaft as you're vibrating the sections of liner down and drilling. We had several shafts on the go at any given time and each required about 350 cubic meters of water. The maximum artesian water pressure we'd encounter was ap-

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Close up of the suspension cables of the new Gordie Howe Bridge as they enter the tower structure. Photo taken December 20, 2024. Photograph © Matthew G Eddy / Shutterstock.com



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Gordie Howe international bridge under construction on the American side of the Detroit River at sunrise on a clear January 15, 2023 morning.

Photograph © Matthew G Eddy / Shutterstock.com



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proximately three meters above the ground we were working on, so to prevent any blow-ins within the [drilled] shaft itself, we always had five meters of extra pipe and water above ground level to maintain positive pressure within the shaft.”

To ensure that the water pressure from below didn’t bring “dirty” artesian ground water into the drilled shaft before the casing was sealed to the bedrock, the water pressure also had to be maintained above the soil plug, “in the bottom of the giant steel cylinder we’re vibrating into the ground.”

“GFL used a Watson 3110—a very small drill—to start a two- or three-meter pilot hole, just enough to allow us to lift the steel liners,” which were 5.5- to 8.5-meter sections of 19-millimeter-thick, 3.143-meter-diameter spiral steel piles, said Beaveridge. “The first couple of meters were critical to ensure both the horizontal position and the verticality of the liner. They’d pick up the steel liner with the King Kong (APE Model 400) vibrator hooked up to one of their cranes, drop it into the pre-drilled hole and vibrate the liner into the ground with little or no drilling.”

Then the crew would pick up the second pipe section using the clamps on the vibrator, place it carefully atop the section of casing already in the ground, position it with help from the backing plate and begin Complete-Joint-Penetration (CJP) welding the joint to ensure water-tightness and full structural

integrity of the casing “so that it’d stay in good shape and not crumple when we were vibrating the pile,” he said.

When approximately a meter of that section remained out of the ground, the third section would be placed, CJP-welded and then vibrated down and seated into the bedrock, “with seven to eight meters of stick up so that there would be at least five meters of water head above ground level.” “Most of the time we were using a Bauer BG 45, eventually upgrading to a BG 50. At that point we’d auger down, remove the material, all the while maintaining the water level in the shaft.”

Elevations had first been ascertained in the early works by boreholes; now, as the tool approached theoretical bedrock, the force on the auger and progress rates were more closely followed.

“Once cuttings started being noticed on the tools, the geotechnical designer and consultant, Thurber Engineering, verified the consistency of bedrock across all the teeth on the tool,” says Beaveridge.

“If there was uncertainty, further excavation was required until all parties were satisfied that the true bedrock elevation had been determined. At that point we had to continue vibrating to ensure a target of 100 to 200 millimeters of embedment of the casing; to seal the liner against the bedrock and prevent any soil from entering the shaft during the works,” and to ensure the positive water head in the casing could be maintained.”

Working in two shifts 20 hours a day, six days a week, workers could get a

liner down to the bedrock within 48 hours of commencement. This, an average of about half a meter per 10-hour shift for the rock sockets, which were drilled using core barrels of different sizes and increasingly larger augers.

Once the drilling was finished, shafts had to be fully cleaned. For this, GFL rigged a tremie pipe* about six inches in diameter with a larger ring that fit around the outside of the pipe, with teeth along the bottom that prevented the end of the tube from hitting the bottom of the shaft. This was attached to an air hose from a compressor along the outside of the tremie pipe. A crane lifted this device and dropped it to the bottom of the drilled shaft.

“We’d poured in some flocculent and let that settle overnight,” adds Beaveridge. “Then the air from the compressor would cavitate the water at the bottom, causing all the sediment to be thrown up the tube—essentially a giant vacuum,” Beaveridge said. Only when the pH and contaminant levels were within regulation limits could the water be put into on-site sedimentation ponds.”

ONCE DRILLED, THE SHAFTS REQUIRED STRINGENT AIRLIFTING

The airlifting was a very stringent requirement, according to Beaveridge. “We could have no more than 12.7 mil-

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*a tremie pipe is a long vertical tube used in construction to pour concrete underwater or into deep narrow excavations and allowing concrete to be placed from the bottom up, preventing the cement mixture from washing out or separating as it passes through water or drilling fluids.

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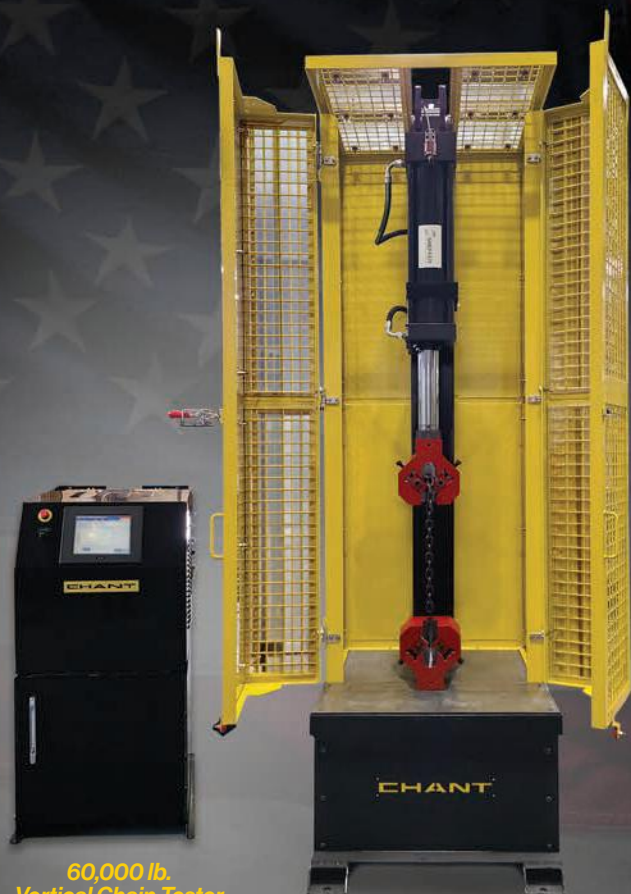
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The completed Gordie Howe International Bridge, spanning the Detroit River, connecting Detroit, Michigan, and Windsor, Ontario, was officially opened to cross-border traffic on July 27, 2026.

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limeters of sediment along the bottom of the three-meter-diameter shaft, on average, no more than seven millimeters, measured by means of the SQUID (Shaft Quantitative Inspection Device) test.”

Once cleaned, the cylindrical rebar cages were dropped in and concreted. Balancing the height of the hose while tremie-pouring concrete into the 35-meter-deep shafts was another challenge, he says. Each shaft required about 262,000 liters of concrete. The tremie hose had to maintain a minimum of 1.5 meters of embedment into the concrete as it came up.

“Pump the concrete too quickly and the hose is going to want to push itself out of the concrete, which can be a huge issue,” adds Beaveridge. “The result? A water pocket or zone of impure concrete entailing massive repair works or even abandonment of the shaft.

“We’d pour about a cubic meter of grout to prime the line, then start to pump the concrete, keeping the tremie hose in the same location until the concrete reached three meters above the bottom of the hose.

At that point we’d start lifting, then stop in mid-operation, tie the tremie hose off to the side of the liner, remove a 15- to 20-meter section of the tremie pipe, reconnect it and then start pumping again.”

TWISTING AND PUSHING INTO & BACK OUT OF THE GROUND

On the U.S. side, to combat the high artesian pressure Malcolm extended its casings 20 feet out of the ground and

kept a fluid head on top of the shaft, working at extreme elevations while pouring shafts and setting rebar cage, according to Glider. “All the things we’d normally do right at grade.”

“The Canadian rock formation had a little different characteristic, so their rock sockets were a little bit shorter,” said Glider. On the American side “it was about 100-feet of overburden soil down to the top of rock, then an approximately 21-foot-deep rock socket, so 121-feet of total length.”

Malcolm drilled its 12 main span shafts and six backstay shafts to the bedrock using a casing oscillator, a piece of equipment made by Leffer GmbH in Germany, that pins into the cranes and drills. The casing oscillator clamps around the complete circumference of the casing pipe and uses an oscillating twisting force and huge hydraulic rams to twist, push and pull the casing into and then back out of the ground.

“You’re talking about drilling a nine-and-a-half-foot-diameter hole 21 feet down into intact, strong limestone,” says Glider. “We used our Bauer BG 50, the biggest drill in North America, a 640,000-pound drill rig. And for these size shafts, the oscillators’ extraction force is about 800 tons.”

Then 140,000-pound rebar cages, which had been built on the ground, were picked up with a 300-ton crane, tripped and set vertically into the main tower shafts. These shafts were designed to have the utmost capacity for their size because the load needed for the bridge.

Such work takes bigger equipment to do it this way and Malcolm had to in-

stall 35 24-inch-diameter steel reaction piles to stabilize the seawall against its massively heavy equipment. These reaction piles, plus the additional effort needed to install drilled shafts using the oscillator method, were offset by the significant material costs that this technique saves, since Malcolm was able to extract almost all of its steel casing back out of the ground during concrete placement.

Speed was of the essence, describes Beaveridge. “We were installing and pouring two three-meter shafts a week, and extraordinary pace. This, along with healthy competition between the U.S. and Canadian teams, brought co-operation and learning.

“At one point, when Malcolm was having much better production rates, they sat down with GFL and had a couple of chats, pointing out that reducing the density of the teeth on the tools would increase the force on each individual tooth. This in turn allowed us to progress at a higher rate.”

GFL, which commenced project work in May 2019, was almost demobilized by the time Covid-19 hit, and Malcolm poured its last shaft on March 26, 2020, says Glider, before most Covid-19 restrictions were imposed.

Some aspects of the project were definitely unique, Glider said, “But we knew our challenges ahead of time and planned our work accordingly, put the

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Editor’s Note: This article was written based on the information available toward the end of June 2026. Recent events and negotiations have [somewhat] resolved the controversy about this bridge and have allowed both the USA and Canada to benefit from its inevitable opening.



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Use A.I. to Get More from a Trade Show

by Phillip M. Perry

Trade show attendees must get all the value possible from their time in the aisles. Ai chatbots can help, by identifying the most promising exhibitors, tracking down top contacts, and designing attendance strategies that ensure actions align with business goals. Finally, A.I.-powered post-show recaps can suggest future initiatives to help ensure company profitability.

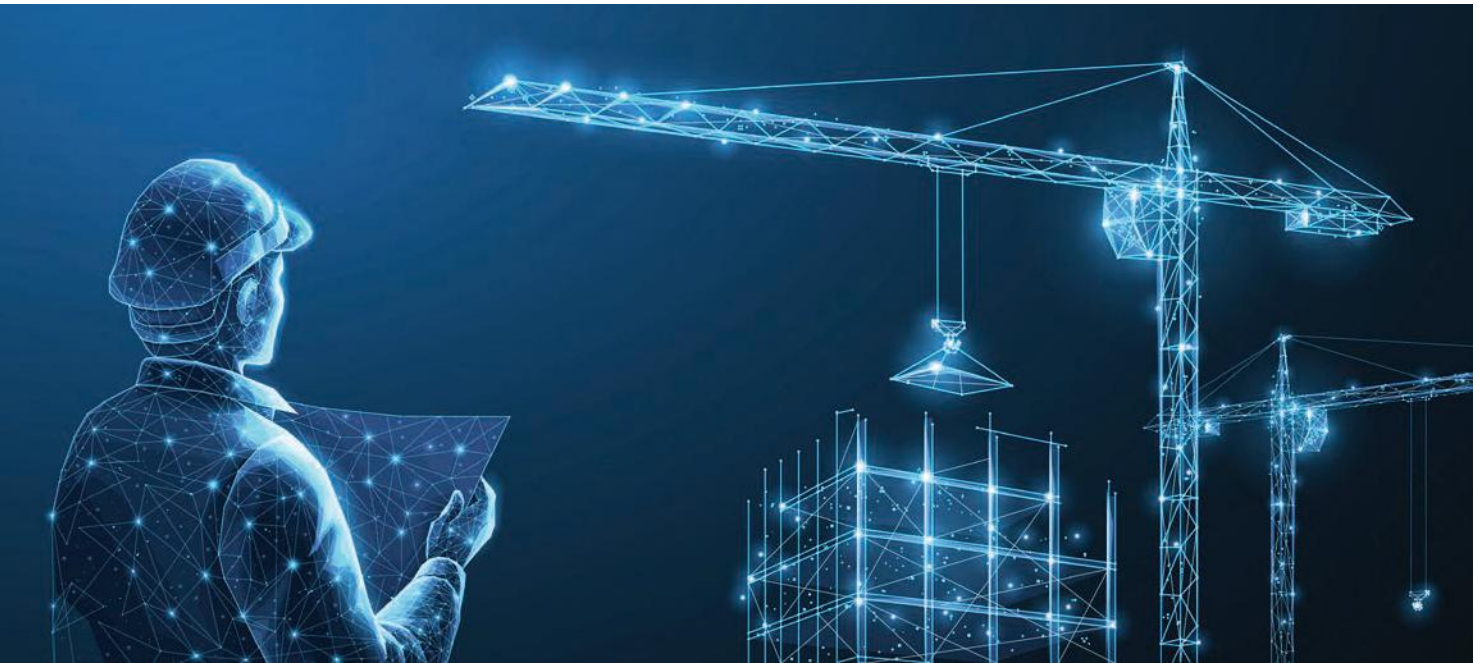


Illustration © CoreDesignKey / iStockphoto

A trade show is a great place to discover new products, meet vendors, and exchange industry information with colleagues. But travel costs are getting out of hand, and companies are scrutinizing the value of time spent away from the office. “More businesses are looking for an ROI on their trade show investment,” said Rich Vallaster, Senior Director of Momentive Software (momentivesoftware.com). “They expect attendees to come back with tangible results.”

The good news is that the latest A.I. chatbots can help you make the most of your time and money. “A.I. can help you obtain a clear view of what you want to achieve and what business problems you want to solve, instead of just walking the floor and seeing what is interesting,” said Tim Heffernan, Chief Growth & Development Officer at T3 Expo, an event services company (t3expo.com). “It can also suggest a set of action steps that will make a difference to your bottom line.”

How can you get the most of what A.I. has to offer? Follow these steps:

Step #1: Select your A.I. program

Of the many A.I. chatbots out there, which one will best serve your needs? First take a look at one that’s probably already on your computer. Microsoft Copilot, built into Office 365, is a powerful program that works inside Word and Excel documents, refining data and polishing notes. It can also accomplish a host of sophisticated business analyses. Just click on its logo in the upper right-hand corner of your screen. It will even answer questions on how it can help you meet your goals.

Despite Copilot’s ubiquity, you may opt for some more specialized programs that excel at synthesizing information across multiple documents. Of the many competitors to Copilot, the most popular are ChatGPT, Gemini, Claude, and Grok. You may also want to look into a device called Plaud Note that attaches to the back of your smart phone and can automatically analyze recorded exhibitor interactions. Please refer to the sidebar, “Your Menu of A.I. Programs”, on page 74, for relative strengths of each

of the above options).

Bonus tip: It can be helpful to ask colleagues what A.I. programs they are using for their trade show visits.

Step #2: Teach A.I. about the show

Supply your chatbot with any information you have about the event. “Start by providing the URL for the official website,” said Heffernan. “Then upload catalogs, brochures, exhibitor lists and seminar descriptions that might not already be on the Internet.” (Most chatbots allow you to “upload” materials such as Word documents, PDF files, and photos by dragging and dropping the files from your computer’s directory onto an open chat window, or by selecting them using an upload button.)

You can also ask your A.I. program to gather as much additional material as it can about the event. It might scan online forums such as Reddit and LinkedIn on its own initiative, but you can help it along with prompts.

Bonus tip: Ask A.I. to gather “lessons learned” from previous industry

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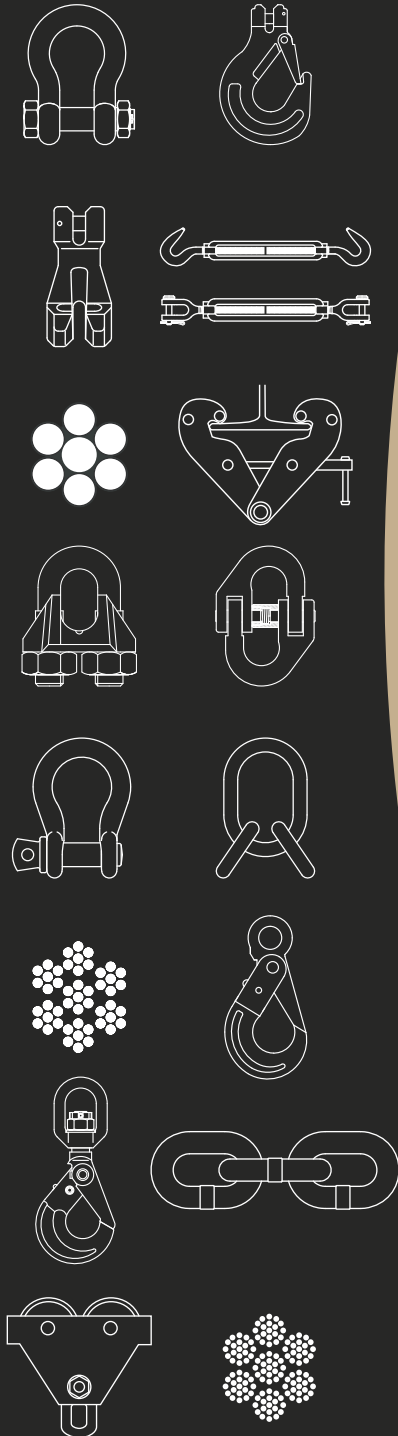


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shows, by analyzing social media experience posts from participants.

Step #3: Train A.I. on your company strategy

The next step is to have your A.I. program create a productive interface between your business objectives and show offerings. To do so, it needs knowledge about your company. “Input your strategic plan and goals for the coming year,” said Heffernan. Perhaps you have already been working with a chatbot that has a good idea of what you want to achieve. If not, you can teach it. “As you use the tool more it reaches a greater understanding of your company priorities.”

Sharing company goals can raise security concerns. “Keep sensitive information out of the hands of competitors by paying for an enterprise level chatbot subscription,” advised Nancy Drapeau, VP Research at the Center for Exhibition Industry Research (ceir.org). “If you use the free version, you’re vulnerable to it ingesting and possibly sharing whatever proprietary information you put in there.”

Bonus tip: Ask your chatbot what additional company information it needs to strategize a trade show attendance plan.

Step #4: Ask A.I. to find the best exhibitor contacts

You may already have a good idea of high priority exhibitors you want to see. But ask your chatbot for its own list of names, based on its knowledge of your business goals.

But don’t stop there. Your chatbot can research the selected companies and come up with contact lists which can help you spend your time wisely. “Your goal is to talk with someone of influence at each booth, rather than spend time trying to find somebody who has the right product or service information,” said Peter LoCascio, a Salem, Oregon-based consultant (trade-showconsultants.com).

A.I. programs can also track down the often-unpublished email addresses and phone numbers of key people, noted Orvel Ray Wilson, a trade show speaker and coach (GuerrillaGroup.com). “If you just call the companies’ home offices for contact information you will likely be confronted with a whole army of people who are missioned to keep such questions at arm’s length.”

Wilson suggests giving your A.I. program a prompt like this one: “You are our company’s VP marketing. Our goal

is to get the best deal from vendors, not necessarily the lowest price. For each of your recommended exhibitors provide the names, job titles, phone numbers and email addresses for these five positions: CEO, sales director, and regional sales manager.” Then tell the program to deliver the information in your form of choice, be that a Word document, PDF file or spreadsheet.

Bonus tip: Find additional contacts by asking your A.I. program to create a LinkedIn post announcing your show visit and the reasons you are attending.

Step #5: Have A.I. plan your trade show strategy

Your A.I. program can now leverage what it knows about the event and your company to strategize an approach that will make your time more productive.

“Ask the program to organize your approach to the show, by determining what action steps will help you accomplish your goals for this year and the next five,” suggests Heffernan. “What specific questions should you ask each vendor? Which attendees might have problems similar to yours? What scheduled sessions should you attend?”

The more strategic planning you do in advance, the greater the payback from your time spent at the show. “You want to gather a lot more information than what is typically volunteered by booth people,” said LoCascio. “Planning ahead, and arriving with the right questions, will help you do that.”

On a micro level, your A.I. program can also help you negotiate with current suppliers. “I suggest uploading your purchase history and last year’s invoices from key vendors to the chatbot, then asking it to analyze the numbers for trends and pricing,” said Wilson. “Then have it track down bids from competitors. Those numbers are not binding, but can give you comparisons and enormous leverage when you are face to face with vendors.”

Bonus tip: Midway through the show, ask A.I. to analyze the progress you have made in reaching your goals and to suggest additional action steps.

Step #6: Have A.I. analyze exhibitor conversations

Too often, conversations with exhibitors seem to go well, but the information they uncover ends up as scribbles in a notebook that are forgotten back at the office. To avoid that situation, have your chatbot summarize conversations, highlight risks and opportunities, and amplify exhibitor comments in ways that relate to your business strategies.

“If you record your conversations with exhibitors, you can have your program of choice summarize key takeaways and suggest follow-up action steps,” said Drapeau. This will help you make business decisions with greater confidence.

Luckily, the notes apps on the latest smartphones can record conversations and transcribe them into text files. You can email those transcripts to yourself, then copy and paste them into Word, creating a document that your A.I. program can analyze. (If your phone’s notes app does not have a transcription feature, you can send your audio files to online services such as www.rev.com).

You can also use your phone to scan paper materials (such as business cards, signage, and brochures). Your chatbot can input information from these sources into its analysis. It can also analyze details of photographs you take of displayed products. Even pictures of people interviewed can be helpful later when matching faces with names and recordings.

Before interviewing each exhibitor, record a brief identifying statement such as “Meeting with XYZ Company, Booth 35, to discuss new services.” (If you forget to label the conversation, you can create a follow-up recording right after leaving the booth like “Previous recording: XYZ Company” and the chatbot will make the connection.)

Record a brief statement of your impressions at the end of each conversation. A note such as “XYZ Company was strong on pricing but weak on delivery details” will be used by your chatbot later to analyze vendor potential and produce appropriate action steps. You can ask your chatbot for specific analyses such as: “Summarize each vendor with three bullet points,” or “Compare these five companies on pricing, features and risks.” A.I. can detect market patterns that might otherwise be overlooked.

What’s good with exhibitors is good with colleagues. “One of the most powerful things shows do is bring buyers together,” said Heffernan. “While it’s great hearing from solution providers, there’s nothing better than speaking with someone who’s going through the same processes you are or has even solved a problem you’re grappling with. Getting a fresh take on the hard marketplace questions can help you make better business decisions.”

A chatbot can also help you wring more value from seminars. “When I attend a scheduled presentation, I no longer take written notes,” said Val-

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Boat Hoist Testing

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Fig. 1. Close-up of Boat Hoist Testing.

Pictured in Figure 1 is the front of a modern 40-ton metric boat hoist. These machines are used to lift boats out of the water onto land for maintenance, repair, moving to another river, or protection from bad weather.

This activity occurs thousands of times daily, so it is performed efficiently. And this machine executes it so well that the only improvements are in size, now up to 1000 metric tons for naval vessels.

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The boat hoist is a straightforward machine. Hydraulic winches on each side of the vertical structure are connected to belly slings that go underneath the vessel's hull. When the winches are engaged, the belly slings lift the vessel out of the water and move it to the maintenance area or another waterway as needed. Thousands of vessels are moved



Fig. 2. Steering and drive unit.

this way daily in the United States for various reasons. In this picture, there is a load test on the hoist instead of moving a boat out of the water. A load test is performed to verify the mechanical and structural ability of the unit to lift its capacity.

Figure 2 shows the hydraulic drive unit. Boat hoists are rubber-tired units that allow maneuverability instead of tracked-mounted ones, where you were limited to only a

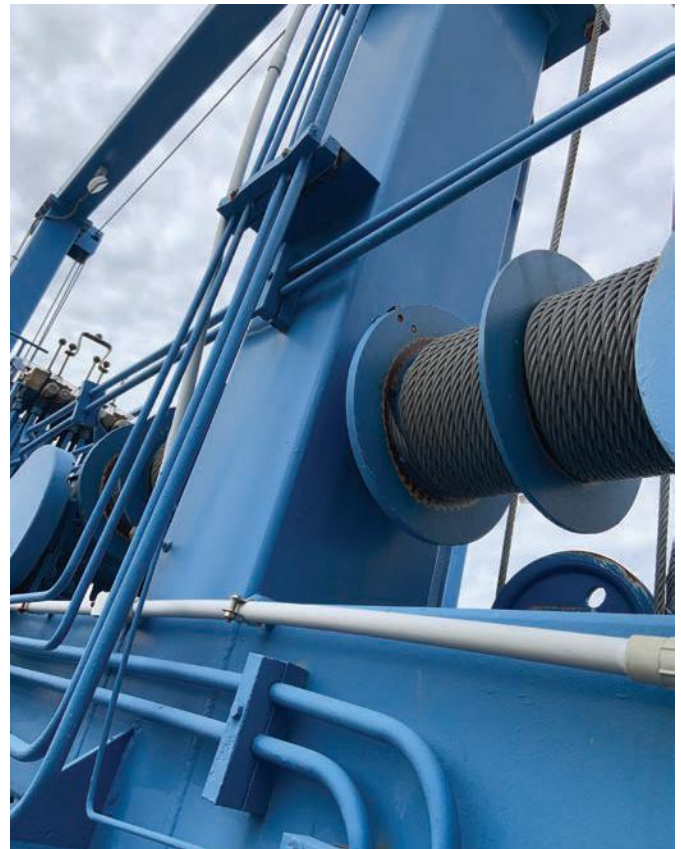


Fig. 3. Hydraulic winch system.

set route. This modern drive unit offers flexibility in travel paths and could provide better traction.

Critical maintenance concerns and repairs mainly involve wire rope damage on the winches (Figure 3). This happens because when the weight is removed from the winches by lowering the boat into its maintenance area, the wire rope becomes slack on the wire drums. Without the weight, the wire rope does not spool properly on the drums. When the boatload is once again placed on the spooled wire, the rope can get crushed and damaged, requiring replacement. Therefore, major repairs often result from poor or improper spooling. The manufacturer advises operators to properly spool the rope on the winch to ensure it spools evenly and does not get damaged when the weight is reapplied. **WRN**

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Below the Hook

Beam Selection Guide

by Dan Mongan, senior sales engineer at The Caldwell Group.

While both spreader beams and lifting beams are designed to lift loads safely, they perform different functions and are engineered accordingly.

Although they are often mentioned together, spreader beams and lifting beams are designed to perform different roles. From the arrangement of the top rigging and the way forces are distributed, to lifting points, load stability and intended applications, understanding the key differences is essential when selecting the right below-the-hook lifting device for the task.

Lifting beams are engineered to withstand bending moments, while spreader beams that incorporate top rigging are designed to carry compressive loads. This fundamental difference influences everything from their design and construction to their ideal applications. Manufacturers of this type of product tend to produce more lifting beams than spreader beams, reflecting the broader range of applications in which lifting beams are typically used.

It's notable that many of these lifting beams are bespoke and provided with lifting points for a specific type of load. Of a single manufacturer's spreader beams, only about half are likely to be customized accordingly. Standard spreader beams are manufactured up to approximately 130-ton capacity; and lifting beams to 40-ton capacity.

The two primary considerations when deciding whether a spreader beam or lifting beam is required are headroom and load stability related to center of gravity location.

When choosing a lifting device for large loads, a rigger can gain additional capacity using a spreader beam versus a lifting beam because of the increased dead load of the lifting device while considering the rated capacity of the crane or hoist. With a spreader beam, the top rigging will support most of the load in its hardware.

A lifting beam has a lower headroom because of the absence of top rigging, as required by a spreader beam. It is for this reason that many people think of spreader beams being used outside where headroom or vertical clearance isn't an issue.

It's a fact that traditional lifting beams are commonly used indoors where users



The stability of a spreader beam is a result of taller headroom.

have headroom considerations, and the load is balanced and stable. By reducing the overall height required between the crane hook and the load, lifting beams make efficient use of the available lifting envelope while providing a simple and effective solution for a wide range of routine lifting applications.

The stability of a spreader beam is a result of this taller headroom too, plus a lower center of gravity from the crane hook attachment to the point of the assembly (lifter and load); lifting beams have a single lifting point. To add stability to a lifting beam, a second bail can be used if there are two cranes to vertically hoist the lifting beam and load. Typically, twin bails require two cranes to lift. Twin bails shall not be used for angled top rigging (unless designed for this) due to the angles and forces that the lift beam will see.

Spreader beams are often lighter weight for the loads versus a spreader beam, due to the design and top rigging, as discussed.

Adjustable spreader beams

There are a handful of companies globally that make adjustable spreader beams. These products are a versatile, lightweight alternative to fixed and

multiple point below-the-hook solutions up to, say, 170-ton capacity.

Each of these systems will consist of a pair of end fittings and drop links, and two upper and lower shackles to make the shortest possible configuration. From there it is a simple case of combining intermediate spreader sections to achieve the required span. The single longest component is only around 20 feet.

If a four-point or rectangular spreader frame is required for an application, users simply need to remove the end fittings and add corner sections; the struts are the same. All such spreaders utilize standard shackles that are available from all major manufacturers. The manufacturer specifies top sling lengths, while the load determines lower rigging.

Whether selecting a fixed lifting beam, a spreader beam or a modular adjustable system, the most important consideration is ensuring the equipment is matched to the lifting task, load characteristics and operating environment. Understanding the differences between these below-the-hook devices helps users make informed decisions that improve safety, efficiency and lifting performance. **WRN**



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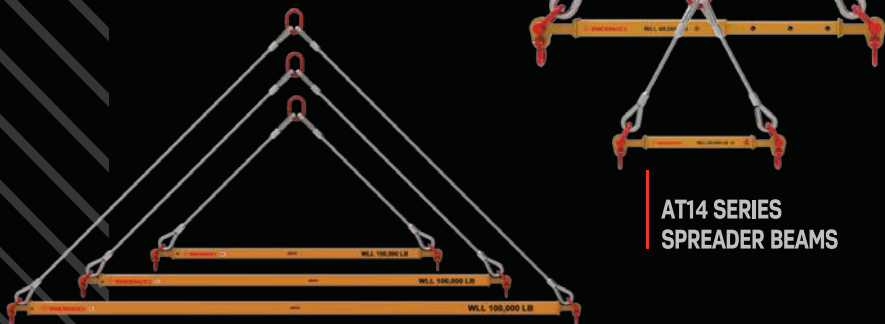


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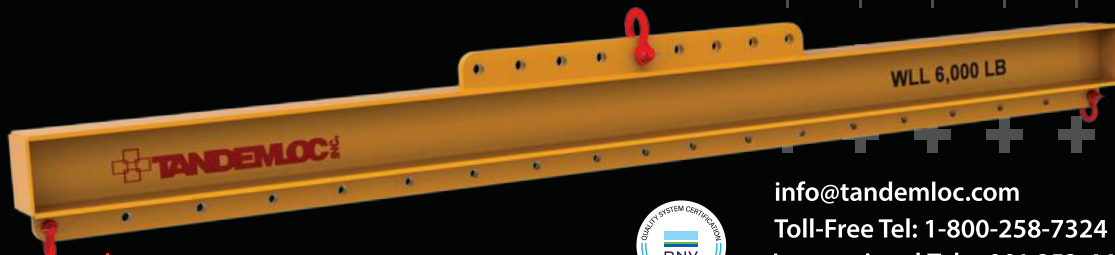


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PORA Hosts Annual Lift Maintenance Seminar at Bear Creek Mountain Resort

The Pennsylvania Outdoor Recreation Association (PORA) successfully hosted its annual Lift Maintenance Seminar on June 30 and July 1 at Bear Creek Mountain Resort in Macungie, PA, bringing together more than 75 participants for two days of intensive technical training.

The seminar drew 40 lift maintenance professionals representing 9 Pennsylvania ski areas, alongside 18 industry instructors and 20 inspectors from the Pennsylvania Department of Labor and Industry Bureau of Occupational and Industrial Safety. The collaborative presence of BOIS inspectors alongside working industry professionals created an environment of open dialogue between the field and the regulatory community—a hallmark of the PORA program.

As a recognized continuing education provider with the Pennsylvania Department of Labor and Industry, PORA awarded 16 CEU (Continuing Education Unit) hours across 11 course topics to participants who completed the full curriculum. Training sessions covered electrical systems, workplace safety and rescue, corrosion and non-destructive testing, gearbox and drive systems, cables and wire ropes, and PA DLI (Pennsylvania Department of Labor and Industry) documentation and inspection requirements, delivered in a rotating small-group format across eight stations.

“I have been attending this seminar since 2022. This has been the best one by far. Instructors were amazing and



seemed genuinely interested in teaching what they signed up for,” said one attendee.

“The Lift Maintenance Seminar exists because safe lift operations depend on a skilled, knowledgeable workforce,” said Lutricia Eberly, Executive Director of PORA. “Bringing together technicians, industry experts, and state inspectors in the same room, learning alongside one another, is exactly the kind of investment Pennsylvania’s outdoor recreation industry needs.”

The event was made possible by premier sponsors Leitner-Poma of America, Fleetwood Industrial Products, and U.S. Tank Painting.

For more information, visit paoutdoors.org. ■



NEWS IN OUR INDUSTRY

Caldwell Participates in Blackhawk Technical College Junkyard Wars

Rockford, Illinois-based The Caldwell Group Inc. has taken part in its first Junkyard Wars-inspired welding competition at Blackhawk Technical College in Rock County, Wisconsin.

Caldwell provided safety glasses, hats and competition judges as Blackhawk welcomed students from across the area to its Innovative Manufacturing Education Center (IMEC) on the college's Beloit-Janesville campus.

Based on the concept of the popular television show, teams created a sculpture from scrap and reclaimed metal. This year's theme was 'Hometown Roots', challenging entrants to fabricate a sculpture that reflected their hometown and what it is built on, such as identity, history, industry, or something the community is known for.

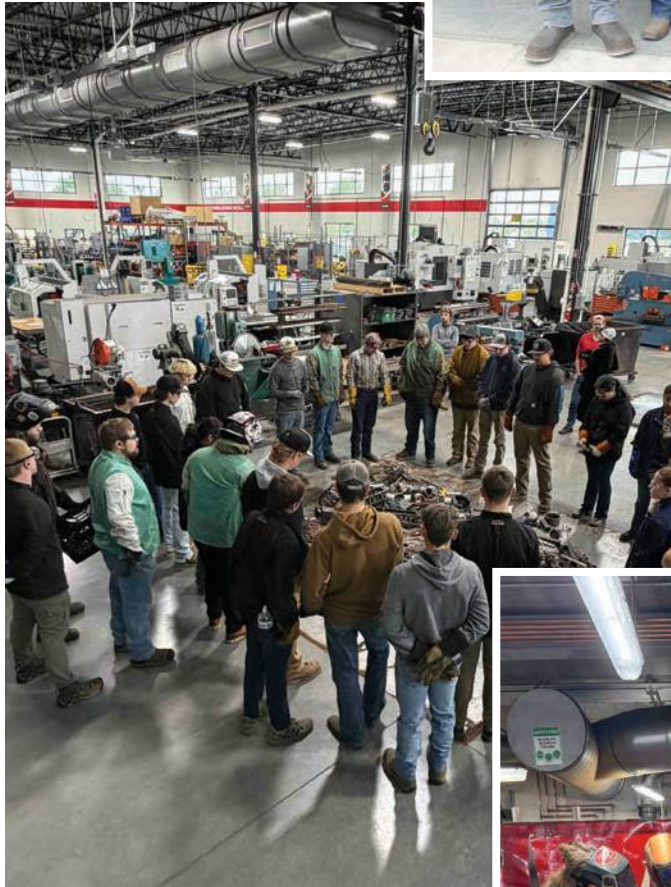
Following a safety briefing, teams of four students from each school were given three hours to plan and fabricate their project. Judges carefully examined each team's progress, judging work on craftsmanship and weld quality; creativity and interpretation of the theme; and overall presentation.

Amy Garriss, who oversees education outreach at Caldwell, said: "It was an honor to support Blackhawk on such a fun but important collaboration. The college has been running this competition for a few years now and it has already grown into a fantastic event where students from all over the area compete. It was inspiring to see contestants design and build practical solutions from limited materials, applying their skills in real time. The format does more than test ability; it creates energy, visibility, and a sense of achievement, helping to build both competence and confidence, while making the learning process memorable and rewarding."

Caldwell recognizes that connectivity with the education sector is central to attracting the next generation of welders and other workers in the U.S. Fabrication is fundamental to production of the company's Rockford-made

line of Caldwell-brand below-the-hook lifters, construction lifters, mill duty lifters, and Renfrore-brand clamps.

Caldwell's Garriss added: "Manufacturers must increasingly set clear goals to help fuel pipelines of welders and other workers by reaching students who already have an interest in and talent for trades, but who may not yet see a direct or accessi-



ble route into industry. By connecting earlier and more meaningfully, it is possible to convert existing interest into structured pathways, sustained development, and ultimately long-term careers in manufacturing."

Following debut participation in Blackhawk Technical College's Junkyard Wars, Caldwell has also attended the Stateline Manufacturing Alliance (SMA) Signing Day for the first time.

Learn more about The Caldwell Group at caldwellinc.com.

SEE AD ON PAGE 19

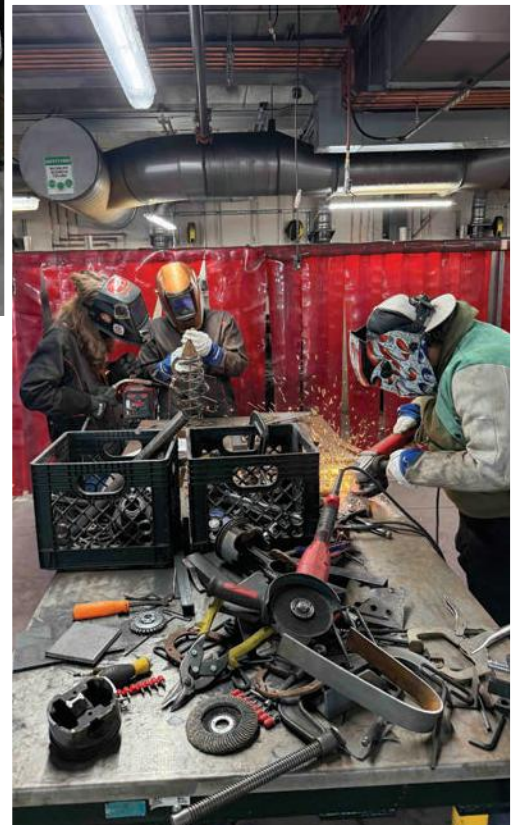
More News on next page



Above: Caldwell's Junkyard Wars support team: Matt Nalan, competition judge and QC Weld Inspector; Alyssa Martin, competition judge and Welder 2; Amy Garriss, education outreach specialist; and Michael Stitt, competition judge and configuration engineer.

Left: Teams of students were given three hours to plan and fabricate their project.

Below: Judges were looking for craftsmanship and weld quality. Each project had to represent the competition's theme, 'Hometown Roots'.



YOKE Equips Industry with Digital Product Passports Ahead of New Regulations

YOKE Industrial Corp. is driving industry towards conformity with the European Union's (EU) Ecodesign for Sustainable Products Regulation (ESPR), which aims to improve the sustainability of equipment placed on the EU market.

YOKE manufactures lifting and rigging hardware, offering Grade 80 and Grade 100 lifting chain fittings; swivel hoist hooks; shackles; angular contact swivels; wire rope clips; and lifting points. It also provides BlueSupra-branded digital tags and SupraNano encased Near Field Communication (NFC) radio frequency identification (RFID) chips, empowering companies ahead of January 2027, when they are expected to be working to new regulations and the Machinery Directive (2006/42/EC) is repealed.

YOKE's strategy transforms physical hardware into smart assets through a seamless digital roadmap. By assigning a unique digital identity at birth, it ensures traceability, backed by an immutable data lock that establishes a trusted evidence chain. For immediate field adoption, critical data is accessible via a simple smartphone tap—no apps, no logins, and no training required. Ultimately, the system provides a clear roadmap for recycling and reuse, ensuring full compliance with EU circular economy regulations.

In partnership with RiConnect Inc.—‘COMPLIANCE INFRASTRUCTURE for OSHA & HSE’—YOKE is delivering product to the point of use complete with Digital Product Passports (DPPs), which securely record verified information across a product's entire lifecycle. ESPR represents a fundamental shift, requiring changes to product design, greater traceability of materials and components, and more robust technical documentation to demonstrate compliance as a condition of market access. A central feature is the DPP, placing further emphasis on YOKE's latest hardware and software offerings.

Digital chips and identification technologies within the RiConnect ecosystem support multiple identification methods, RFID, QR codes, and barcodes. These technologies enable physical assets to be uniquely identified and connected to digital records managed through the DPP platform, ensuring traceability, compliance visibility, and

lifecycle documentation. Having pioneered the utilization of RFID chips, YOKE enables end users to maintain pre-use checks and unique equipment identification.

Simple and accessible

Steven Hong, president at YOKE, said: “Backed by a proven track record in product identification, compliance, and document management, we are proactively building the foundations for DPP adoption ahead of regulatory deadlines. The real challenge of DPP centers on data governance. Without consistent identifiers and a verifiable evidence chain, reliable information disclosure is compromised. Now, with a single scan, users can immediately access a suite of 16 key documents, including information on carbon footprint, recycled content, durability, and recycling or remanufacturing possibilities.”

Built on a patented integrated circuit (IC) design, the SupraNano chip delivers IP68 (ingress) and IK10 (impact) protection; operates reliably in temperatures from -30°C to 125°C; and ensures data retention for over 50 years. Using NFC tap technology ensures accurate, auditable inspection records that meet regulatory requirements. Adopting DPPs is simple and accessible, eliminating concerns about digital transformation and encouraging industry away from a wait-

and-see approach before regulations become mandatory.

Hong added: “Integrating digital functionality is a revolutionary step for the lifting industry especially; we want to pioneer the use of digitalized and sustainable rigging solutions globally. The benefits of equipment carrying a DPP are clear: beyond the regulatory framework, product information, inspection reports, and usage history can be tracked, making pre-use checks, maintenance and examination much easier. Every product in a rigging store can digitally carry information, inspection reports, and usage history can be tracked throughout its lifecycle.”

Learn more about YOKE at yoke.net.

SEE ADS PAGES 4 & 13

OZ Lifting Doubles Impact of K9 Guardian Program

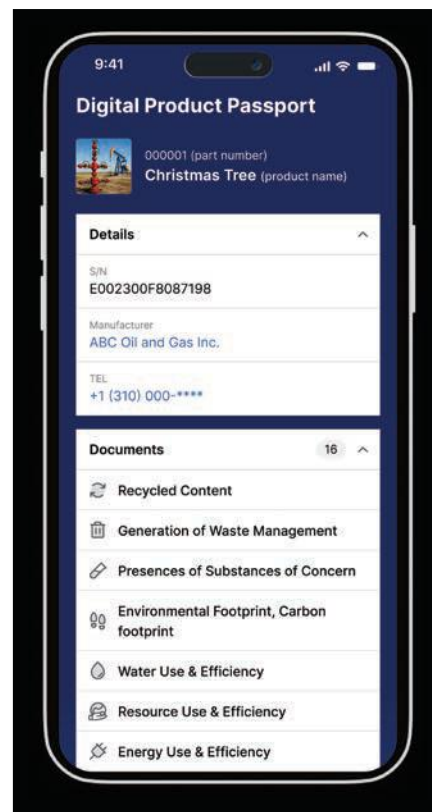
Winona, Minnesota-based OZ Lifting Products LLC has expanded its K9 Guardian Program by committing to fund a second police dog every year, as Arcadia Police Department, Wisconsin became the latest beneficiary at a check presentation in July.

The manufacturer of davit cranes and industrial lifting equipment had committed to funding training for a new police dog every year but based on the positive impact the program has had on local communities, this will be expanded with immediate effect to cover Spring and Fall donations.

Having first placed a dog, named Ozkar, at the City of New Hampton Police Department in 2024, the Pleasant Hill Police Department, also in Iowa, was the next recipient of a fully trained animal, Ozlo. This year, Ozzy was welcomed by the Buffalo County Sheriff's Office, Wisconsin, before the first Fall program will result in a fourth dog, Ozcar, bound for Arcadia.

The K9 Guardian Program is aligned with the Code Blue K9 Program, led by Trace Erickson, a former law enforcement officer. Erickson oversees 12-week United States Police Canine Association (USPCA) training courses, even utilizing an out-building on the property of OZ Lifting's 40,000 square-foot facility. As part of the agreement, OZ Lifting-funded dogs that pass through Erickson's program will have ‘OZ’ somewhere in their name, as demonstrated by successful graduates, Ozkar, Ozlo and Ozzy.

Steve Napieralski, president at OZ Lifting, said: “We've seen firsthand the need for these units and the difference they make in their communities, and it continues a family legacy in that my



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father served as a police officer in Chicago; and my wife, Jane's father was a Winona firefighter. Expanding the program was a natural next step; we're excited to continue growing this initiative and to support even more K9 teams doing critical work in the field. It also reflects the company's commitment to giving back to communities throughout the Midwest."

Letter of request

As the Guardian Program expands, law enforcement agencies have been reminded that they can submit a letter of request to Code Blue K9 or OZ Lifting Products, explaining the requirements of their department and community. Applications are reviewed based on likely impact, agency needs, and the additional benefits a K9 unit would provide. The goal is to help agencies that may not otherwise have the budget to acquire and train a police dog.

Ozzy, for example, a German short-hair pointer, is a non-biting K9 and specializes in detection and patrol support. Erickson built the program around drug detection in addition to search and rescue. Chief Nic Scholl and future K9 officer, Mitchell Zastrow, at Arcadia, meanwhile, pointed to bud-

get constraints and the retirement of an existing dog as a case study of the impact these animals have on the community. 'A new police K9 would significantly enhance our ability to protect our citizens, assist in searches, support

school safety initiatives, and respond more effectively to high-risk situations,' they wrote.

Zastrow added: "It's exciting to become a first-time K9 handler. Ozcar

continued on page 37



Steve and Jane Napieralski, either side of Arcadia's Mitchell Zastrow; Trace Erickson is far right.

Rising Demand from the U.S. Oil & Gas Sector

courtesy of All Material Handling

Preparedness, inventory, and reliable supply chains are proving critical as domestic energy production accelerates.

Following the global oil market disruption in the spring of 2020, U.S. oil and gas producers have faced increasing pressure to expand domestic production. As drilling activity, refinery turnarounds, pipeline construction, and offshore projects accelerate, the demand for lifting and rigging equipment has risen sharply.

To better understand how these market conditions are affecting the industry, AMH spoke with several of its largest distributors serving the oil and gas sector. Their feedback revealed a common theme: success depends on having certified lifting equipment available when customers need it.

INCREASED ACTIVITY CREATES SUPPLY CHAIN PRESSURE

When oil companies increase production, the effects ripple throughout the entire supply chain. More drilling activity, refinery maintenance, infrastructure expansion, and equipment relocations all require lifting and rigging solutions, often simultaneously.

The result is demand that can outpace supply. Because project schedules leave little room for delays, contractors and industrial customers rely on distributors to have certified, specification-compliant equipment in stock and ready for immediate shipment.

HOW RIGGING DISTRIBUTORS ARE RESPONDING

Distributors report focusing on two key areas they can control.

First, manufacturers must maintain sufficient inventory of high-demand products while preserving flexible manufacturing capabilities that can quickly respond to changing market conditions.

Second, distributors continue to invest in inventory of hoists, slings, and lifting hardware while maintaining close communication with suppliers to minimize stock shortages and ensure dependable delivery.

TARIFFS ADD ANOTHER LAYER OF COMPLEXITY

One of the most significant challenges facing the industry has been the constantly evolving tariff environment.

Frequent changes in import costs have made it difficult to accurately forecast landed pricing, creating uncertainty for both distributors and end users. Successful rigging suppliers have responded by maintaining regular communication with manufacturers, monitoring cost changes, and providing customers with timely updates to minimize unexpected pricing surprises.

PRODUCTS SEEING THE HIGHEST DEMAND

Distributors consistently report increased demand for prod-



ucts used during refinery turnarounds, maintenance shutdowns, and new construction projects.

Among the highest-demand products are:

- Chain hoists
- Chain slings
- Grade 100 lifting hardware
- Synthetic lifting slings
- High-capacity and specialty lifting equipment

These products remain essential across refinery maintenance, pipeline construction, petrochemical facilities, and offshore operations.

AMH SUPPORTS DISTRIBUTORS WITH RELIABLE SUPPLY

Throughout these market conditions, AMH has remained committed to supporting distributors with dependable inventory, consistent lead times, and responsive customer service.

Among the products seeing the strongest demand are the AMH MA/LA Series chain hoists, which feature significant U.S. manufacturing content. Their load chains are manufactured, tested, and assembled in the United States, providing distributors with a dependable solution backed by domestic production.

Also experiencing strong demand is the CARTEC® line of Grade 100 lifting accessories. Manufactured in Italy, CARTEC has been serving the U.S. lifting industry for more than 20 years and continues to grow its presence among distributors supporting critical infrastructure and energy projects.

“At AMH, we understand the position distributors are in when a trusted product is not available,” said Peter Brettner, President of AMH. “Our goal is simple: provide a reliable, in-stock alternative that allows our partners to continue serving their customers without disruption.”

For more about All Material Handling, Inc. (AMH) go to their website at allmaterialhandling.com.

SEE AD PAGE 61

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continued from page 35

will be a valuable member of the team, delivering full patrol duties, covering drugs, apprehension and tracking."

Napieralski said: "The program aligns with OZ's core values of reliability, trust, safety, service, and community involvement, while many employees are dog owners, creating a personal connection to the mission."

"Police K9s provide valuable public safety services that extend well beyond criminal apprehension. Depending on the agency's needs, K9 teams may assist with tracking missing children, elderly individuals, and people with special needs; search and rescue operations; evidence recovery; community outreach and public engagement; and much more. The specialist units often allow situations to be resolved more safely for officers, suspects, and the public. Their presence alone can de-escalate situations and encourage compliance before force becomes necessary."

A serial philanthropist, OZ has also donated to the American Legion, Big Brothers Big Sisters, Mayo Clinic Comprehensive Cancer Center, National Child Safety Council, and YMCA.

Learn more at ozliftingproducts.com.

SEE AD PAGE 23

When Every Shutdown Day Costs a Million Dollars

At an Arizona nuclear power plant, the routine task of control rod replacement had long depended on a single overhead crane the facility's primary and most versatile lifting tool inside the reactor containment building. But while that overhead crane was occupied with control rod maintenance, all other critical outage maintenance requiring crane access came to a standstill. The result: extended shutdown timelines, inflated outage costs, and a bottleneck that cost the facility days sometimes weeks of unnecessary downtime during refueling cycle.

Every nuclear power plant in the United States must periodically shut down for refueling and maintenance, a process that includes the replacement and servicing of control rods, the critical components that regulate the nuclear chain reaction inside the reactor core. These planned outages are among the most operationally complex and financially intense events in the energy industry, with downtime costs reaching approximately \$1,000,000 per day at large facilities.

The solution came from Air Technical Industries (ATI) an American

crane manufacturer and heavy equipment OEM based in Mentor, Ohio in the form of the SKY RISER: a custom-engineered, compact nuclear reactor crane designed specifically to mount on the rim of the reactor and handle all control rod replacement tasks independently, freeing the overhead crane to run simultaneously on other outage-critical work.

By using the SKY-RISER compact nuclear reactor crane, the Arizona plant could use its overhead crane simultaneously on other critical maintenance tasks saving days or even weeks of approximately \$1,000,000 per day downtime per refueling outage.

Cutting Maintenance Time with a Custom Control Rod Handling Crane

The project scope was both highly specific and deceptively complex. The Arizona nuclear power plant needed a compact crane for nuclear reactor shutdown operations one that could mount directly onto the top rim of the reactor vessel, travel its full circumference, and precisely install and remove control rods across the entire reactor top surface, all without interfering with the nuclear reactor's overhead crane movement or the plant's existing con-

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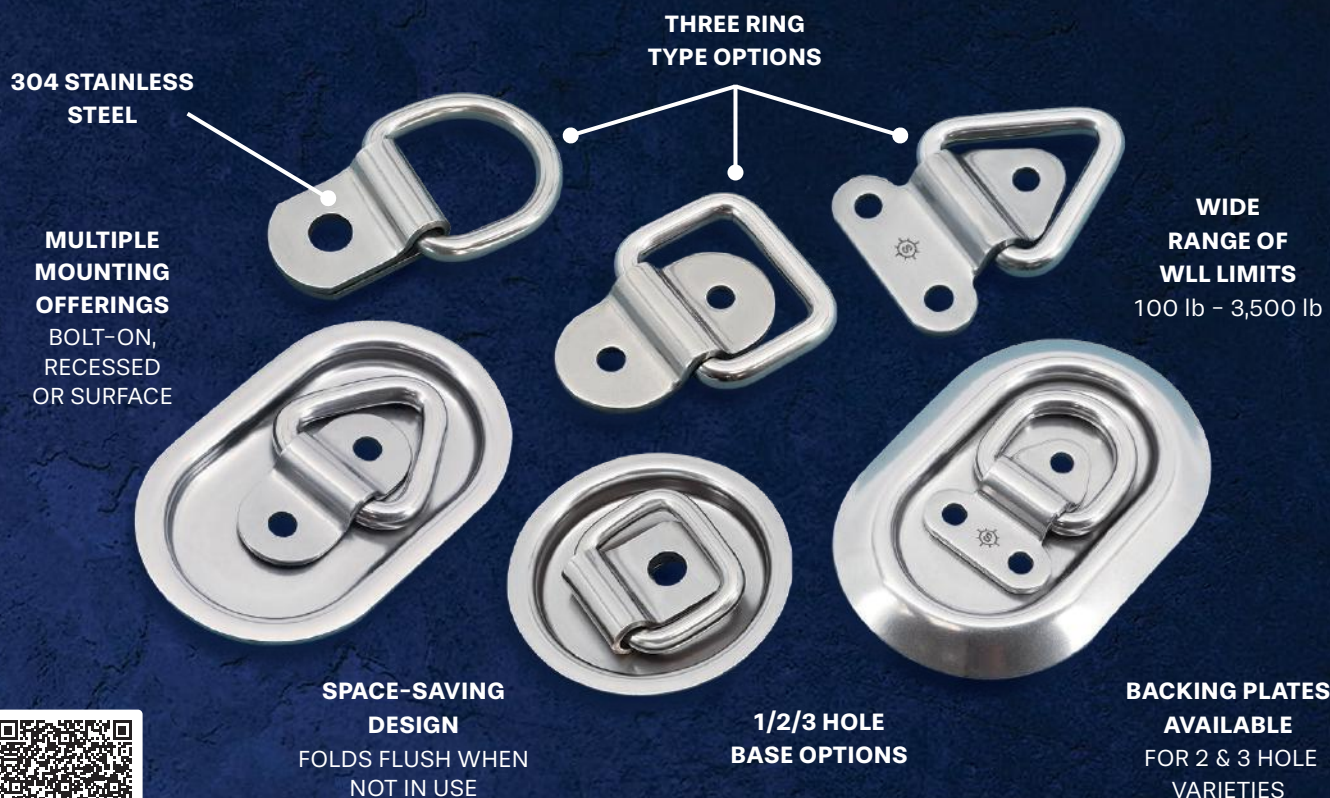


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continued from page 37
tainment structure.

Standard off-the-shelf cranes were not viable. The project application demanded a crane engineered from first principles to meet challenging design parameters; these included:

- Confined geometry of a reactor containment building
- Tight tolerance level precision required for control rod alignment
- Ability to remotely operate, meeting safety mandate
- The need for easy disassembly and storage between outages

ATI as a specialty crane manufacturer for nuclear industry clients designed the SKY-RISER as a completely bespoke nuclear refueling outage crane tailored to the exact dimensional and operational profile of the Arizona power facility.

The impact of nuclear plant downtime reduction at this scale extends beyond the facility's balance sheet. Every day recovered from a nuclear shutdown is a day the plant delivers clean baseload power to its regional grid deferring the need to source replacement power from more expensive or higher-emission sources during the outage window. The SKY-RISER's operational and fi-

nancial results are therefore felt by the plant, its ratepayers, and the broader energy system it serves.

The Hidden Bottleneck in Nuclear Power Plant Maintenance Designing a crane for nuclear reactor shutdown operations involves challenges far beyond conventional lifting. In the Arizona project, six critical constraints made

standard solutions unworkable.

ATI: The Custom Crane Partner for Nuclear Plant Challenges

The SKY-RISER project at an Arizona nuclear power plant proves a critical point: when maintenance challenges are highly specialized, only a purpose-built crane solution can deliver the required precision, safety and efficiency.



The SKY RISER, a custom-engineered, compact nuclear reactor crane, was designed by Air Technical Industries (ATI) specifically to mount on the rim of the reactor.



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Standard cranes especially overhead cranes, cannot match the close-range control, remote operation, full reactor coverage, or independent deployment needed for control rod replacement.

For plant operators, the value is clear. Relying solely on an overhead crane extends outage timelines, increasing costs. A dedicated solution like the SKY-RISER can reduce shutdown duration significantly, often delivering a return on investment within a single outage while improving safety and performance over the long term.

With over 60 years of experience, ATI combines heavy equipment manufacturing with specialized engineering to deliver custom crane systems tailored to any reactor type including PWRs, BWRs, and advanced designs. As outage efficiency becomes increasingly critical across the nuclear industry, demand for compact, engineered crane solutions will continue to grow. ATI is equipped to meet that need with scalable, purpose-built systems designed for any reactor configuration.

Learn more about SKY-RISER and Air Technical Industries (ATI) at airtechnical.com.

Modulift Spreader Beams Perform Record Load Test in Germany

A 1000t Modulift spreader beam was recently used to conduct an extreme load test in Germany. During the test, two cranes lifted a combined 1,125 tonnes—exceeding the beam's 1000t rating to validate its integrity and performance under proof-load conditions.

The MOD 800J/1000 spreader beam, supplied by LGH Europe was selected

specifically for its lifting capacity and ability to distribute loads across lifting points, providing controlled force transfer to each crane throughout the lift. LGH supplies the MOD spreader beam range from MOD 6 through to MOD 800J/1000 for sales and rental, supporting lifting across construction, renewables and offshore sectors.

Load testing is an essential procedure to verify lifting equipment perfor-

continued on next page



Modulift Spreader Beam conducting load test in Weser, Germany.

We Now Stock the Grip Safe Locking Hook from Yoke



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Since 1966, Weisner Steel has been an industry leader, providing rigging products and wire rope to meet the most demanding requirements.

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mance. Testing cranes and hoists at or above their rated capacities allows any potential weaknesses to be identified before operational use, reducing risk to personnel and equipment.

Andrew Charlesworth, Group Sales Director at Modulift, said: "Our modular spreader beams are designed to support some of the heaviest lifts safely and reliably. This test in Germany shows how our 1000t spreader beam can handle huge capacities."

Our spreader beams are specially designed to provide a lightweight solution so that cranes can work at maximum capacity." All products within the Modulift spreader beam range are compliant with ASME, BSI, and DNV standards. Capacities range from 6 – 5000t. They can be reused without the need to retest or recertify, even when dismantled and reconfigured elsewhere.

Antonia Price, Head of Marketing Europe at LGH GMBH added: "Using the MOD 1000t spreader beam allowed our customer to conduct the load test efficiently and safely. Its modular design and strength make it a reliable choice for certifying cranes and other heavy lifting equipment."

For more information on how Modu-

lift spreader beams can support your lifting project, please visit modulift.com.

CM Labs Plants Its Flag in Germany: Intellia Workforce Training System Meets Germany's DGUV Safety Standard

Canadian-based simulation leader expands its European presence with proven training technology that satisfies the technical criteria set by Germany's statutory accident insurer.

CM Labs Simulations, the leading vendor of simulation-based training solutions for the construction, utilities, and ports industries, announced its formal entry into the German market, a decisive step in the company's European growth strategy. At the center of this expansion is the Intellia™ Workforce Training System, which meets all five technical criteria defined by DGUV (Deutsche Gesetzliche Unfallversicherung) report FBHL-019 for the use of simulation systems in the qualification of heavy equipment operators.

Germany is one of the few markets in the world where simulation-based training for heavy equipment operators carries formal regulatory recognition. Is-

sued in September 2021, DGUV report FBHL-019 permits the use of simulation for the qualification of operators of selected mobile work equipment, including cranes and earthmoving machines, provided the system satisfies a defined set of technical requirements. Having already met those requirements, CM Labs demonstrated the system's real-world applicability by certifying an operator live on a simulator at Bauma 2022, making the German market a natural target for the company's international expansion.

"Operators of mobile machinery in the DACH region are highly safety-conscious, and the German training framework is open to simulation-based solutions that meet rigorous standards. DGUV report FBHL-019 lists five criteria our Intellia system more than satisfies and we see strong momentum ahead," said David Junca, Vice President EMEA, CM Labs Simulations.

Meeting the DGUV Standard: All Five Criteria Satisfied

DGUV FBHL-019 stipulates that simulation systems used for operator qualification must deliver realistic equipment operation, real-world scenarios that reinforce safe working habits, and problem-solving exercises that develop sound judgment for avoiding near-miss



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incidents and injuries. The five technical criteria the system must satisfy are:

- **Realistic immersive display** (such as a curved or five-sided enclosure)
- **Acoustic feedback** replicating audio cues common on the job site (engine sounds, alarms, and other environmental cues)
- **Realistic motion system** with five or more degrees of freedom
- **Faithful replica of a typical worksite** to give operators meaningful operational context
- **Realistic, high-quality simulation model** covering real-time vehicle behavior, steering, vibrations, material behavior, and environmental scenarios such as night/day cycles, wind, and precipitation

The Intellia Workforce Training System is built on CM Labs' proprietary Vortex® Studio platform, a physics-based simulation engine validated through rigorous daily testing and supported by more than 300 academic papers. Its patented technology replicates authentic machine behavior with engineering-grade accuracy, producing a seamless skills transfer from simulator to live equipment.

A Complete Training System, Not Just a Simulator

The Intellia Workforce Training

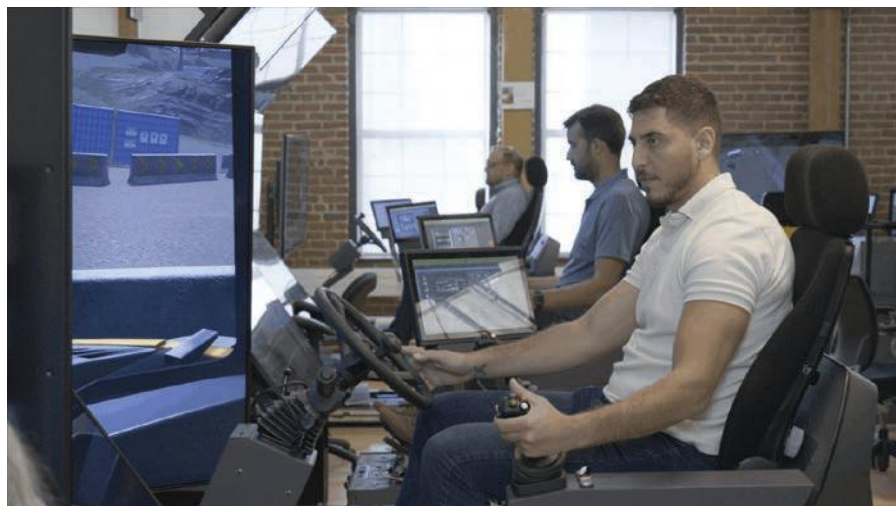
System integrates high-fidelity simulators, structured curriculum, training management software, and expert services into one connected training ecosystem. German organizations can deploy a single system across multiple equipment types and locations, managing operator progress, performance data, and certification readiness from a unified instructor interface.

Local Expertise, Pan-European Reach

CM Labs' German-market engagement is led by Alexandra Herrmann,

who brings an engineering background and deep industry relationships across construction, large rental companies, crane and hoisting equipment manufacturers, and the quarry and mining sector. She is supported by David Junca, Vice President EMEA, based in Paris, who oversees CM Labs' broader European strategy. Together, they give organizations across the DACH region direct access to the full Intellia product line and to CM Labs' global network of

continued on next page



CM Labs Simulations announced its entry into the German market.



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SC&RA Urges Further Tariff Relief for Tower & Crawler Cranes, High-Tensile Steel

In a June 16, 2026, letter to Secretary of Commerce Howard Lutnick, SC&RA thanked the Trump Administration for the recent 15% tariff relief on mobile cranes (HTSUS 8705.10.00) under Annex I-C of the June 1 Proclamation.

SC&RA is now requesting that tower cranes (HTSUS 8426.20.00) and crawler cranes (HTSUS 8426.49.00 and 8426.99.00) receive the same 15% rate. These cranes are functionally equivalent to mobile cranes for critical heavy-lifting work on infrastructure, energy, AI data centers, semiconductor plants, and other key projects.

The disparity appears to be a classification oversight rather than a policy choice. Additionally, SC&RA seeks a tariff exemption for specialized high-tensile steel, which is unavailable domestically, that U.S. manufacturers need to build safe, reliable cranes and trailers. SC&RA's letter emphasizes how these mea-

sures would support America's infrastructure and economic progress.

The Association remains committed to further dialogue with the Department of Commerce to ensure members have access to essential equipment without unnecessary cost burdens.

The letter in its entirety can be downloaded from the SC&RA website on their News page and scrolling down to the news item posted on 6/18/2026.

Reprinted from SC&RA, www.scranet.org

LEEA introduces Proficiency Testing

LEEA (Lifting Equipment Engineers Association) is rolling out a new form of assessment called Proficiency Testing. The optional proficiency test,

which is conducted in a practical environment, offers a modern, more dynamic form of testing and has been introduced in response to feedback from LEEA members.

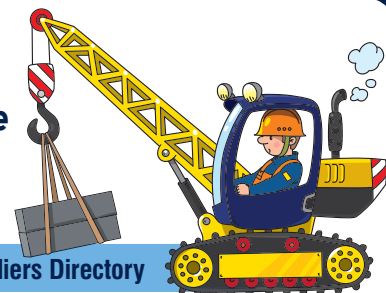
This pioneering approach moves from theory-only testing to a real world demonstration of proficiency, with learners applying their knowledge across three key stages:

- Preparation and planning
- Process
- Reporting and justification.

These stages are assessed against equipment in known conditions of repair, with learners demonstrating their true proficiency by passing each stage to achieve the relevant LEEA diploma. The same pass criteria applies

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across both MCQ and Practical Test routes, ensuring consistency in standards, quality and reliability. Practical Test days are scheduled to give flexibility around when assessment takes place.

Matt Barber, LEEA Director of Membership, commented: "Having listened to our members, we have designed our new Proficiency Testing for those who prefer to demonstrate their skills through hands-on inspection. Not all learners feel at ease with online multiple choice assessments, yet for years this has been the standard—a single format and a single measure, but is that enough in an industry built on real world skill? LEEA's new Proficiency Testing is a shift in mindset to a learner-centered, inclusive approach to qualification. It challenges industry standards and embraces initiative to create fair and reliable outcomes."

He added: "Rather than replacing the existing route—the multiple-choice assessment remains available. So this creates choice and provides an inclusive route to qualification by supporting different styles and removing unnecessary barriers."

For more information and to secure your spot, visit leeaint.com/courses.

Global Industry Leader Sarens Joins 2026 Southern African Lifting Awards as Official Sponsor

The organizers of the prestigious Southern African Lifting Awards are proud to announce that global heavy lifting and engineered transport specialist Sarens has officially joined the 2026 awards as the official table sponsor.

Hosted by Lifting Africa, the Southern African Lifting Awards have rapidly established themselves as one of the most influential recognition platforms for the lifting industry across Africa. Following a highly successful inaugural event in 2025, the 2026 edition is already attracting significant support from leading international and regional companies.

As one of the world's largest and most respected lifting companies, Sarens' involvement further elevates the stature and global credibility of the awards platform.

Sarens' South African division, Sarens Siba, was among the standout 2025 winners at the inaugural awards ceremony, taking top honors in the fiercely contested Excellence in Engineering Award and Project of the Year Award categories. Building on that success and the overwhelmingly posi-

tive response from the industry, the company has reaffirmed its commitment to the event by participating as a sponsor while simultaneously preparing entries for the 2026 competition.

"Sarens Siba is proud to support the 2026 Southern African Lifting Awards and to continue contributing to a platform that recognizes excellence, innovation, safety, and engineering capability across our industry. This sponsorship is also a way to recognize the dedication of our people, clients, and partners who make these complex projects possible," says Tim Biesemans, Regional Director, Southern Africa.

"The support from a globally recognized company such as Sarens represents a major milestone for the Southern African Lifting Awards," says Surita Marx, founder of the awards and managing director of Lifting Africa. "To see international industry leaders not only participating in the awards, but actively investing in the platform, highlights both the growth of the awards and the exceptional level of expertise within the Southern African lifting industry."

Launched to celebrate excellence, innovation, safety, leadership, and engineering achievement, the Southern

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African Lifting Awards recognize companies and individuals across the lifting, rigging, crane, access, transport, and materials handling sectors. The platform has quickly become a benchmark for recognising world-class projects and operational excellence emerging from the African continent.

With operations spanning multiple continents and decades of expertise in crane rental, heavy lifting and engineered transport solutions, Sarens has built a global reputation for delivering

some of the world's most complex lifting projects across industries including energy, infrastructure, mining, petrochemical and renewable energy.

The 2026 Southern African Lifting Awards are expected to attract even greater participation from both regional and international organisations, building on the momentum created by the hugely successful debut event.

Strong Industry Support Continues to Grow

The organizers have also confirmed the return of several major industry

supporters for the 2026 event.

Yoke Industrial Corp and **RiConnect** have once again committed their support, having served as Platinum Sponsors at the successful 2025 awards.

Electra Mining Africa has also renewed its involvement as an official sponsor, following its role as Photography Sponsor at the inaugural event.

In addition, Lifting Placements joins the growing list of sponsors supporting the 2026 awards program.

The continued backing from respected international brands, industry sup-

The Southern African Lifting Awards will be held October 30, 2026.



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pliers and sector specialists reflects the growing importance of the Southern African Lifting Awards as a platform that celebrates excellence and advances the lifting industry across the region.

Companies interested in sponsorship

opportunities, award entries or attending the event are encouraged to contact the organizers for further information.

For more information about the Southern African Lifting Awards, visit liftingawards.com.

AISI Releases June SIMA Imports Data

Finished Import Market Share Estimated at 17 Percent in June

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of June totaled 2,059,000 net tons (NT)*. This was a 3.5% increase from the 1,990,000 permit tons recorded in May and a 5.8% decrease from the May final imports total of 2,186,000. Import permit tonnage for finished steel in June was 1,478,000, down 5.6% from the final imports total of 1,566,000 in May. For the first six months of 2026 (including June SIMA permits and May final imports), total and finished steel imports were 11,247,000 NT and 8,181,000 NT, down 23.1% and 24.3%, respectively, from the same period in 2025. The estimated finished steel import market

share in June was 17% and is 16% year-to-date (YTD).

Steel imports with large increases in June permits vs. May final imports include line pipe (up 94%), hot rolled sheets (up 39%), cut length plates (up 31%), cold rolled sheets (up 20%) and structural pipe and tubing (up 18%). Products with significant year-to-date (YTD) increases vs. the same period in 2025 include standard rails (up 97%), heavy structural shapes (up 58%), structural pipe and tubing (up 12%) and reinforcing bars (up 11%).

In June, the largest steel import permit applications were for South Korea (405,000 NT, up 2% from May final imports), Canada (298,000 NT, up 6%), Vietnam (223,000 NT, up 57%), Mexico (194,000 NT, up 5%) and Brazil (133,000 NT, down 60%). Through the first six months of 2026, the largest suppliers were South Korea (1,978,000 NT, up 36%), Canada (1,576,000 NT, down 44%) and Brazil (1,393,000 NT, down 46%).

*Note that import permits data are counts of tonnages requested in applications for licenses to import steel products and are not actual import volumes. For a number of reasons, permit tonnages may understate or overstate actual import volumes for the month, preliminary estimates of which will be available later this month.

Reprinted from the American Iron and Steel Institute, www.steel.org. ■

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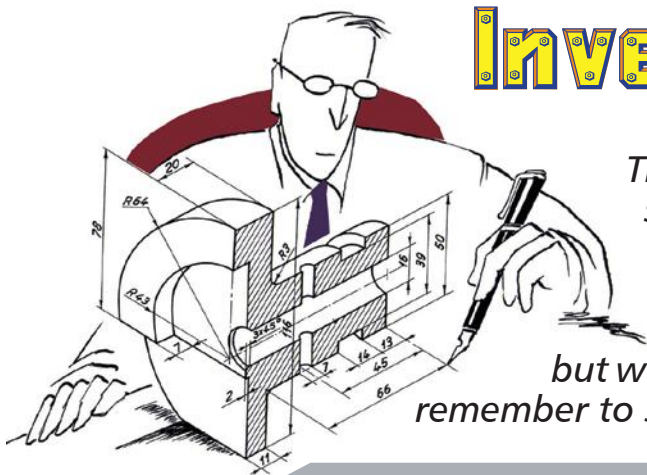
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Inventor's Corner

by William Fischer



The wheels of progress are said to turn slowly. However, it is our pleasure to bring you the newest innovations in an industry that is rapidly changing. We hope all of our reader's are having a great summer, but whether you are working or playing outdoors, remember to stay well hydrated, and as cool as possible.

Buoyant rotatable marine transducer

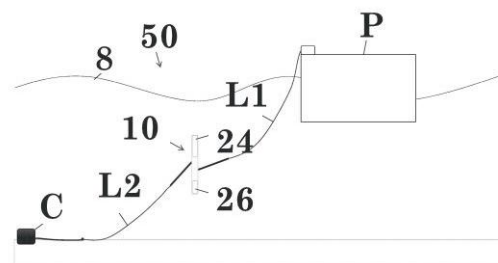
Pat. 12,589,837 U.S. Class 1/1 Int. Class B63B21/50

Inventor: Thomas Doyle, Dublin, IE, Danny Golden, Dublin, IE, Darren Hayes, Dublin, IE.

Assignee: Dublin Offshore Consultants Ltd., Dublin, IE.

The present invention is concerned with a buoyant rotatable marine transducer and a load reduction device defined by the buoyant rotatable marine transducer. In particular, a load reduction device for use in securing an offshore structure such as a floating platform or the like, as are common in the areas of marine renewables, oil and gas applications, and aquaculture. The buoyant rotatable marine transducer has a buoyant body adapted to assume a first orientation when at least partially submerged in a body of water and unloaded, in which a longitudinal axis of the body is disposed substantially vertically, and first and second mooring connection points provided on the body wherein at least the first mooring connection point is positioned such that a load applied via the first mooring connection point to the body acts off axis of the longitudinal axis.

Turning then to Figure 1, there is illustrated a rotatable buoyant marine transducer according to the present invention, defining a load reduction device according to an embodiment of the invention and generally indicated as 10. It is for use in securing a floating platform P on a body of water S in order to resist displacement of the platform P induced by external environmental forces and preferably to eliminate or attenuate the above mentioned shock, peak, snatch and/or fatigue loading which occurs when using a conventional mooring. The transducer in the form of the load reduction device 10 is therefore operable to convert at least a portion



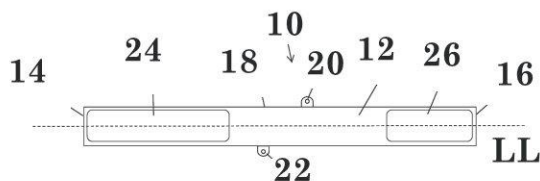
Pat. 12,589,837

Figure 2: Load reduction device of figure 1 provided as part of a load reduction system securing a floating marine platform and with no significant environmental loading applied and slack mooring lines.

of the substantially linear loads or forces applied to the platform P via the external environmental forces into a force couple biased rotation of the load reduction device 10. In this way, and as explained in greater detail below, the load reduction device converts linear motion into rotary motion in order to dissipate the forces acting on the platform P.

The load reduction device 10 of the invention comprises a body 12 which in the embodiment illustrated is of elongated cylindrical form, and whose shape and dimensions may vary depending on the particular application. In particular, the size and/or weight of the platform P to be secured and/or the prevailing local environmental conditions. As an exemplary embodiment, the body 12 has a length in a longitudinal direction as defined by a longitudinal axis LL of 20 m and a diameter of 2 m. The body 12 may be formed from any suitable material, for example steel, composite, plastic, concrete or any other suitable material or combination of material and which are capable of withstanding the local environmental conditions over prolonged periods of time. The body 12 defines a first end 14 and a second end 16 extending between which is a cylindrical side wall 18. Provided on the side wall 18, preferably diametrically opposed but longitudinally separated or offset from one another, are a first mooring connection point 20 and a second mooring connection point 22. The first and second mooring connection points 20, 22 may be of any suitable form permitting a respective mooring line to be secured thereto as described.

The position of one or both of the mooring connection



Pat. 12,589,837

Figure 1: Schematic representation of a rotatable buoyant marine transducer defining a load reduction device for use in a load reduction system.

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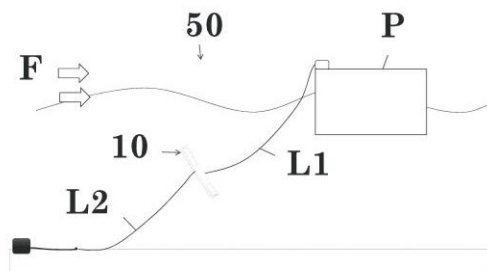
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points **20**, **22** may be longitudinally adjusted or adjustable along the sidewall **18**, in order to alter the separation or offset between the mooring connection points **20**, **22**, and which thus has a bearing on the stiffness response curve established by the body **12** in resisting and attenuating the loading applied to the body **12**. It is to be understood that the mooring connection points **20**, **22** may be located internally of the sidewall of the body, or outboard thereof, and this longitudinal adjustability is intended to also apply to such configurations. Similarly the radial or transverse position of one or both of the mooring connection points **20**, **22** may be adjusted or adjustable in order to further alter the stiffness response curve of the load reduction device **10**, in particular by altering the angle defined between the respective mooring connection point **20**, **22** and a center of gravity (COG) and/or center of buoyancy (COB) of the body **12**.

The load reduction device **10** is adapted to be located in the body of water **S** and when at rest or unloaded to assume a first orientation in which the longitudinal axis **LL** is in a nominal orientation, which in this first embodiment is substantially vertically disposed. This may be achieved by any suitable means, but in the preferred embodiment illustrated the body **12** defines a first portion **24** extending from the first end **14** and which is buoyant, preferably by the provision of a quantity of buoyant material such as air or foam within the body **12**, and a second portion **26** extending from the second end **16** and longitudinally spaced from the first portion **24** and being weighted, preferably by the provision of one or more weights disposed internally of the body **12**. It is also preferred that the buoyancy and weight respectively of the first portion **24** and second portion **26** may be adjusted, for example by the addition or subtraction of buoyant and weighted material thereto. In particular the weighted material or ballast may be added only once the device **10** has been deployed, in order to ease transport and installation.

By providing the first portion **24** and second portion **26** longitudinally separated from one another, and preferably adjacent the first end **14** and second end **16** respectively, the body **12** will tend towards the first vertical orientation when located in the body of water **S**, for example as illustrated in *Figure 2*, which also illustrates both mooring lines **L1**, **L2** having an optional rigid section at the connection to the body **12**. The ratio of weight to buoyancy of the body **12** will dictate whether the load reduction device **10** is neutrally buoyant, negatively buoyant, or positively buoyant. In the embodiment illustrated in *Figure 2*, the load reduction device **10** is neutrally buoyant and therefore tends to rest in an upright position below the surface of the water **S**.

The load reduction device **10** is intended to form part of a load reduction system **50** comprising at least one of the load reduction devices **10**, a first mooring line **L1** secured



Pat. 12,589,837

Figure 3: Illustrates the arrangement of figure 2 with the load reduction device in a loaded state and having undergone rotational displacement.

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between the floating platform **P** and the body **12** via the first mooring connection point **20**, and a second mooring line **L2** secured between the body **12** and an anchor **C** via the second mooring connection point **22**. It will of course be appreciated that the anchor **C** may be replaced with any other suitable functional alternative.

Turning then to *Figure 3*, when a load is applied to the load reduction device **10** in response to environmental forces acting to displace the platform **P**, the first and second mooring lines **L1**, **L2** will be tensioned while the body **12** initially remains in a substantially vertical orientation. Then as a result of the longitudinal offset between the first and second mooring connection points **20**, **22**, the tension established by the opposing and offset forces acting on opposite sides of the body **12** effectively applies an overturning moment to the body **12** which will act to rotate the body **12** about a horizontally extending axis of rotation located, for example, between the first and second mooring connection points **20**, **22**. It will however be understood that this axis of rotation may be located not only between the mooring connection points. Due to translation of body **12** within the mooring spread the body **12** can rotate about a different axis outside of the mooring connection points.

In a semi-taut or catenary mooring the body **12** will translate when the load reduction device **10** becomes loaded and is rotated towards a horizontal orientation, and so motion of the load reduction device **10** is rotational due to the torque couple but there is also a global translation of the device **10**. As a result of the two movements there may be a net rotation about a virtual pivot outside of the device geometry.

The environmental forces acting to rotate the body **12** via

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the tension applied through the mooring lines **L1**, **L2** will be countered by a force couple generated by the buoyant first portion **24** and the weighted second portion **26** which together create a self righting moment on the body **12**. This self righting or restoring moment tends to displace the body **12** back towards the vertical position, thereby acting to resist the forces generated by the environmental conditions displacing the floating platform **P**.

Wire rope system

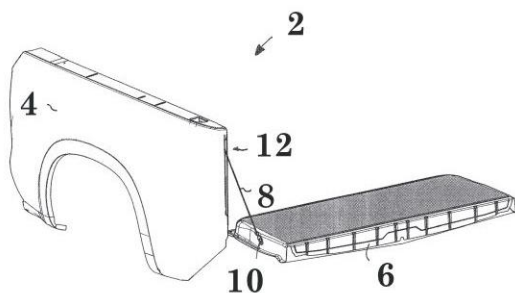
Pat. 12,590,484 U.S. Class 1/1 Int. Class E05F1/10

Inventor: Thomas Heinl, Marktreduitz, DE, David Farrell, Muskegon, MI.

Assignee: Scherdel Innotec, Forschungs- und Entwicklungs-GmbH.

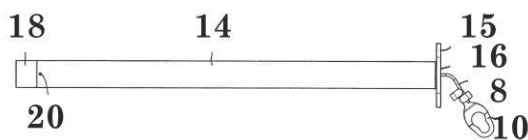
A wire-rope-system includes a guide-cylinder, compression-spring, plunger and wire-rope for reducing a tailgate's opening-speed in a vehicle/trailer having a side-board-wall-or-tailgate. The guide-cylinder arranged within the sideboard-wall-or-tailgate has front-end-and-back-end-ports. The compression-spring arranged within the guide-cylinder has front-and-back-ends. The compression-spring's front-end attaches to the guide-cylinder's front-end-portion and its back-end attaches to the plunger that moves axially within the guide-cylinder. The wire-rope extends through the front-end-portion's opening, and has backend-and-front-ends attached to the plunger and the side-board-wall-or-tailgate.

The plunger's slide-membrane's circumferential-edge abuts the guide-cylinder's inner-wall, separating the guide-cylinder's inner-space into a back-air-chamber between the slide-membrane's rear-side and guide-cylinder's back-end-portion, and into a front-air-chamber between the slide-membrane's front-side and guide-cylinder's front-end-portion. The back-air-chamber's air-flow-regulating-opening connects to the guide-cylinder's exterior-side. The slide-membrane's configuration blocks/reduces movement towards the front-end-portion and air-flow between the front-air-chamber's circumferential-edge and the guide-cylinder's inner-wall to



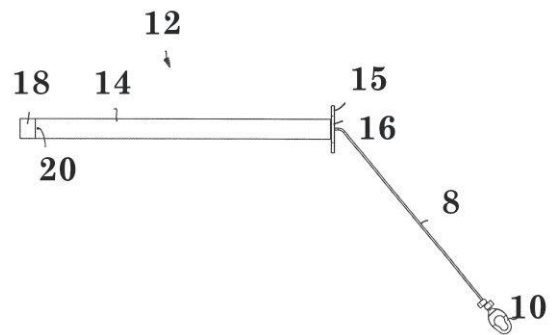
Pat. 12,590,484

Figure 4: Schematic perspective view of a vehicle with a sideboard wall, a tailgate in its open position, and a wire rope system.



Pat. 12,590,484

Figure 5: Side view of a wire rope system with a wire rope front end extending out of a front end portion of a guide cylinder by a first length.



Pat. 12,590,484

Figure 6: Side view of a wire rope system with a wire rope front end extending out of a front end portion of a guide cylinder by a second length.

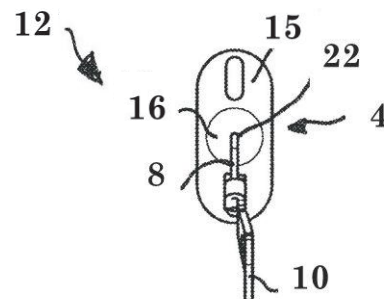
the back-air-chamber, damping the wire-rope's movement and reducing the tailgate's opening-speed.

Figure 4 shows a schematic perspective view of a vehicle **2** with a sideboard wall **4**, a tailgate **6** in its opened position, and a wire rope system **12**. The vehicle **2** is of the tailgate type having a tailgate **6** which opens downwards. While Figure 4 shows a vehicle **2** with a tailgate **6** and a wire rope system **12**, the wire rope system **12** can also be provided in a trailer having a tailgate which opens downwards.

In Figure 4, only the left-hand sideboard wall **4** is shown. On the right-hand side of the vehicle **2** a corresponding sideboard wall **4** and a corresponding wire rope system **12** are arranged (not shown). The wire rope system **12** comprises a guide cylinder **14**, see Figures 4-10, which is arranged and fastened within the sideboard wall **4**, particularly in a horizontal orientation at an upper inner region of the sideboard wall **4**. The guide cylinder **14** can be made of metal, in particular Aluminium, or plastics material and can also be referred to as a tube.

A wire rope **8**, in particular a flexible wire rope **8**, extends out of a front end opening **22** of the front end portion **16** of the guide cylinder **14**, see Figures 7-10, makes a bend downwards and is attached with its wire rope front end **10** to a lateral side portion of the tailgate **6** at an intermediate to upper/rear portion of the lateral side of the tailgate **6**, as it is shown in Figure 4.

The front end opening **22** is open to the environment. Air from the exterior of the guide cylinder **14**, in particular from the front of its front end portion **16** can enter into the inside of the guide cylinder **14** through the front end opening **22**, in particular through a gap between the front end opening **22** and the wire rope **8**. The wire rope front end **10** can be provided with an appropriate fixing means, which is config-



Pat. 12,590,484

Figure 7: Front view onto the guide cylinder of the wire rope system with the wire rope extending out of the front end portion by a first length.

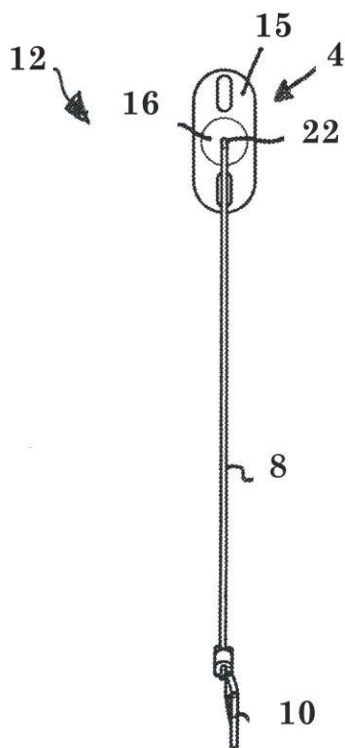
ured in the exemplary embodiments as described herein, as a metal part comprising an opening, which opening can receive an appropriate pin positioned at the sidewall of the tailgate 6, see *Figure 4*.

One can well imagine that if the wire rope 8 moves rearwards, the tailgate 6 moves from its horizontal open position, which is shown in *Figure 4*, to a closed vertical position (closing movement). One can also well imagine that, starting from the closed vertical position of the tailgate 6, the tailgate 6 pulls the wire rope 8 out of the guide cylinder 14, by its weight, and the tailgate 6 moves to its horizontal open position, as it is shown in *Figure 4* (opening movement).

The wire rope system 12 as it is described herein exerts a damping function to the tailgate 6 during its opening movement, and exerts a supporting function to the tailgate 6 during its closing movement.

In an alternative embodiment, which is not shown here, the guide cylinder can be arranged within the tailgate 6, particularly in a transverse direction, with its front end portion and a deflection guide (not shown) being arranged at the lateral side portion of the tailgate. The front end portion and the deflection guide (not shown) can be arranged approximately at the same position where the wire rope front end is shown in *Figure 4*. In this embodiment, the wire rope extends through the front opening of the front end portion of the guide cylinder, is deflected to extend in an upwardly inclined direction corresponding to the direction of the wire rope as it is shown in *Figure 4*, and is attached with its wire rope front end to an upper portion of the sideboard wall.

Figure 5 shows a side view of the wire rope system 12, with the wire rope front end 10 extending out of the front end portion 16 of the guide cylinder 14 by a first length, which first length corresponds to the closed vertical position of the tailgate 6. In *Figure 6*, the wire rope front end 10 extends



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Figure 8: Front view onto the guide cylinder of the wire rope system with the wire rope extending out of the front end portion by a second length.



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out of the front end portion 16 of the guide cylinder 14 by a second length, which second length corresponds to the open position of the tailgate 6.

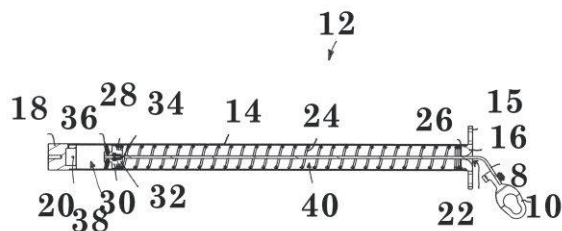
At the right hand side of the guide cylinder 14, a fastening flange 15 is arranged, by which the guide cylinder 14 can be fastened to a corresponding portion within the sideboard wall 4 or within the tailgate 6. The wire rope 8 extends through a front end opening 22 of the front end portion 16. The left-hand side of the guide cylinder 14 is closed by a back end portion 18. An airflow regulating opening 20 is arranged close to the back end portion 18 within the cylinder wall of the guide cylinder 14 and connects its interior to the exterior side of the guide cylinder 14.

A deflection element can be arranged in front of (in *Figures 5* and *6* to the right of front end portion 16) of the guide cylinder 14 and can deflect the wire rope 8 between a first pull-in direction in which the wire rope 8 extends inside of the guide cylinder 14 and a second, inclined direction in which the wire rope 8 extends outside of the guide cylinder 14. The pull-in direction can well be seen in *Figures 9* and *10*, the second, inclined direction can well be seen in *Figures 5* and *6*.

Figures 7 and *8* show a front view onto the guide cylinder 14, with the wire rope 8 extending out of the front end portion 16 by a first length (*Figure 7*) and by a second length (*Figure 8*). In *Figures 7* and *8* it can well be seen that the fastening flange 15 has an oblong shape with two elongated holes by which the guide cylinder 14 can be fastened, particularly screwed, to a corresponding part within the sideboard wall 4 or within the tailgate 6. In *Figures 7* and *8* it can well be seen that the wire rope 8 extends through a

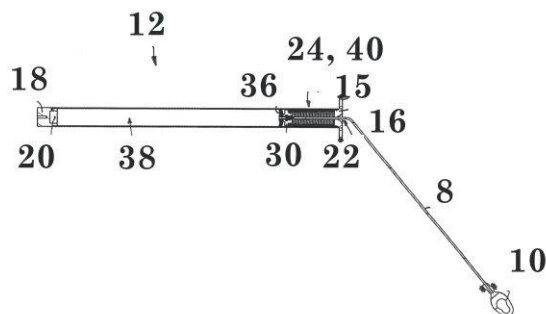
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Pat. 12,590,484

Figure 9: Wire rope system in a first position which corresponds to the closed vertical position of the tailgate.



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Figure 10: Wire rope system in a second position which corresponds to the horizontal open position of the tailgate.

front end opening 22 within the front end portion 16 of the guide cylinder 14.

Figure 9 shows a sectional view taken along the vertical symmetrical plane of the guide cylinder 14, with the wire rope 8 extending out of the front end portion 16 by a first length, and the compression spring 24 being in its fully expanded state. Figure 10 shows a sectional view of the guide cylinder 14, with the wire rope 8 extending out of the front end portion 16 by a second length, and the compression spring 24 being in its fully compressed state. The compression spring 24 is arranged within the guide cylinder 14, its front end 26 is positioned adjacent to the front end portion 16, and its back end 28 is positioned adjacent to a plunger element 30.

The wire rope back end 34 is attached to the plunger element 30 and extends along the first axial pull-in direction through the inner space of the guide cylinder 14 and particularly through the inner space of the compression spring 24 to the front end portion 16. The wire rope back end 34 further extends through the front end opening 22 within the front end portion 16 to a position or region in front of the front end portion 16 where it may be deflected by a deflection element, not shown, into a second, downwardly inclined direction. The outer end of the front end portion 16 can be formed in a bend, tapering fashion.

The plunger element 30 has a stepped shape, and comprises—from front to back—a mainly cylindrically front portion which forms an attachment portion 32 for the back end 28 of the compression spring, an intermediate portion of greater diameter which slides along the inner wall of the guide cylinder 14, and a rear portion of reduced diameter with a membrane element seat that firmly holds a slide membrane element 36. The membrane element seat within the rear portion of reduced diameter of the plunger element 30 can be formed as a circumferential groove into which the slide membrane element 36 is inserted with its inner circumferential edge portion.

Method and apparatus to perform a wireline cable inspection

Pat. 12,597,108 U.S. Class 1/1 Int. Class G01N21/88

Inventor: Pablo Paiva, Katy, TX, Pratyush Snehi, Pune, IN, Gabriel Arrigo Morosini, Bergen, NO.

Assignee: Schlumberger Technology Corporation, Sugar Land, TX.

Aspects of the disclosure provide for a method and apparatus to quickly identify defects in a cable used in hydrocarbon recovery wireline operations. A series of high-speed cameras take pictures along a length of the wireline cable, while artificial intelligence data processing algorithms process the camera data.

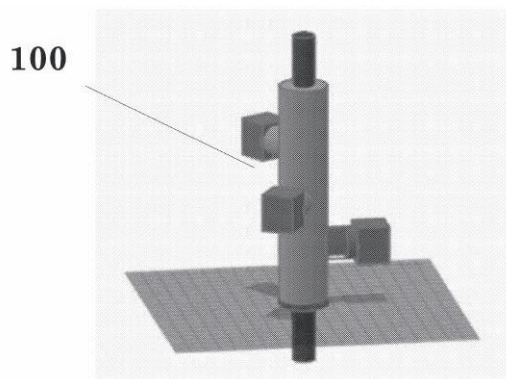
Referring to Figure 11, a three array camera system 100 is used. The three array camera system 100 allows for the continual recording of images during a specific draw rate of cable through the system 100. The camera system 100 is connected to a computer arrangement that records the visual data obtained from the system 100. The visual data may then be processed by the computer arrangement to check for defects.

As will be understood, more or less numbers of visual images may be taken per length of cable drawn through the system 100; therefore, for example, a brand new cable may require fewer pictures per length than an older cable that has been used for many years. Thus, the time savings in inspection can be specifically pronounced in observations for older cables as those units require longer and more extensive review.

Although shown as three cameras, other configurations may also be used. For example, in one non-limiting embodiment, a six camera configuration may be used. The six camera configuration can provide two sets of three cameras and visual checking between a first set of cameras and a second set of cameras may occur, thus providing a redundancy, if required.

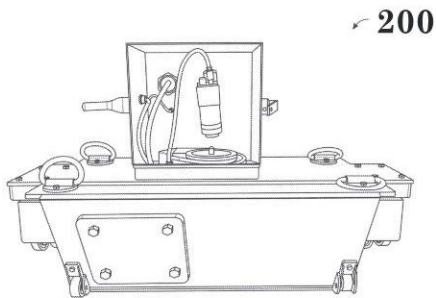
Referring to Figure 12, an example model of one apparatus 200 is illustrated. The apparatus 200 may be an enclosed unit where guides are used to run the wireline through the apparatus. In one embodiment, outside drivers are used to progress lengths of wireline through the apparatus 200. In another embodiment, drivers may be located on the inside or attached to the apparatus 200. The drivers may be programmed to progress a specific length of wireline cable through the apparatus 200 for a specific time. Thus, a specific number of visual pictures may be taken, as specified by operators over the wireline.

As will be understood, the speed of the wireline pass-



Pat. 12,597,108

Figure 11: Side view of a camera array.



Pat. 12,597,108

Figure 12: Side view of an arrangement to perform inspection of a wireline.

ing through the apparatus may be changed over the entire length of the wireline as the wireline progresses through the apparatus **200**. For example, wireline at the top levels of the cable spool would be at the bottom of the well and would therefore be supporting less weight compared to levels of wireline that are on the inside of the spool. To this end, as the weight is increased on the inside levels of cable, it may be more advantageous to record a larger number of pictures per unit length for more stressed sections of the wireline. Thus, operators may vary evaluations after a specific number of linear feet have been processed. The apparatus **200** may have indicators or be connected to a computer to allow operators the ability to see the number of pictures taken and the approximate number of feet processed.

As the apparatus **200** keeps track of the progress on a linear length basis, at the time of processing, defects found by the apparatus **200** may be easily identified to operators, by allowing the apparatus **200** to index the wireline a second time through the apparatus **200** until an area of concern is uncovered on the spool for further visual inspection by professionals, if needed.

The identification of different types of anomalies is also provided in some aspects of the disclosure. For example, over 5000 different types of anomalies may be loaded into visual data banks and the visual records recorded of the wireline may be compared to these anomalies. To help resolve issues, armor cladding issues of specific corrosion types may be observed and provided to operators as part of an analysis package for review. The defects encountered may then be summarized and provided to operators to allow the operators the best information upon which to potentially use the wireline in other projects.

As a non-limiting embodiment, the apparatus **200** may identify specific corrosion degradation in a wireline. It is further known that if this specific wireline were again exposed to a known type of corrosive environment, that the wireline could be unfit for service. That specific wireline may then be designated for use in environments that preclude a specific type of corrosion, thereby enhancing the usable life of the wireline and thereby cutting down overall costs of operation.

By evaluating many more visual images in an automated manner than manual visual inspection, more accurate and detailed analysis of wireline may be achieved. Such evaluations may also enable the wireline to be analyzed on a more consistent basis. Some operations personnel, for example, may not be as familiar with a specific type of defect in a wireline that is prevalent in certain wells in a specific geographic area. Instead of missing all of the potential defects, the apparatus **200** may identify the potentially unaware operators to the defects that may be universally accepted as satisfactory. Moreover, if different types of defects are discovered,



then the new types of defects may be added to the apparatus, thus allowing consistent identification, regardless of the skill set of the operator.

Rescue hoist cable foul protection

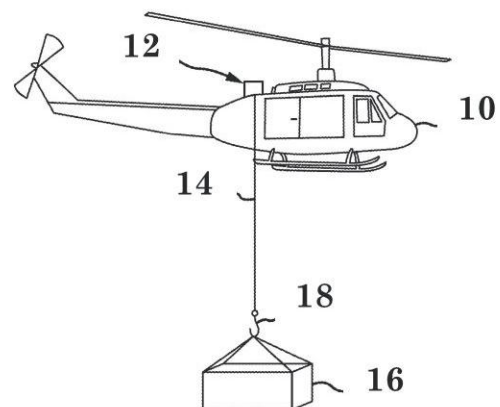
Pat. 12,606,425 U.S. Class 1/1 Int. Class

Inventor: Bejan Ijadi-Maghsoodi, San Dimas, CA, John H. Hill, La Verne, CA.

Assignee: Hornet AcquisitionCo, LLC, Vancouver, WA.

A hoist system for cable-reeling operations is disclosed herein. The hoist system includes a housing, a drum disposed within the housing and configured to spin about an axis, a motor configured to spin the drum about the axis, a

continued on next page



Pat. 12,606,425

Figure 13: Aircraft with a rescue hoist.

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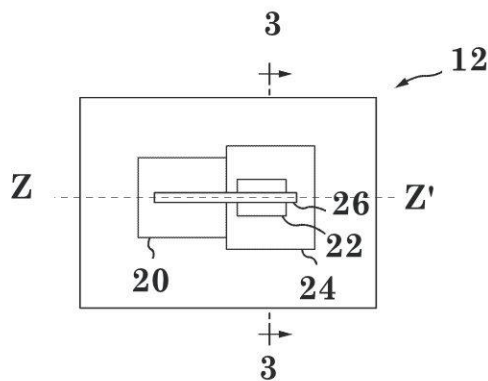
**Pat. 12,606,425**

Figure 14: Simplified block view of a part of a rescue hoist.

cable configured to be wound and unwound from the drum as the motor spins the drum about the axis, a cable sensor configured to detect misalignment of the cable during the cable-reeling operations, and a motor controller operatively coupled to the cable sensor and the motor, wherein the motor controller is configured to receive a cable misalignment signal from the cable sensor and adjust operation of the motor in response to the cable misalignment signal.

Referring now to *Figure 13*, a helicopter 10 including a hoist system 12 is illustrated, in accordance with various embodiments. In various embodiments, helicopter 10 may be used for search and rescue missions. In various embodiments, an airplane, a drone, a truck, a ship, or other vehicle may be used instead of helicopter 10. Hoist system 12 is attached to a support of helicopter 10 and used to extend and/or retract (e.g., lower and/or raise, respectively) a cable 14 (aka a wire-rope) connected to a load 16 via a hook 18 and/or the like. In various embodiments, one or more crew members of helicopter 10 operate helicopter 10, while one or more crew members operate hoist system 12. In various embodiments, one or more crew members guide a distal, attachment end of cable 14 (i.e., towards hook 18) and/or hook 18 to load 16, including by directing the pilot(s) of helicopter

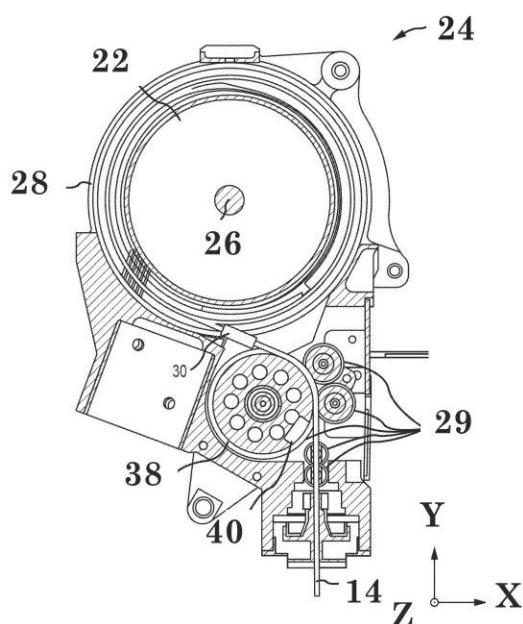
**Pat. 12,606,425**

Figure 15: Partial cross-sectional side view of a part of a rescue hoist.

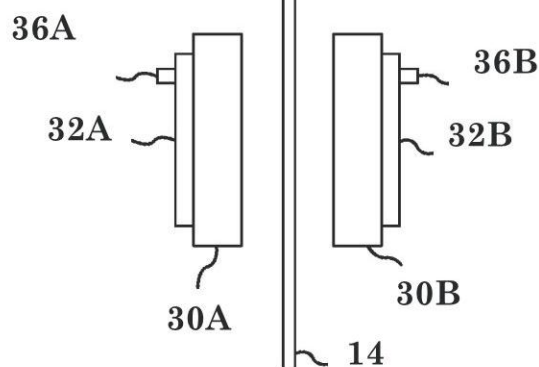
**Pat. 12,606,425**

Figure 16: Simplified block view of a cable aligned within at least a part of a cable passageway through a plurality of sensors.

10 on how, when, where, etc. to maneuver helicopter 10.

For example, to position hook 18 directly and/or nearly directly over load 16, crew members communicate position control information to the pilot(s), and the pilot(s) appropriately position(s) helicopter 10 and/or hook 18 relative to load 16 in response. In various embodiments, this may apply equally during payout and retraction of cable 14 from hoist system 12 of helicopter 10. In various embodiments, hoist system 12 is affixed in and/or to a boat, a building, a crane, a flying craft, a hangar, a land, a ship, a support, a train, and/or other suitable retaining platform.

Referring now to *Figure 14*, a simplified block view hoist system 12 described in *Figure 13* is illustrated, in accordance with various embodiments. Hoist system 12 includes a motor 20 in communication with a drum 22 (aka a cable drum) of a drum assembly 24 via a shaft 26 interconnected therebetween. As motor 20 spins shaft 26, drum 22 of drum assembly 24 winds and/or unwinds cable 14 about drum 22. Shaft 26 is oriented about and/or defines an axis *Z-Z'* running through a part of hoist system 12 comprising motor 20 and drum assembly 24. In various embodiments, other pulleys and/or other rotatable components of hoist system 12 run on axes parallel to the axis *Z-Z'*.

Referring now to *Figure 15*, it is a partial cross-sectional side view of a part of drum assembly 24 is illustrated, in accordance with various embodiments. The partial cross-sectional side view is taken along line 3-3 in *Figure 14*. As illustrated in *Figure 15*, drum assembly 24 shows cable 14 partially wound around drum 22 within a housing 28 of drum assembly 24. In various embodiments, cable 14 is attached to hook 18 (see *Figure 13*) at its free end and to drum 22 at its fixed end. In various embodiments, drum 22 is cylindrical and spins about the axis *Z-Z'* as it winds and/or unwinds cable 14 from drum 22. In various embodiments, drum 22 is supported by a suitable structure within housing 28 that allows it to spin about the axis *Z-Z'*, such as through suitable supports and bearings. In various embodiments, drum 22 and shaft 26 are driven about the axis *Z-Z'* by motor 20. In various embodiments, drum 22 and shaft 26 are driven by motor 20, as opposed to otherwise, for example, being freely rotatable within drum assembly 24.

In various embodiments, hoist system 12 includes a cable

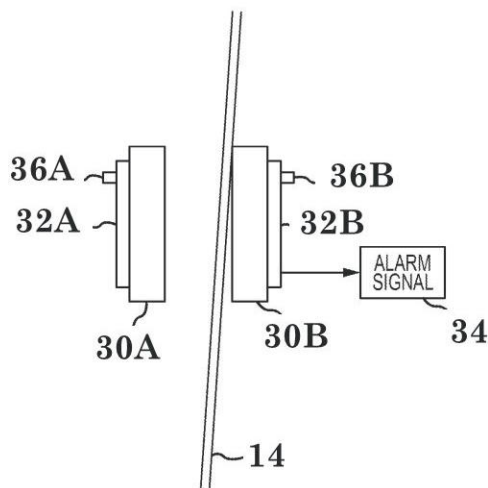
spool for load-bearing cable 14, and for which continuous and/or periodic monitoring of cable 14 ensures proper winding and/or unwinding about drum 22. More specifically, a system of rollers and guides 29 is used to guide cable 14 into, and/or out of, hoist system 12 for deployment into, and/or out of, for example, housing 28. Drum 22 and/or the system of rollers and guides 29 define a cable passageway (or functionally similar channel) (also referred to as a load path) that receives and/or guides cable 14 through housing 28. In various embodiments, hoist system 12 detects whether cable 14 becomes misaligned within the cable passageway of housing 28.

In various embodiments, hoist system 12 comprises one or more (e.g., two) electrical contact sensors 30 disposed along the cable passageway. In various embodiments, sensors 30 are proximal drum 22 and/or within housing 28. In various embodiments, sensors 30 are distal from drum 22.

Cable 14 stays within the cable passageway in response to hoist system 12 operating properly and cable 14 does not contact sensors 30. That is, hoist system 12 is operating properly and/or properly taking up and/or letting out cable 14—as representatively shown in *Figure 16*. However, cable 14 may contact sensors 30 in response to cable 14 deviating from the cable passageway to a sufficient degree. That is, hoist system 12 is not operating properly and/or not properly taking up and/or letting out cable 14—as representatively shown in *Figure 17*. In various embodiments, the deviation to the sufficient degree may be an angle in taking up and/or letting out cable 14. In various embodiments, the angle may be based on a diameter of cable 14 and/or a length of sensors 30. In various embodiments, the angle may be about 5° to about 45°, and more specifically, about 10° to about 20°.

Referring now to *Figures 16 and 17*, sensors 30 include a first sensor 30A and a second sensor 30B. In various embodiments, first sensor 30A is located on a first side of the cable passageway and second sensor 30B is located on an opposing second side of the cable passageway. In various embodiments, sensors 30 comprise one or more limit switches and/or micro-switches, collectively referred to herein generally as “switches” 32. For example, in various embodiments, first sensor 30A includes a first switch 32A, and second sensor 30B includes a second switch 32B.

In various embodiments, sensors 30 are triggered by phys-

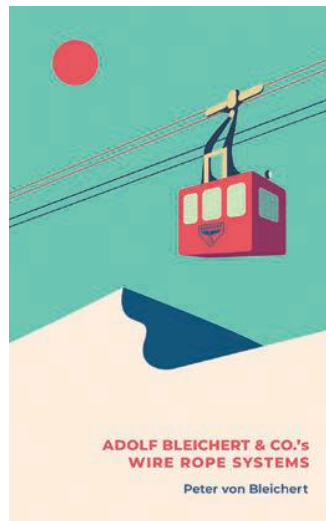


Pat. 12,606,425

Figure 17: Simplified block view of a cable misaligned within at least the part of the cable passageway through the plurality of sensors.

Adolf Bleichert & Co. celebrated its 50th Anniversary in 1924. By the time of this occasion, the company had constructed 3,000 miles of wire ropeways at landmark points around the globe, and designed and built the world's record-holding systems: Longest and highest elevation (Argentina); Length of system over water (New Caledonia); Steepest (Tanzania); Highest

capacity (France); Northernmost (Norway); and, Southernmost (Chile).



Adolf Bleichert & Co.'s Wire Rope Systems: Written by the great-great grandson of the company's founder, this book includes over 100 pictures and detailed engineering drawings that explore the legendary company's history.



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ical contact with cable 14, particularly as cable 14 deviates from the cable passageway and/or starts to lag, lead, mis-wrap, and/or the like within hoist system 12. For example, one or more of sensors 30 is triggered in response to cable 14 contacting it, affecting the one or more switches 32, in various embodiments. In various embodiments, the one or more switches 32 may generate an alarm signal 34 in response to cable 14 contacting one or more of sensors 30.

During normal, non-fouled operation, contact sensors 30 do not affect and/or impede the functioning of hoist system 12. In various embodiments, hoist system 12 may disrupt (e.g., decreasing and/or halting) power to shaft 26 by motor 20 in response to cable 14 activating one or more of sensors 30. In various embodiments, power to shaft 26 is cut and/or otherwise interrupted and cable 14 is prevented from further winding and/or unwinding, including unless and/or until the error is corrected and/or cable 14 no longer contacts one or more of sensors 30—such as by realigning and/or re-positioning cable 14 within the cable passageway and/or along drum 22.

In various embodiments, power to and/or speed of shaft 26 is reduced and cable 14 may continue winding and/or unwinding at a slower speed and/or torque, including unless and/or until the error is corrected and/or cable 14 no longer contacts one or more of sensors 30—such as by realigning and/or re-positioning cable 14 within the cable passageway and/or along drum 22. In various embodiments, power is reduced by limiting the current supplied to motor 20. In various embodiments, a cable guide includes a level-winding mechanism that controls alignment and/or positioning of the layers of cable 14 along drum 22 as cable 14 is wound onto

continued on next page

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drum 22, in the case of winding, and/or off drum 22, in the case of unwinding.

Annular pulley system

Pat. 12,624,747 U.S. Class 1/1 Int. Class F16H19/06

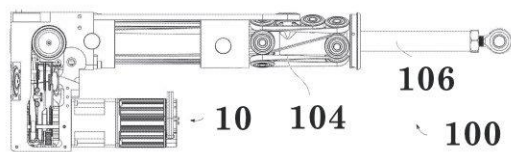
Inventor: Blake Sessions, Boston, MA.

Assignee: Liftwave, Inc., Somerville, MA.

In general, this disclosure involves a pulley system that includes a plurality of fixed sheaves arranged in a first annulus and a plurality of traveling sheaves arranged in a second annulus. The plurality of traveling sheaves are configured to travel along an axis of travel and are coupled to an output shaft configured to pass through the first annulus and translate along the axis of travel. The plurality of traveling sheaves are aligned with the plurality of fixed sheaves such that at least half of a plurality of spans between the plurality of traveling sheaves and the plurality of fixed sheaves are parallel spans that are parallel with the axis of travel. A flat belt extends between and around the plurality of fixed sheaves and the plurality of traveling sheaves, the flat belt including a plurality of twists along the parallel spans to form a plurality of twisted spans.

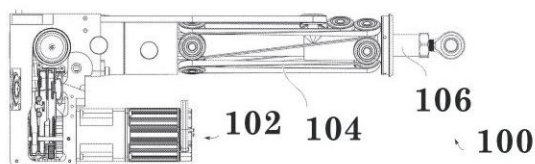
Figure 18 depicts a side view of a linear actuator 100 that includes an annular pulley system in an expanded configuration. Linear actuator 100 includes a drive motor 102 that operates a belt 104 to expand or contract, translating an output shaft 106 accordingly. Linear actuator 100 includes two pulley systems (discussed in more detail below) which operate as an opposed pair, with one system pulling output shaft 106 in the contracting direction (to the left in Figures 18 and 19, and the other system pulling output shaft 106 in the expanding direction (to the right in Figures 18 and 19).

Figure 19 depicts a side view of linear actuator 100 with the annular pulley system in a contracted configuration. In Figure 19, belt 104 has been payed out of the contracting pulley system and into the expanding pulley system, and output shaft 106 has been translated to the left. Belt 104 can be a high strength, belt formed from two or more wire ropes run in a parallel arrangement and jacketed in a polyurethane or other sheath material. This can enable high strength, and high durability belt that can withstand sufficient bend stresses in order to enable the use of relatively low diameter sheaves. In some implementations, the wire ropes within belt 104 can be pre-tensioned in a non-uniform manner to increase the twist



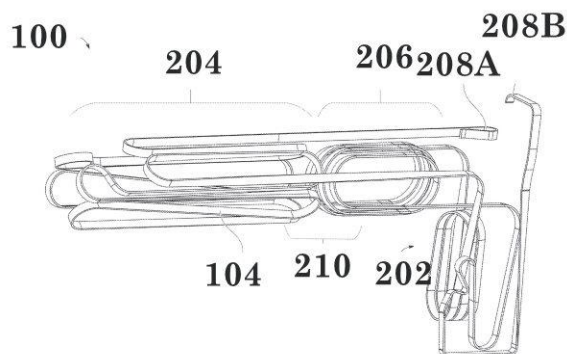
Pat. 12,624,747

Figure 18: Side view of a linear actuator that includes an annular pulley system in an expanded configuration.



Pat. 12,624,747

Figure 19: Side view of a linear actuator that includes an annular pulley system in a contracted configuration.



Pat. 12,624,747

Figure 20: Perspective view of the belt configuration in the linear actuator of figures 18 and 19.

and fleet angle tolerance of the belt 104.

Figure 20 depicts a perspective view of the belt configuration in linear actuator 100 of Figures 18 and 19. The belt 104 passes from anchor 208A, through expanding section 204, through drive section 202, through contracting section 206, and terminates at anchor 208B. Drive section 202 can include a capstan, or other mechanism that transfers belt 104 between the opposed expanding section 204 and contracting section 206. That is, when drive section 202 pulls or extracts belt 104 from expanding section 204, it simultaneously pays out belt 104 into contracting section 206. Similarly, when drive section 202 extracts belt 104 from contracting section 206, it pays out belt 104 to expanding section 204.

In the example illustrated in Figure 20, both expanding section 204 and contracting section 206 include the same number of spans between their respective moving sheaves and fixed sheaves, resulting in the same reduction ratio for each section (10:1 in the illustrated example). This ensures that as belt 104 is removed from one section (e.g., expanding section 204), the same amount of belt 104 is required or consumed by the other section (e.g., contracting section 206). Thus the entirety of belt 104 can remain in tension through the full range of motion of the linear actuator 100. In some implementations, two separate belts, driven by two separate drive systems can be employed. For example, expanding section 204 may have an independent belt and drive system. Similarly contracting section 206 may use a separate belt and drive system.

In the example illustrated in Figure 20, the output of the linear actuator 100 (e.g., output shaft 106 as illustrated in Figures 18 and 19) is coupled to traveling sheaves in traveling sheave section 210 near the center of the linear actuator 100. Output shaft 106 is generally concentric with an approximately cylindrical form factor of pulley sections (204 and 206) of linear actuator 100. Thus in order to enable output shaft 106 to extend from traveling sheave section 210 out of the device, it must pass through expanding section 204. Therefore, expanding section 204 is arranged in an annular configuration to provide space through which output shaft 106 can extend. It should be noted that an "annular configuration" or "arranged in an annulus" is intended to mean generally ring shaped, but not necessarily a perfect circular shape. For example, the illustrated example includes sheaves arranged in an annulus with a roughly pentagonal shape. In some implementations, expanding section 204 could have a square, triangular, or hexagonal cross section. Or a combination thereof. Other similar shapes and structures are contemplated as within the scope of this disclosure. ■

PRODUCTS IN THE NEWS

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Caldwell Expands Range of In-Stock Products with Spreader, Lifting Beams

The Caldwell Group Inc. has expanded its In-Stock range with additional Model 16 Adjustable Spreader / Lifting Beams and Model 20 Low-Headroom Multiple-Spread Lifting Beams. They join an already comprehensive suite of USA-made Caldwell below-the-hook lifters and Renfroe clamps, alongside RUD slings and lifting points.

Caldwell's In-Stock program features hundreds of items that are on the shelf, many of which ship within one business day — for free — with no additional charges added to the invoice. The Model 16 and 20 are two of the most in-demand product families in the company's catalog, presenting crane operators and riggers with options for dozens of load scenarios.

Three Model 16s have joined the program, offering capacities from 2 ton to 5 ton and various minimum to maximum spreads of 48 in. to 96 in. Key features include adjustable lifting points; an ability to handle both wide and unbalanced loads; and low-headroom capability. Shackles are included. Six Model 20s are also available, in capacities from 5 ton to 10 ton and maximum spreads from 72 in. to 120 in. Used across the country in manufacturing and industrial applications, it is a favorite on construction sites too.

Doug Stitt, president and CEO at Caldwell, said: "Stocked inventory

matters in our industry, and we are expanding our assortment within two of the most in-demand product lines. The In-Stock concept has proven incredibly successful; we continue to receive an overwhelming response. Distributors know they can rely on us to have the products they need, when they need them. That reliability helps them meet their customers' expectations for safety, quality, and responsiveness, strengthening relationships and creating opportunities for repeat business."

Headroom is often the deciding factor when choosing between a lifting beam and a spreader beam. A spreader beam incorporates top rigging and is designed primarily to work in compression. While this can offer an efficient lifting solution, the additional rigging requires vertical space above the beam. A lifting beam connects directly to the crane hook and is typically designed to withstand bending moments. This arrangement generally requires less headroom, making it a practical choice where overhead clearance is limited.

In addition to lifting and spreader beams, also stocked are RUD lifting points; below-the-hook lifters; construction lifters, such as barrier grabs, pipe lifters; forklift attachments, such as fork booms, extensions, drum lifters; and Renfroe plate clamps.

In-Stock items under 12 ft. in length and 4,000 lbs. in capac-

ity ship for free, while orders placed by 11:00 am ship the same day. For large orders, or known scheduled replenishment orders, Caldwell distributors should consult their assigned customer service representative, so they can be sure to respond to unusual demand as quickly as possible.

Customers can see current In-Stock items here: caldwellinc.com/instock.

SEE AD ON PAGE 19

Built for the Harshes Environment: The STS System from Talurit®

When the Environment Fights Back, Your Termination Needs to Win

Saltwater. Abrasion. High heat. Dragging loads. Some applications will destroy an ordinary termination, and some industries simply cannot afford that risk.

The Talurit® STS oval carbon steel ferrule system was engineered precisely for these conditions. It's the trusted choice across Nordic offshore, aquaculture, fishing, and crane operations (and for good reason).

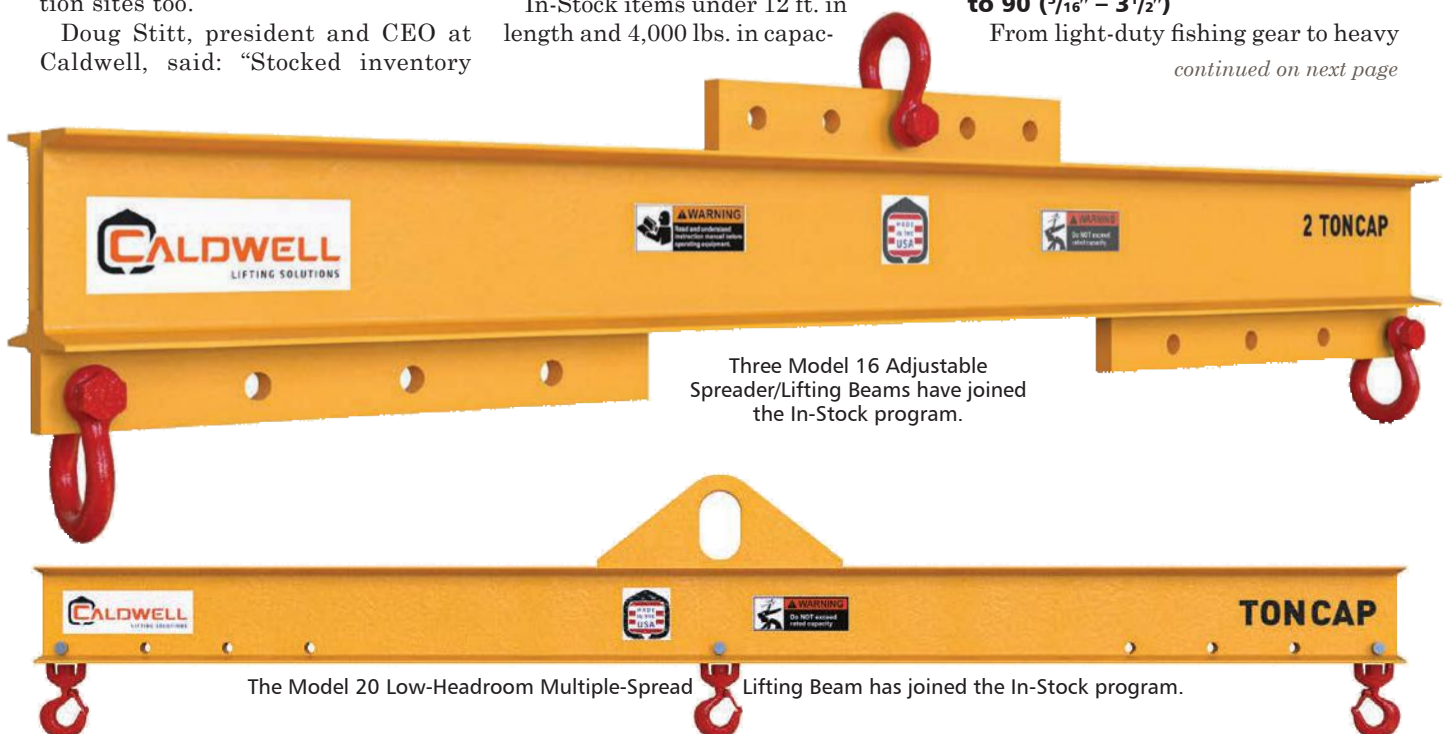
Extra Solid. Extra Reliable.

The STS ferrule's robust wall thickness and specially treated carbon steel deliver outstanding resistance to mechanical wear, corrosion, and elevated temperatures where standard aluminum systems can fall short.

A Comprehensive Range — Size 5 to 90 (3 1/16" – 3 1/2")

From light-duty fishing gear to heavy

continued on next page





heavy-duty anchor configurations tailored to their exact operational needs. From over-the-road transport fleets, utility trailers, and pickup truck beds to harsh marine decks, construction job sites, agriculture, and OEM machinery platforms, these tie-downs adapt to almost any surface or load requirement.

The addition of the 4-hole model provides enhanced load distribution and maximum holding stability for heavier-duty applications. Manufactured from high-quality 304 stainless steel, all tie-down rings in the program deliver long service life and superior resistance to harsh environments.

"This expansion is about giving customers tie-down solutions they can trust when strength, stability, and corrosion resistance matter most. By adding the double ring series alongside our standard models, we are giving customers more stable, corrosion-resistant solutions that help protect equipment, improve safety, and perform reliably over time, which is what they expect from Suncor Stainless." - Patrick Striebel, President/CEO

The program includes multiple ring styles and mounting configurations, including D-rings, triangle rings, and rectangle rings, as well as surface-mount and recessed pan options to support a wide range of installation requirements and load securement needs.

To learn more about the world's most complete and highest quality sources for stainless steel hardware and custom parts visit suncorstainless.com.

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offshore slings, STS covers the full spectrum. And because each die set covers a wider range of wire rope diameters, your investment in tooling goes roughly twice as far compared to slim steel systems.

Certified Performance You Can Count On

Type tested to EN 13411-3, the STS system guarantees at least 90% efficiency of the wire rope's Minimum Breaking Load. Approved for crane ropes and offshore use worldwide.

The Smart Alternative to the Flemish Eye

STS delivers all the strength benefits of a carbon steel termination, combined with the speed and simplicity of a straight turnback system. Faster installation. Fewer steps. Consistent results.

As the original designers of this system, Talurit® supports you from selection to quality control. With detailed splicing instructions, ferrule selection guidance, and our hands-on training program available onsite, online, or at our facilities in Gothenburg.

When you work with STS, you're not just buying a ferrule. You're backed by over 75 years of wire rope expertise and the full technical support of the team that built the system.

To find out what Talurit's STS ferrules can do for your operation, send an email to info@talurit.com.

For more information about Talurit visit talurit.com.

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Suncor Stainless® Expands Tie-Down Ring Program with New Double Ring Series

Suncor Stainless® Inc. is the leading manufacturer for stainless steel hardware in the industrial, marine, government, architectural, OEM, and commercial industries. Suncor Stainless is expanding its new line of stainless-steel tie-down rings with the double ring series, designed to provide durable, corrosion-resistant anchor points for transportation, marine, construction, and industrial applications.

Designed for maximum versatility, the expanded program gives customers the flexibility to create custom,



Suncor Stainless expands tie-down ring program with new double ring series.



OZ Lifting's Parker Hale, Steve Napieralski, Richard Miller and Ashley Blum will talk attendees through a new line of stainless steel davit cranes, components and accessories.

OZ Lifting to Show New Stainless Steel Davit Cranes at WEFTEC

OZ Lifting Products LLC will exhibit a new line of stainless steel davit cranes, components and accessories at the Water Environment Federation's Technical Exhibition & Conference (WEFTEC), which takes place September 26-30, 2026 at the Ernest N. Morial Convention Center, New Orleans, Louisiana. The exhibition runs on the final three days; see OZ Lifting at Booth 2429.

OZ Lifting is a regular vendor at WEFTEC. Attendees are familiar with a range of material handling products used for wastewater and water treatment applications, where operators often encounter varying lift points, obstructions, or changing reach requirements during maintenance. Expansion of the stainless steel series reinforces the company's commitment to specialized high-performance industries, including those where corrosive, sanitary, and wash-down environments are constant.

The Stainless 850 and 1500 Davit

Cranes, of 850 lbs. and 1,500 lbs. capacity respectively, became the company's seventh davit family. They are available as complete stainless systems, with a full ecosystem of bases, winches, and accessories designed to work together. Type 304 stainless steel construction makes the cranes suitable to use in a multitude of demanding markets, including aerospace; chemical processing; electronics; food processing; mining; pharmaceuticals; manufacturing; textiles; and water treatment. The range offers superior resistance to rust, contamination, and long-term degradation.

Steve Napieralski, president at OZ Lifting, said: "It's relevant that this new line of stainless steel davit cranes has its origin in the WEFTEC community. Back when I first started attending the show decades ago, it was notable how often I was asked the question, 'Does that davit crane come in stainless?' At the time, the answer was almost always, 'No'. Stainless steel was just too cost-prohibitive, so options were limited or fully custom.

"But the need was clear. These environments are tough... constant moisture, harsh chemicals, tight spaces... and people needed something durable, portable, and built to handle it. That stuck with me over the years. We saw a real gap there, not just in wastewater, but across industries like food processing, cleanrooms, and marine applications. This launch is our answer to a question that's been

asked for many years."

Fully compatible with existing OZ davits and components, WEFTEC attendees can upgrade or expand selectively without replacing entire systems. The Stainless 850 and 1500 Davit Cranes support mix-and-match configurations between stainless and standard components, based on application needs, while providing a cost-effective path to transition into stainless steel for corrosive environments. Davits are available with a full suite of supporting stainless products, including pedestal, socket, and wall bases; mast extension; wire rope holder; headache ball; backing plate; rope assemblies; and manual brake winch. Other key product features include electropolished finish, offering corrosion resistance and easy cleaning; a drill drive winch; and integrated Weston brake.

As WEFTEC visitors will also experience, the wider stainless steel series includes chain hoists, beam clamps, push beam trolleys, manual winches, and davit cranes, allowing users to build complete stainless lifting solutions. Hoists, clamps, and trolleys are available in capacities up to 5 tons, while manual winches are offered in 1,000, 1,500 and 2,000 lbs. capacities. All products are lubricated with NSF H1 food-grade grease; load tested; and include a test certificate for traceability.

See these OZ Lifting products—and more—at WEFTEC Booth 2429.

Learn more at ozliftingproducts.com.

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More Product News on next page



Find a product or
service on our
NEW & IMPROVED
Online

SUPPLIERS DIRECTORY

Go to: wireropenews.com

Product News continued from previous page

CMCO Unveils the Next Generation of Kito Manual Chain Hoists

Introducing the CQ – Designed to Make Lifting Easier for Everyone

Columbus McKinnon is proud to announce the launch of the Kito CQ, a groundbreaking new generation of manual chain hoists engineered to redefine the standards of safety, efficiency and ease of operation on job sites worldwide.

As industries and workplaces continue to evolve, the traditional hand pull force required for manual hoisting has become an important consideration point for customers. To address this challenge, the Company has reimagined what a manual chain hoist can be. The result is the Kito CQ—a manual hoist that prioritizes reduced physical strain, enhanced safety and effortless operation from any position.

40% Reduction in Hand Pull Force: A New Benchmark in Usability

The new Kito CQ delivers a remarkable 40% reduction in hand pull force compared to conventional manual chain hoists. For 1-ton models, the required hand pull force is dramatically reduced from 29 kilogram-force to just 18 kilogram-force, enabling operators to transition from a strenuous two-handed, pull-and-reset motion to a smooth, continuous hand-over-hand action.

This improvement significantly re-

duces operator fatigue, especially during extended use, and helps boost productivity across demanding job sites.

Engineered for Comfort, Control, and Safety

The Kito CQ's design goes beyond power—it focuses on the operator, providing...

- Reduced physical burden that enables safer, more efficient operation.
- Improved ergonomics to make lifting more intuitive and accessible for workers of all experience levels.
- Consistent performance to support long-duration work with less physical strain.*

*Performance may vary by worker and load conditions.

Introducing Kito's Enhanced Overload Limiter (OLL) – Patent Pending

Every Kito CQ is equipped with a newly enhanced, patent-pending Overload Limiter (OLL) as standard. This advanced safety feature:

- Helps prevent excessive loading
- Enhances activation consistency
- Protects workers and equipment
- Reduces the risk of breakdowns
- Contributes to extended hoist lifespan

This innovation underscores the Kito brand's commitment to smarter, safer lifting solutions that contribute to long-term operational reliability.

Redefining the Act of Lifting

The Kito CQ represents a major evolution in manual hoist technology. By reducing strain and improving ease of use, it ensures lifting tasks can be performed

safely and efficiently—by anyone, from any angle, in any environment.

Columbus McKinnon's commitment remains clear: to make lifting easier, safer, and more productive for every worker, everywhere.

Comprehensive information on Columbus McKinnon is available at cmco.com.

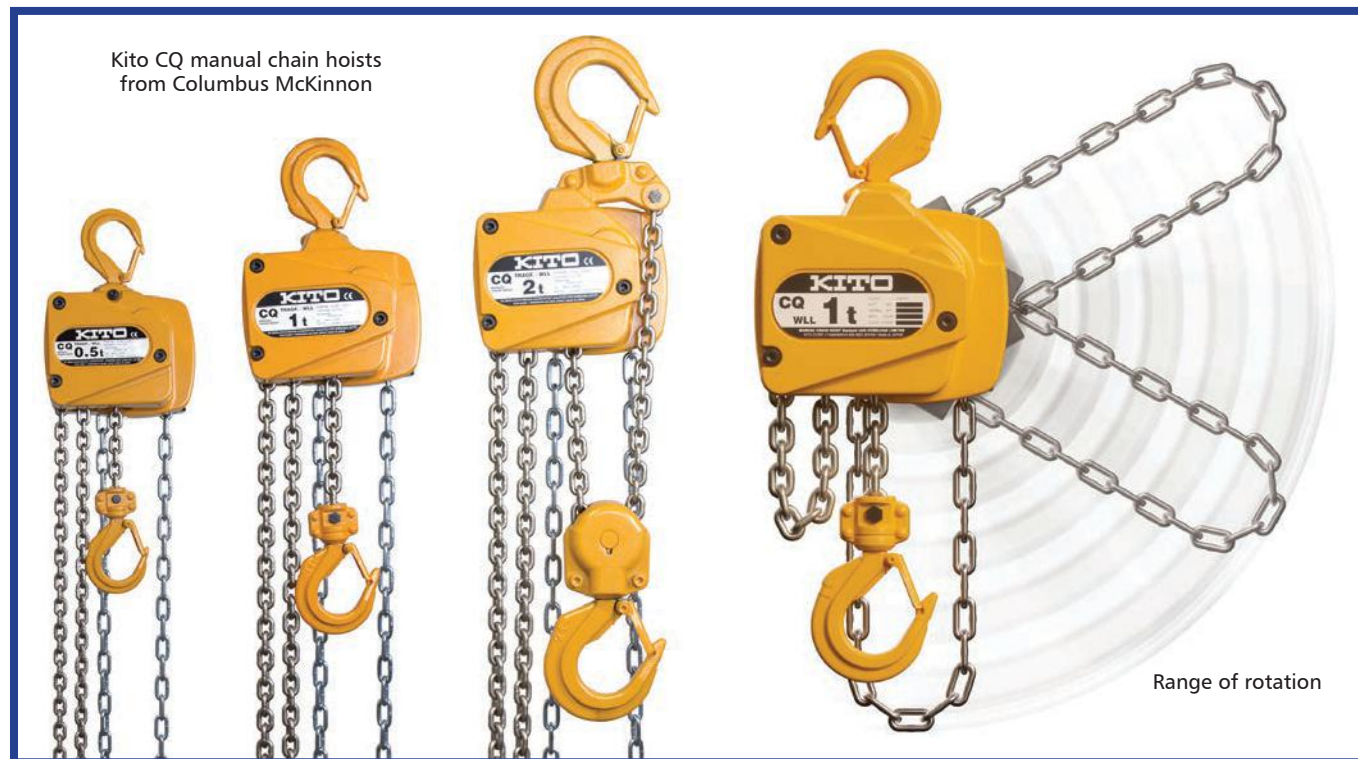
Genie Launches 15,000 lb Pick-and-Carry Telehandler, Delivering High-Capacity Performance for Large Material-Intensive Jobsites

Optimized for pick-and-carry applications, the highest-capacity model in Genie's 44-foot family delivers mobility, fast cycle times, and more work completed per shift

Moving materials efficiently across expansive jobsites is a common challenge found on large-scale construction and infrastructure projects, steel erection, industrial maintenance, and energy applications, including oil, gas, and wind. In these environments, telehandlers often function as material shuttles, transporting loads from delivery zones to work areas.

The new Genie® GTH™-1544 is designed for this reality, enabling faster movement, reduced setup time and improved workflow, resulting in measurable productivity gains over the course of a shift.

"For many jobsites, especially large footprint projects, productivity comes from how efficiently materials move—not just how high they can





The new Genie® GTH™-1544

be placed,” said Kyle Holdridge, Genie Global Product Director, Telehandlers. “Whether you are unloading and transporting materials to laydown yards, staging materials for installation, or supporting jobsite cleanup, the GTH-1544 has the strongest lifting envelope in its class, along with an unrestricted drive envelope that keep loads moving.”

With a 15,000 lb lift capacity and 44 ft 7 in lift height, the GTH-1544 is designed to deliver jobsite productivity over a full shift, not just a single lift. Unlike traditional pick-and-place telehandlers that rely on stabilizers, Genie’s pick-and-carry telehandlers are engineered for mobility, enabling operators to transport materials quickly and complete more cycles per shift.

Sustained Productivity Across Every Lift, Every Shift

Operators benefit from higher usable capacity at full height and throughout the lifting envelope, and the ability to make frequent lifts without stopping to reconfigure or set stabilizers. A cab that boasts 360 degrees of visibility enhances operator confidence and precision, while front and rear limited-slip differentials provide excellent traction across rough terrain.

A chassis with proportional frame leveling enables operators to pick and place loads on side slopes up to 10 degrees, expanding working capability in real-world conditions. A multi-functional single joystick delivers smooth load handling, and a redesigned gauge cluster is easier to read.

A full fork and carriage portfolio, along with standard lifting shackle, provides flexibility for a wide range of material handling tasks. Optional fea-

tures, including a back-up camera and Load Moment Indicator, further support safe, productive operation.

Built for Large Jobsites Where Material Handling Drives Productivity

By focusing on application-driven performance, Genie’s pick-and-carry telehandler family helps contractors rethink how telehandlers are selected.

“Not all 10K, 12K or 15K machines are created equal. Choosing the right configuration for the job can significantly improve efficiency, reduce unnecessary machine complexity and increase overall productivity,” said Holdridge.

Highlights

- The GTH™-1544 has the best overall lifting capacity in its class for pick-and-carry work. With 15,000 lb capacity and 44 ft 7 in lift height, the GTH-1544 handles most lifts without stabilizers, reducing cycle time and increasing lifts per shift.

- Controls, cab, and stability features are designed for an operator experience that sustains productivity.

- An unrestricted creep drive at full height allows adjustments for final positioning.

For more information on Genie products and services, visit genielift.com.

CMCO Announces Expansion of its Crosby Easy-Loc® Shackle Bolt Securement System

Bolt securement made easy, now available for smaller capacity shackles

CMCO, a leading designer, manufacturer and marketer of intelligent motion solutions for material handling, announces the expansion of its popular

continued on next page

Lifting Expectations



CARTEC60 Stainless Steel

European Excellence wherever the use of Stainless Steel is required.

IN STOCK - READY TO SHIP!



Lifting Expectations.

getit@allmaterialhandling.com

continued from previous page

Crosby Easy-Loc bolt securement system to include 16 new capacities compatible with Crosby G-2130, G-2140, and G-2160 shackles.

Easy-Loc delivers enhanced safety, faster installation, and long-term reliability by eliminating the need for cotter pins and enabling fast, toolless, ergonomic assembly. Installation can be completed in three easy steps, with one hand, allowing users to complete an assembly 90% faster than the traditional bolt, nut, and cotter pin method.

With its unique patented design, Easy-Loc is corrosion-resistant and engineered for lasting performance in demanding environments. It is also DROPS compatible, minimizing the risk of dropped components.

Easy-Loc is compatible with new and existing shackles already in service. Integrated handles are available on larger sizes to allow for safer and easier handling.

New capacities include:

- Crosby G-2130E – 25t, 35t, 55t, 85t, 120t, and 150t.
- Crosby G-2140E – 30t, 40t, 55t,

85t, 120t, 150t, and 175t.

- Crosby G-2160E – 30t, 50t, and 55t.

Contact a local CMCO sales representative or visit cmco.com/easy-loc for more information.

Introducing the Alimak Levato 450 Construction Hoist

Alimak is proud to unveil the Alimak Levato 450 construction hoist, designed to elevate safety, efficiency, and sustainability in vertical access. Built on Alimak's reliable rack and pinion technology, the Levato 450 is engineered to meet the demanding needs of modern construction and rental projects.

Modularity

The Levato 450 features a modular cage design, enabling reconfiguration into various sizes and capacities. With multiple door and ramp options, including gate placement possible on any three sides of the hoist, loading and unloading bulky materials has never been easier. This versatility helps rental fleet owners customize the hoist for different job sites, maximizing fleet utilization and efficiency.

Compatibility

Designed for compatibility with

both existing and legacy Alimak construction hoists, including SC 45/30 and Scando 450, the Levato 450 integrates effortlessly into your fleet. It also shares the same mast type as the Alimak MC 450 mast climbing work platform range and TPM transport platforms, making it an ideal choice for projects requiring flexible vertical access solutions.

Intelligent Control

The Levato 450 features the advanced ALC III intelligent control system, enhancing safety, accuracy, and efficiency on-site. This system reduces waiting times, improves landing precision through sensing devices, and includes a frequency control unit to ensure smooth start and stop functions, reducing wear and tear.

Improved Car Door Design

The Levato 450 boasts an improved car door design, simplifying installation and reducing setup time. This accelerates machine preparation upon delivery, allowing projects to get underway faster, maximizing efficiency.

Committed to Sustainability

The Levato 450 is tailored for environmentally conscious construction sites. With features such as frequency converters that minimize power consumption and the use of locally sourced raw materials, this hoist reduces its environmental impact. Real-time monitoring via the My Alimak web portal streamlines operations and ensures energy-efficient performance, extending product life cycles while minimizing waste.

Digitally Connected

The Levato 450 is fully connected and accessible through My Alimak, a web-based portal that offers advanced features such as BIM Gallery and performance statistics project managers gain real-time insights into equipment utilization, ensuring improved productivity, streamlined material flow, and proactive maintenance. Each hoist is equipped with a QR code for instant access to essential documents and manuals, ensuring critical information is always accessible.

Efficient Power Distribution

For more efficient power distribution, the Levato 450 can be equipped with an optional busbar system, removing the requirement for a traditional cable system. Made of aluminium and configured in 3m lengths, the busbar handles 415-500V, 3-phase power feeds efficiently, offering simplified electricity distribution and easier maintenance.

Why Choose the Alimak Levato 450?

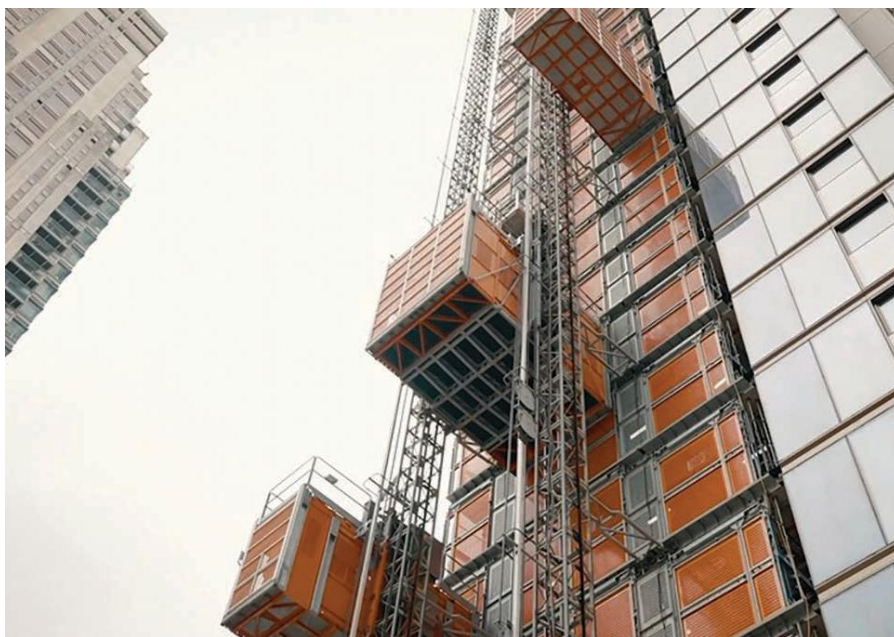
The Levato 450 construction hoist is



KITO Crosby Easy-Loc shackle family

KITO Crosby Easy-Loc group.





Alimak Levato 450 construction hoist installed on a modern building project

engineered to handle the toughest construction environments with a robust and durable design. Its smart combination of safety features, modularity, and intelligent control makes it the ultimate choice for enhancing productivity, safety, and sustainability on-site.

The Alimak Levato 450 is engineered to certification GB26557 and empowers construction professionals to work smarter, faster, and more sustainably.

Learn more at libraplant.co.za.

New eepos Jib Crane Delivers Lightweight Precision and Global Availability

- Lightweight aluminum boom for exceptionally smooth and easy handling
- Lifting capacities up to 1,000 kg and boom lengths up to 8 meters
- Successful development partnership between eepos and Erikkila ensures worldwide availability

Columbus McKinnon, a leading designer and manufacturer of intelligent motion solutions, products and technologies for material handling, is proud to announce the expansion of its light crane product portfolio with the optimized aluminum eepos Jib Crane. Key product enhancements include extended reach and exceptionally smooth handling due to the new aluminum boom.

Maximum Ergonomics Through Aluminum Technology

The optimized eepos Jib Crane is designed to further enhance efficiency and ergonomics in logistics and manufacturing processes. The boom, made of high-quality aluminum, ensures minimal weight with maximum stability.

The benefits for the operator are clear: incomparably easy crane handling and extremely smooth load movement, which drastically reduces the effort required during daily operation.

Despite its lightweight construction, this jib crane delivers impressive performance figures:

- Up to 500 kg load capacity with a maximum boom length of 8 meters
- Up to 1,000 kg load capacity with a

compact boom length of 4 meters

Custom lengths are also available to meet the exact needs of your application.

A Strong Partnership for the Global Market

The optimized jib crane reflects the close and synergistic collaboration between two iconic brands—eepos and Erikkila—leveraging years of combined expertise in the lifting industry.

“We see enormous potential in this optimized jib crane,” said Bastian Schönfeld, Senior Managing Director of the Light Crane & Workstation platform at Columbus McKinnon. “This is the first joint development collaboration between eepos and Erikkila, and it went exceptionally well, demonstrating just how much innovative power lies in combining our expertise.

Two brands – One Strong Foundation

The optimized jib crane will be sold under two brand names. Models with the aluminum boom and lifting capacities up to 1,000 kg will be sold worldwide under the eepos brand. Models with a steel boom and lifting capacities up to 1,500 kg will be offered worldwide through the Erikkila brand.

The eepos jib crane is available to order now. Comprehensive information on Columbus McKinnon is available at cmco.com. ■



New eepos Jib Crane Delivers Lightweight Precision and Global Availability.

PEOPLE IN THE NEWS

Caldwell Expands Engineering Sales with Major Hire of Melissa Searle

Rockford, Illinois-based The Caldwell Group Inc. has secured the strategic hire of Melissa Searle, sales engineer. She brings a wealth of manufacturing and industry experience from Laclede Chain Manufacturing Company LLC.

Searle has spent a distinguished career in a variety of engineering, product management, and operations lead-



Melissa Searle

ership roles. In her new position, she will work across Caldwell's entire product portfolio, helping customers solve lifting challenges through the development of custom lifters and engineered lifting systems that integrate technologies from the company's range.

Caldwell's catalog includes below-the-hook lifters, construction lifters, mill duty lifters, Renfroie clamps, and RUD lifting points. Caldwell partners with the RUD Group to unite their sales and marketing activities in North America; the RUD portfolio includes slings and lifting points for the most complicated tasks for integration into almost any application.

Jeff Ferchen, director of business development, said: "We are excited to have Melissa join our sales engineering team, as we keep building engineering expertise in support of our make-to-order product business. Melissa's industry knowledge and full range of engineering, operational, and sales experience means she can hit

the ground running."

Searle said: "I was looking for an opportunity to broaden my experience, challenge myself in new ways, and continue developing as a leader. Caldwell offers an exciting combination of technical, commercial, and leadership opportunities that made this feel like the right next step. What attracted me was the ability to combine technical problem-solving with customer engagement.

"The biggest challenge for me initially will be getting up to speed on this broad product offering and the variety of industries the company serves. Having spent nearly 10 years in a specialized segment of manufacturing, there will certainly be a learning curve. At the same time, that's one of the things that attracted me to the opportunity. I'm excited to learn from the team, expand my knowledge, and gain exposure to new products, applications, and markets. I see that challenge as one of the biggest opportunities for growth in this next chapter of my career."

Lifting people

Searle has already developed a strong reputation for helping customers identify effective solutions across engineering, product, and operational challenges. Her new role as sales engineer enables her to combine technical expertise with direct customer engagement, supporting end users in addressing complex real-world lifting applications. The position also provides exposure to a broader portfolio of products, markets, and industries, presenting opportunities to further expand her knowledge and experience.

Searle added: "Coming from a specialized manufacturing background, the opportunity to learn a wider range of products and markets is both motivating and energizing. I enjoy learning, and I look forward to expanding my knowledge. However, what stood out to me most wasn't a specific product or program; it was the people. I've had the chance to meet several members of the team over the years, and that's really where I first started to understand the company. While the variety of the business and the opportunities are exciting, it was ultimately the people and the culture that made the biggest impression."

Away from work, Searle leads an active lifestyle and enjoys a range of fitness pursuits, including running, strength training, and team sports. She recently took up half-marathon

running and is a keen flag football player. "Staying active provides both a challenge and an opportunity to recharge," she said. "I also really value time with my family and friends. Spending time with my nephew is one of the most meaningful parts of my life and something I genuinely look forward to. Those relationships are what keep everything in perspective for me."

Melissa Searle joined The Caldwell Group on June 22; she can be contacted at msearle@caldwellinc.com.

Learn more about The Caldwell Group at caldwellinc.com.

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Talurit Group Appoints Luke Staten as Vice President of Talurit, Inc. to Lead Growth in the Americas

As Talurit, Inc. continues to build on strong momentum across the North American market, the company announces the appointment of Luke Staten as Vice President. This strategic step reflects Talurit Group's commitment to exceeding customer needs and accelerating long-term growth throughout the Americas.

Luke Staten brings extensive experience from the lifting, rigging, and industrial hardware sector, where he has spent the majority of his career on the commercial side of the business. Starting in a role that spanned sales, marketing, and logistics, he developed a hands-on understanding of how a business operates at every level. From there, he progressed into regional and



Luke Staten

international sales leadership roles, working across North America and alongside global teams. Throughout his career, he has not only driven sales growth but also built strategies, developed teams, and strengthened market presence. Experience that translates directly to the ambitions Talurit, Inc. holds for the Americas.

What drew Staten to Talurit, Inc. was a combination that he describes as uniquely compelling: a strong global reputation paired with a still-forming presence in the U.S. market. “You are not starting from zero, but you still have a great deal of opportunity to shape what the business becomes in this region,” he explains. He was equally drawn to the alignment in values: a shared commitment to quality, long-term relationships, and doing things the right way.

Looking ahead, Staten’s focus is clear: to build a business that is recognized across the Americas as the trusted partner for wire rope equipment, lifting, and rigging solutions—one that grows alongside its customers and creates lasting value in every relationship.

“To me, success is not just about expanding our reach. It is about how we show up every single day. Being responsive, dependable, and genuinely invested in our customers’ goals. I firmly believe that when you lead with integrity and consistently follow through on what you promise, growth is not something you chase; it is something that naturally follows,” says Luke Staten, Vice President at Talurit, Inc.

“We are excited to welcome Luke to Talurit. He brings valuable industry experience, commercial leadership, and a strong commitment to developing teams and long-term customer partnerships. At the same time, this next chapter is built on the dedication and capabilities of the talented team already in place. Growth is never the result of one person, it comes from people working together with a shared ambition. We look forward to building on the strong foundation we have and continuing the journey together. I am confident that Luke will be a great addition to the team and that, together, we will continue to strengthen our position and create long-term value for our customers,” says Victor Lindh, CEO of Talurit Group.

The appointment comes at a defining moment for Talurit, Inc. Since its establishment in 2022, the U.S. subsidiary has grown steadily and with purpose. Earlier this year, Talurit, Inc. doubled its warehouse capacity at the

Warminster, Pennsylvania headquarters and launched a new 5,000-square-foot regional stocking hub in Hammond, Louisiana. Expanding both reach and responsiveness across the Southern and Western United States. Staten’s appointment builds on that momentum, adding the leadership infrastructure needed to scale the business further and serve an ever-broader base of customers and industrial partners throughout the Americas.

Learn more at talurit.com.

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Chant Engineering Expands Sales Team with Addition of John Organsky

Chant Engineering is pleased to announce the addition of John Organsky to its sales team as a Technical Sales Representative. In his new role, Organsky will work with customers to identify solutions that meet their testing, manufacturing, and operational requirements across a variety of industries.

“I was drawn to the company’s long

history, family-owned culture, and commitment to excellence,” said Organsky. “I’m excited about the opportunity to contribute to the company’s growth while developing my career in technical sales.”

Prior to joining Chant Engineering, Organsky served as a Technical Supervisor, where he coached technicians, resolved escalated customer issues, and maintained quality standards. Throughout his career, he has developed strong communication, customer service, and problem-solving skills while helping teams achieve their goals and advance professionally.

“I’m proud of the strong communication, relationship-building, and problem-solving skills I bring to the team,” said Organsky. “I enjoy working with people, understanding their needs, and helping them find solutions.”

As technology continues to advance, Organsky sees growing opportunities for companies that provide testing and validation solutions.

“As technology becomes more com-

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John Organsky (left), Technical Sales Representative, and Sharon Mathis (right), Chant Engineering Sales Manager, stand in front of a 1.3 million lb. (600 MT) horizontal proof test machine at Chant Engineering’s New Britain, Pennsylvania facility.

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plex, companies need highly accurate testing equipment to ensure safety and reliability,” said Organsky. “That creates exciting opportunities for companies like Chant Engineering to provide innovative solutions.”

One of Organsky’s primary goals is to quickly learn Chant Engineering’s products, processes, and customer applications so he can become a trusted resource for both customers and colleagues. Long term, he hopes to take on additional responsibilities and contribute to the continued growth of the organization.

“I understand the importance of communication, problem-solving, and delivering results,” said Organsky. “I plan to use those skills to help expand our customer base, strengthen existing partnerships, and drive sales growth.”

Outside of work, Organsky enjoys spending time outdoors with his family, supporting his children’s activities, and attending car shows. He also has a well-known interest in Bigfoot, a topic he is always willing to discuss.

“I appreciate being part of an organization that focuses on solving real-world challenges through engineering excellence and strong customer partnerships,” said Organsky. “The opportunity to help customers find the right solutions is both exciting and rewarding.”

Chant Engineering welcomes John to the team and looks forward to his contributions as the company continues serving customers throughout the lifting and rigging, aerospace, defense, manufacturing, and testing industries.

For more information on Chant Engineering, visit: chantengineering.com.

SEE AD PAGE 21

DLM Names New Managing Director, Halford Becomes Chair

Dynamic Load Monitoring (UK) Ltd. (DLM), of Southampton, has named Chris Harrison managing director. Martin Halford, who formerly held the position, will remain in a full-time role, serving as chairperson.

DLM is a supplier of load cells, load monitoring technology, and cable working equipment to the lifting, rigging, wind energy, and wider renewables sector. Prior to joining, Harrison led global growth and strategic projects for a live events special effects and custom engineering company, operating worldwide across multiple sectors. He brings wide-ranging knowledge from the ener-

gy and industrial marketplaces, leading complex acquisitions and growth initiatives, complemented by strategic advisory experience with small and medium-sized enterprises (SMEs).

Halford said: “The cadence of growth of the company came as a bit of a surprise, and it became apparent that in order to progress further and hit the targets we want to get to in the next five years, we will need to structure the management differently. To facilitate this evolution, I wanted to take a step back from day-to-day operations to allow me to transition into a more strategic role, while also looking to engage more with larger projects that the business could undertake.”

Harrison said: “I was looking to join a market-leading engineering company with a great reputation, a strong team culture, and a mindset for future growth and development. DLM stood out to me for having all of these factors. It also represented an opportunity to work alongside Martin, benefitting from his long-standing expertise and drive for further develop-

ment and improvement.”

Leadership continuity Halford and Harrison are part of a leadership group that also includes Carly Collins, performance and people director; and Chris Scrutton, technical director. Five additional managers oversee quality, health, safety, and environment (QHSE); production; finance; engineering; and sales teams. Harrison becomes the 35th member of the DLM team.

Halford explained that customers will benefit from greater focus, clearer leadership, and continued stability. With Chris assuming the role of managing director, the business will have a dedicated day-to-day leader focused on operational excellence, developing its people, enhancing customer service, and delivering short- and long-term growth ambitions.

He added: “I will of course remain closely involved in the direction, culture, and vision of DLM, but Chris will have the authority and responsibility to lead the team and drive us forward. For staff, they will benefit from greater clarity of accountability and continued



Dynamic Load Monitoring (DLM) has named Chris Harrison (right) managing director. Martin Halford (left), who formerly held the position, will remain in a full-time role, serving as chairperson.

investment in people, systems, and processes. For customers, it means the same DLM values, technical expertise, and personal service they know, with a sharpened focus on improving delivery, performance, and support. Chris [Harrison] brings the right combination of commercial experience, leadership capability, and cultural fit to succeed. Importantly, he also has an engineering background.”

Harrison said: “In the short-term, my focus will be on ensuring a seamless transition from Martin’s leadership as I take on management of the business. I’m especially looking forward to spending time with our customers, understanding what they value most about DLM and listening to their future requirements, so we can continue to innovate and strengthen our position as the global first choice for load monitoring and offshore equipment.”

Learn more about Dynamic Load Monitoring (UK) Ltd at dlm-uk.com.

Caldwell Welcomes Three Hires at Stateline Manufacturing Alliance Signing Day

Rockford, Illinois-based The Caldwell Group Inc. welcomed three new employees at its first Stateline Manufacturing Alliance (SMA) Signing Day, held in the Conference Center at Blackhawk Technical College’s Beloit-Janesville campus.

Caldwell is a member of SMA, a group of manufacturing employers that are focused on creating greater exposure, engagement and interest in manufacturing jobs and careers for youth and adults alike. This was the fifth year it had held a ceremonial signing day, similar to those more commonly associated with sport, where the occasion celebrates previously unsigned players committing to teams.

Having walked the red carpet, Emerson Gantz, welder; Drew Shockley, grinder operator/material handler; and Jesus Arrieta, grinder operator, from Hononegah Community High School in Rockton, Illinois signed full-time employment contracts alongside representatives from Caldwell, in the presence of school officials and family members. They were part of a wider cohort of 33 students representing 11 different employers.

Caldwell continues to recognize that connectivity with the education sector is central to attracting the next generation of welders and other workers in the U.S. Fabrication is fundamental to production of the company’s Rockford-



Amy Garriss, who oversees education outreach; and Michael Stitt (far left), configurator engineer at Caldwell, welcome the signees.

made line of Caldwell-brand below-the-hook lifters, construction lifters, mill duty lifters, and Renfro-brand clamps.

Shockley and Arrieta’s roles largely center on the removal of surface defects, scale, and imperfections from steel products (bars, plates, billets, slabs, or coils) using grinding equipment, either large stationary machines or handheld grinders, depending on the piece. They prepare the steel, so it meets customer specifications before it ships out.

Day-to-day, that typically involves inspecting incoming steel, operating grinding equipment, conditioning the surface, measuring and checking, and changing grinding wheels or belts. It is physical, hands-on work that requires a good eye for detail, since over-grinding wastes material and under-grinding means the piece gets rejected. Many grinder operators move into welding, machining, or quality inspection positions, and the role often serves as a starting point in manufacturing.

Colleen Koerth, manager—workforce development at Blackhawk Technical College, said: “It was an incredible day, celebrating 33 students and their employer sponsors as they enter careers in manufacturing. This was our biggest Signing Day to date; we had a packed house at Blackhawk with more

than 250 attendees. Thank you to everyone who attended and helped make this event such a success. The SMA’s commitment to growing the manufacturing talent pipeline is evident through the momentum and initiatives shaping our future workforce.”

Talent in plain sight

Gantz’s journey into the welding job is particularly noteworthy because Doug Stitt, president and CEO at Caldwell, first heard him speaking about his skills on a radio station. Intrigued, Stitt sought him out in person, even as Gantz himself was searching for an entry point into industry. The story highlights a broader truth about workforce development: talent often exists in plain sight, but identifying and connecting it to opportunity can require proactive, human, and sometimes unconventional approaches.

Amy Garriss, who oversees education outreach at Caldwell, said: “We continue to make strides in community outreach to bring on the best talent in the Stateline area. We work with high schools and technical schools to identify great prospects and assist educators. The Caldwell name is much more well known in the college and high school world this year than it was before we started this; we’ve formed relationships with students, and they know

continued on next page

continued from previous page

who we are and what we do.”

She added: “Reality is, we can’t do what we do without the very best team in place. Every role matters, and strength across every department is essential to serving customers at the highest level. Skilled trades roles—especially welding positions—remain difficult to fill, with demand for qualified people continuing to outpace supply. However, once prospective employees learn what it is like to work at Caldwell, the opportunity becomes far more compelling.”

Learn more at caldwellinc.com.

SEE AD ON PAGE 19

Chris Legnon Installed as President of Steel Erectors Association of America

SEAA announces new board leadership and membership director

The Steel Erectors Association of America (SEAA) has installed Chris Legnon, Vice President of Technology at Cooper Steel Fabricators, Inc., as its 2026-2027 President and announced its newly elected officers and board of directors. The association also named Hunter Telleri as Director of Membership and Business Development.

The leadership transition comes as SEAA has experienced rapid membership growth and geographic expansion over the last few years, while onboarding new member services to meet the needs of steel erection business owners. Legnon has spent more than 20 years with Cooper Steel Fabricators. A member of SEAA’s board since 2015, he has chaired the Marketing Committee, served on the Executive Committee and was named SEAA Person of the Year in 2024. Legnon said his priorities include continuing SEAA’s growth while expanding workforce development, safety education and practical technology resources for steel erection contractors.

“Our industry is evolving quickly, and SEAA needs to evolve with it,” said Legnon. “Artificial intelligence has tremendous potential to improve



Chris Legnon

estimating, scheduling, document management and safety analysis, but technology only creates value when it’s implemented thoughtfully. Our industry has always managed risk carefully, and that same discipline should guide AI adoption—just one of the challenges facing our members today,” he said.

Officers and directors elected by the membership began their terms July 1. Newly elected directors are Troy “Twig” Terwilliger of Pioneer Construction and Katy Williams of Williams Erection Company.

Directors returning to the Board are Drew Heron of Deem Structural Services, LLC, Bryan McClure of Trivent Safety Consulting, Jack Metcalfe, representing the National Institute of Steel Detailing, and Lee Shaw of Kern Erectors, Inc. They will each serve three-year terms.

The 2026-2027 officers are:

- Chris Legnon, President (Cooper Steel Fabricators, Inc.)
- Carrie Gulajan, President-Elect (Construction Insurance Agency, Inc.)
- Glen Pisani, Vice President, Industry (MAS Building & Bridge, Inc.)
- Bryan McClure, Vice President,



Hunter Telleri

Associate Member (Trivent Safety Consulting)

- Jason McElrath, Treasurer (MP Specialty Insurance)
- Marc Cox, Secretary (Gardner-Watson Decking, Inc.)

HUNTER TELLERI JOINS STAFF TO SUPPORT MEMBERSHIP GROWTH

SEAA also announced the appointment of Hunter Telleri as Director of Membership and Business Development. Telleri brings business development experience from ADP and other B2B organizations, where she focused on client development and strategic growth. She will lead membership recruitment and engagement efforts for the association.

“Hunter’s experience building relationships and helping businesses grow will strengthen SEAA’s ability to recruit, engage and support members throughout the steel construction industry,” said Pete Gum, Executive Director.

“Beyond growing membership, I want to be a hands-on resource for our members to help them navigate any challenges and take full advantage of what SEAA has to offer them,” said Telleri.

Learn more about The Steel Erectors Association of America at seaa.net. ■

GET LISTED in the SUPPLIERS DIRECTORY

**Fill out the registration form
on our website: wireropenews.com**

Email: directory@wireropenews.com



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Legend: IFC = BC = Back Cover; Inside Front Cover; IBC = Inside Back Cover; CS = Center Spread

WORD SEARCH by Jay Stringham

Find the words hidden vertically, horizontally, diagonally & backwards throughout the puzzle grid

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

Word list:
AMERICA
ARTESIAN
CANADA
CAPACITY
CHASSIS
CRAWLER
ENGINEERING
GORDIE
HOWE
HYDRAULIC
MICHIGAN
REGULATION
SECUREMENT
SHACKLE
SPREADER
SUSPENSION
TELEHANDLER

GORDIE HOWE BRIDGE

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right equipment on the job and had one of our best superintendents in the country running the show. I think we successfully executed the job without any major surprises."

On May 14, 2015, during an event attended by then-Canadian Prime Minister Stephen Harper, it was officially announced that the bridge would be known as the Gordie Howe International Bridge. Howe, 87, and in failing health, did not attend the ceremony. Later, when asked by his son what he thought about the naming, Howe remarked, "That sounds pretty good to me." Gordie Howe died one year later, two years before construction on this amazing, essential international span began. **WRN**

PETER HILDEBRANDT published his first article in 1992. He has written for trade publications for 18 years. His third novel is about Washington Roebling, son of the "father of wire rope" in the U.S.

CROSSWORD by Myles Mellor

Answers on our website: wireropenews.com/crossword-puzzle/

Hints are often found in recent issues of Wire Rope News!

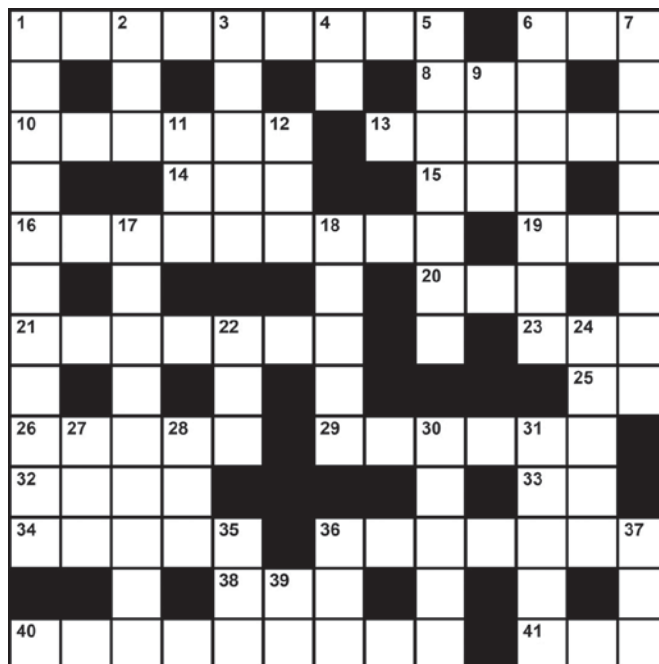
Across

- 1 Key safety factor in the management of mobile cranes on site
- 6 Drain of energy
- 8 Class "A" truck driver
- 10 Changes
- 13 Raised outer rim of a rope drum
- 14 Single unit
- 15 Weight units, briefly
- 16 Mechanical joint allowing a crane to rotate
- 19 Gives the green light to
- 20 Camera type, for short
- 21 Counters another force or object
- 23 Respectful form of address
- 25 Compass point, abbr.
- 26 Unwanted sound
- 29 Equipment used for lifting or moving heavy objects
- 32 Goodyear product
- 33 Chemical symbol for gold
- 34 Finished, ready-to-use length of steel cable with end loops used to connect heavy loads to lifting equipment
- 36 Lifting devices consisting of a horizontal cylinder turned by a crank on which a cable or rope winds
- 38 Night before a big occasion
- 40 Tensioning device or an overspeed governor rope system that controls the movement, length, or tension of a cable
- 41 Unit of work or energy in physics

Down

- 1 A crane's slewing ring and heel pin, for example- 2 words
- 2 ___ compressor
- 3 Scheduled competition or occasion
- 4 Electric vehicle, briefly
- 5 Highest
- 6 Devices that can detect a crane's position and movements
- 7 Ground ___: key factor that has to be measured before a crane can be placed in a certain location
- 9 Crane operator's place
- 11 Lithium-___ battery

- 12 Vast body of salt water
- 17 Fixing what's broken
- 18 Power tools manufacturer
- 22 Observe
- 24 Matter of debate
- 27 Crude ___
- 28 D.C. bigwig, abbr.
- 30 ___ tube
- 31 California lake
- 35 Make sense
- 36 Soaking
- 37 Droop under weight
- 39 US veterans' hospital, abbr.



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Leading the way in wire rope solutions since the '40s, Talurit® sets the standard in safety, efficiency, and reliability. With innovation at our core and our customers at the heart of everything we do, we continue to lead the way forward. Our comprehensive product range covers everything from ferrules and fittings to swagers, test beds, cutting machines, and coiling systems - making us the true full system supplier and top choice for wire rope professionals.

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The Talurit® **800T** swager combines unmatched power with exceptional precision. Engineered for heavy-duty performance, it guarantees consistent results in every splice, making it the preferred choice for professionals seeking efficiency, reliability, safety and long-term value.



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The **T-LOCTM** is our patented steel reinforcement product that extends the range of applications for the popular turnback ferrules. This innovative product allows the usage of T-ferrules on high tensile grade wire ropes up to and including grade 2160.



ANNEALING MACHINES

Shape and customize any type of tapered wire rope. The **AV 30**, for example, delivers precise and consistent annealing of wire ropes up to Ø30 mm. Built for reliability and ease of use, it enhances productivity while maintaining both quality and safety.



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Power through Grade 100 chains with the Talurit® **CC 50T** - cutting up to Ø 26 mm with precision and high efficiency. Built to handle heavy-duty production, our chain cutters are built both strong and reliable. No sparks, no smoke, no delays, no problems.



AUTOMATIC CUTTING MACHINES

The **LKA 30 PS** automatic cutting machine combines accuracy, speed, and durability. With clean, precise cuts and reduced downtime, it streamlines production and enhances safety allowing you to work faster and smarter.



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Behind every solution stands our expert service, support, and training. With decades of knowledge and hands-on experience, we empower customers to maximize efficiency, extend equipment life, and gain confidence in every job.



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CLASSIFIED

POSITION AVAILABLE

ASSEMBLY PRODUCTION MANAGER – Chain & Wire Rope / Rigging Department

St. Pierre Manufacturing, a family-owned manufacturing company, established in 1920, is seeking an experienced Assembly Production Manager to lead daily operations.

This is a hands-on "working manager" role responsible for overseeing the fabrication, assembly, and inspection of wire rope and chain slings, lifting assemblies, and related rigging products. The position supervises a 5-person shop crew and serves as a key liaison between management, sales, order entry, purchasing, vendors, customers, and shipping.

The ideal candidate should have a practical knowledge of wire rope and Flemish eye lifting slings, chain, rigging hardware, working load limits, and safe material-handling practices. Responsibilities include coordinating production schedules, reviewing orders for completeness and feasibility, supporting walk-in and phone-in customers, maintaining safety and quality standards, training shop employees, and helping improve workflow, lead times, and overall department performance.

Qualified candidates should have proven leadership experience in a production, excellent communication skills, and direct experience with wire rope sling fabrication and swaging.

This is a full-time position, Monday through Friday, 7:00 a.m. to 4:00 p.m.

To apply, please send an email to:

St. Pierre Manufacturing
317 East Mountain Street
Worcester, MA 01606

Email: info@stpierreusa.com

Website: www.stpierreusa.com

Inside/Outside Sales Position: Kulkoni Inc., a wholesale supplier of import and domestic wire rope and rigging supplies, has an open full time sales position. Preferred applicants should have a min. of 3-5 years of rigging/industrial

sales experience. Bachelors degree is preferred with strong verbal and written communication skills. Location is in Houston, TX. Some travel required. Be part of a growing industry-leading company. Work in a collaborative and supportive team environment. We offer full benefits including medical dental, FSA/HSA and 401k savings plans.

For further details or submitting resumes send communications to HR@Kulkoni.com.

Remote/outside sales management position available for an experienced wire rope sales person. Landmann Wire Rope is WHOLE-SALE only, but will consider all applicants from the rigging/industrial/crane sectors of the wire rope industry. Salary plus commission, 100% paid health insurance, 401k after 1 year of employment. Please email a resume' to chris@landmannwire.com and we can schedule a phone call to discuss further.

OUTSIDE SALES: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced sales person of rigging products. Prior knowledge of hoist and material handling products along with alloy chain rigging is preferred. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance.

If you are interested in making a difference as a member of a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community, please send your resume to hr@allmaterialhandling.com.

INSIDE SALES: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced sales person of rigging products. Prior knowledge of hoist and material handling products along with alloy chain rigging is preferred. This position will be a mixture of inbound and outbound phone sales & customer service. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance.

If you are interested in making a difference as a member of a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community, please send your resume to hr@allmaterialhandling.com.

HOIST PRODUCT MANAGER: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced engineer / product manager with focus on chain hoists. The position can be full time or part time.

If you are interested in making a difference as an employee or sub-contractor at a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community please send your resume to hr@allmaterialhandling.com.

We are searching for a strong, reliable distribution center manager for our warehouse in Tampa, FL. A minimum of five years of management of a warehouse/distribution center experience is required. Please send your resumes to veronica@elitesalesinc.com.

Branch Manager – West Palm Beach
Certified Slings & Supply has a warm winter waiting for you. We offer great benefits, growth opportunities, and we are always looking for great team members. Apply at www.certifiedslings.com/careers or send resume to HR@certifiedslings.com. Equal Opportunity Employer/VET/Disability.

GREATER RICHMOND AREA
Rigging Shop Assistant Manager; Required Rigging Fabrication/Sales Experience. We also provide rigging and safety training and inspec-

tions. Benefits include paid health insurance and the possibility to take over the business. Send inquiries to trshiring@gmail.com.

Company: Southern Wire, a leading wholesaler/distributor of wire rope, slings, chain, and fittings is expanding its sales force.

We are seeking Inside Sales Representatives for the Memphis, TN area. We offer a competitive base salary and commission program. Our excellent benefits package includes medical, dental, life, disability, paid vacation, & 401K. Please visit company website: www.houwire.com.

College degree preferred – Industry knowledge a must. Send resume in confidence to: marketing@southernwire.com or Fax# 662-893-4732. *No calls please*.

Heco Slings Corp. located in Norfolk VA.

Looking for Experienced Wire Rope Fabricator/Rigger. Fabrication of wire rope slings and chain assemblies. General knowledge of rigging applications.

We offer competitive pay, company paid profit sharing. Benefits include: Paid Vacation, Health Dental and Vision, Company paid Life insurance.

Please send resumé to:

Heco Slings Corp
4570 Progress Rd
Norfolk VA. 23502

Marine industrial rigging shop looking for CDL driver and rigger experienced only must be willing to work in labor intense environment. Mechanically inclined. Contact John at 508-993-0070.

OUTSIDE SALES REP – BAY AREA

West Coast Wire Rope And Rigging, Inc.

Position Description: Performs sales function for new and existing accounts aimed at Industrial applications, including crane services and/or construction for wire rope and hardware. Also, delivers high quality and efficient customer service by utilizing knowledge of company products and programs.

Job Functions:

- Pioneers and develops all potential accounts within assigned territory.
- Develops call schedules and itinerary for efficient time management of sales calls.
- Makes customer sales calls obtaining; orders, specifications for products and marketing information.
- Maintains accurate records for all assigned accounts as to contacts, competitors, products, pricing, potential sales, and marketing information.
- Provide timely and accurate information to new and existing customers when requested, using product and application knowledge.
- Coordinates sales requirements with Inside Sales Manager and Shop Foreman to meet customer needs and maintain acceptable customer service level.
- Explores new business opportunities and relationships for the company.
- Provides a positive image of WCWR with customers and co-workers.
- Prepares reports as required, and submits them in a timely manner.
- Attend and participate in designated sales meetings.
- Special projects as needed by Sales Dept.
- Hiring Requirements:**
- Minimum 2 year of either Inside or Outside Sales experience.
- A motivated self-starter, with excellent interpersonal skills.
- Wire Rope & Hardware Industry Knowledge a plus.
- Computer skills, including Microsoft Products.
- Must be detail oriented and organized.
- Must Possess a Valid Driver's License.

Please submit your resume to the HR Manager: brianc@wcwr.com.

Place Your Ad!



\$2.00 per printed line
minimum \$8.00 per ad/per issue
minimum 3 issues

Just send an email
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info@wireropenews.com
with the subject "Classified Ad"

We'll set it up, send you a proof
and quote the price.

Remember to include all your
contact information for people to
reach you and choose one of the
existing headings which your
ad is to appear under.

Ad may not be published if your submission
has incomplete billing or ad information.

POSITION WANTED

Outside sales professional with 20+ years experience seeking full time position. Willing to relocate. Reply to mrrigging@gmail.com.

Our client requires a part-time Bookkeeper (1-2 days/week) to assist them with an ongoing temporary assignment. This position could become permanent for the right candidate. You will be responsible for Bookkeeping, Accounts Payable entering, setting up inventory, filing, organizing and some administrative duties. You must be able to thrive in a team environment and also work well alone.

The successful candidate for this role will have excellent knowledge of Simply Accounting. Strong written and oral communication is a must. To be considered for this great opportunity please e-mail us at employmentjoboffer9@gmail.com.

Loos & Co., Inc. manufactures stainless steel and nickel alloy wire and cable products. We are seeking an Engineer with experience in metallurgy, preferably with a wire drawing background. Must have a BS in metallurgy, or substantial industry experience in wire or specialty metals industries. Medical grade alloys knowledge is a definite plus. We offer competitive wages with a comprehensive benefit program. An EEO/AA Company.

Visit our website at www.loosco.com
Forward resumes to careers@loosco.com

Experienced Wire Rope Sling (Flemish) fabricator needed. CWR Hawaii is seeking a worker with knowledge and hands-on ability to fabricate wire rope and chain assemblies. Full-time, 401k, vacation, insurance, and other benefits. Relocation cost can be negotiated.

If you are interested in working for our company, please e-mail me at allen@cwrhawaii.com or call me at 808-843-2020.

Former Division-Product Manager, Regional Outside Sales Manager desires southeast territory to manage and solicit accounts in the wire rope, chain, fittings, and related industries. Over 25 years experience including District Manager, Bethlehem Wire Rope, Regional Manager, Wire Rope Ind Product Manager, Rud Chain, Inc. Interested parties reply to M.E. (Mike) Givens mike90309@aol.com, ph 256-476-7700.

HELP WANTED

Fast growing Billings Montana industrial supply and rigging shop seeks experienced rigger and wire rope assembler. Must be familiar with all aspects of rigging shop operations. E-mail resume to bjones@gotbolts.com.

REPS WANTED

Manufacturer Representatives for Lifting Equipment & Accessories wanted by KWS Inc., a member of the THIELE-Group.

Representative shall call on sling makers and rigging companies and should be familiar in the business.

Territories are now available in NE, KS, MO and TN. Also territories for Western Canada are available.

Please visit our website www.kwschain.com and contact us at h.kurz@thiele.de.

ELT Lift has openings for independent sales reps and resellers to cover a variety of sales channels across the US and other markets. Fill out the form and we will be in touch to discuss specifics. Thank you for your interest. www.elt-lift.com/about/resellers.

Sales rep wanted for an established manufacturer of labels and sling tags. We are looking for a sales rep that currently calls on sling makers and rigging companies and is familiar with the business. Etiflex is a registered trademark and manufactures custom sling tags for synthetic

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PRODUCT LINES WANTED

Merit Sales, Inc. (Manufacturer Representatives) is looking for rigging related lines to compliment the manufacturers we currently represent. If you need sales people in any of our states (AL, AR, FL, GA, LA, MS, NC, OK, SC, TN, TX, VA) please contact. We also have 2 regional warehouses available in the Atlanta area & Houston. e-mail: johnhg@meritsalesinc.com or call Johnny at 713-664-7723.

HARDWARE FOR SALE**CROSBY BLOCKS FOR SALE:**

• 6" 2 Ton, C-700 single sheave snatch block, for 3/8" WR, 42 pieces.

• 6" 4 ton, 642B Western double sheave block for 3/8" WR, 53 pieces. Contact DD Sling at ddsling.com.

For Sale: 15 reels of 1" dia. 6 x 36 BRIGHT EIPS IWRC DOMESTIC WIRE ROPE, WASHINGTON WIRE ROPE, plus freight. Total amount of wire is 15,000 feet. Call Drew 504 259 3978.

HARDWARE WANTED

Williamsburg Bridge Suspender Rope.

I am a very avid collector of bridge paraphernalia and 'Bridge Parts'. I am looking for a section of genuine Williamsburg Bridge suspender rope. It's 1.5" diameter and the wires in the outer sections of the Core and Strands have a varied diameter. VERY similar to Manhattan bridge suspender rope but Manhattan bridge rope has all wires at same size. Will pay a fair price and I'll be willing to include a copy or two of my well-known book, The Magnificent Bridges of New York City. My E-Mail is drfrieder@aol.com.

EQUIPMENT FOR SALE

Esco Swager 500 Ton, completely restored with power unit, located on the East Coast and ready to ship. Email: selina@theriggingbox.com.

ESCO Mark 75 Swager Press - Like New, Excellent condition. 573 hours on Press and Power Pack Unit.

ESCO Mark 150 Swager Press with Power Pack Unit. Press Completely Refurbished.

ESCO Mark 150 Swager Press - Completely

Refurbished; Die Plates Moved Back to Press 1 1/2". Email lee@pacificindustrial.com.

• 500 ton National Swager with tooling; • Tinius Olsen 20K vertical proof tester; • Tinius Olsen 44K horizontal proof tester w/30 foot bed. Located in Scranton, PA, in use & calibrated. Email: mlawrence@spencerindinc.com.

BUILDING FOR SALE

RIGGING WAREHOUSE FOR SALE: 20,000 sq ft Steel building, 22 ft ceiling, 1700 sq ft offices, 3 phase electric, 2 dock high loading docks, 1.75 ac; Large yard space. Location: NE GA, near Atlanta, I-85, SC, NC. Reply: Gabldg2020@gmail.com or tel: Ed or Paul, 305.238.2375.

COMPANIES: BUYING & SELLING

Are you thinking about your company's succession plan and the thought of selling to Private Equity or the three major players in the U.S. doesn't sound appealing? We should talk. I am an experienced rigging professional who has spent the past few years pursuing acquisition entrepreneurship. I have the means and relationship with a commercial lender to get a deal done. My goal is to preserve your brand and your company culture for your employees, while scaling the business. I will gladly sign a mutual NDA/CA. Please email riggingshopbuyer@yahoo.com to start a dialog.

SEEKING ACQUISITION - A leading U.S. distributor and fabricator of wire rope & synthetic slings, rigging hardware, overhead cranes, and custom engineered lifting devices is seeking to expand its existing business through the acquisition of similarly focused companies. With a proven and successful history of driving growth through strategic and mutually beneficial acquisitions, we are ideally positioned to pursue additional acquisition prospects. Interested parties should respond using this confidential email address acquisition@slingsbuyer.com.

SEEKING MERGER

Rigging products company seeks merger: A nationally-prominent rigging equipment manufacturer seeks to grow through merger with similar company. Strong brand recognition and extensive cargo control, wire rope, chain and synthetic sling production capabilities have fueled our growth. We now seek a merger partner so that we may take advantage of economies of scale and get to the "next level". The business is not for sale; merger inquiries only. Principals only please, no brokers. Respond in confidence to rigmerger@gmail.com. ■



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A.I. & TRADE SHOWS

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laster. "Instead, I use the voice recorder on my cell phone, and then have ChatGPT or some other A.I. tool summarize the resulting transcript and provide key takeaways."

Bonus tip: Recorded and transcribed conversations with exhibitors can provide useful records of a vendor's price, terms, and delivery negotiations.

Step #7: Have A.I. recap the show

At the end of each day, ask your chatbot to summarize all interactions, highlight new opportunities, and suggest follow-up tactics. Also ask for reminders of any steps you were planning to take but overlooked.

The same debriefing is valuable at the end of the show. What new exhibitors, products and services were discovered? What industry trends were discussed? What new or improved strategies have arisen?

Bonus tip: Distribute your chatbot's summary to colleagues back at the office.

From stamina to strategy

Smart use of A.I. programs can maximize the return achieved from the time and money spent attending a show.

YOUR MENU OF A.I. PROGRAMS

There's no single "best" A.I. program for getting the most from a trade show. Much depends on user familiarity and specific needs. Here's a rundown of the most popular chatbots:

Microsoft Copilot: (copilot.microsoft.com) Analyzes trade show notes on the fly. Its integration with Word and Excel makes it a breeze to use.

ChatGPT: (chatgpt.com) Proven performer when it comes to turning transcripts into insights and decisions. Its popularity means you can easily share usage tips with others at the show.

Gemini: (gemini.google.com) Good at organizing large volumes of notes. Integration with Google Workspace makes it a natural choice for people using Google Docs and Sheets.

Claude: (claude.ai) Expert at

deep-dive analysis of lengthy transcript sets from multiple vendors.

Grok: (grok.x.ai) For brainstorming the implications of new information in light of larger industry perspectives. Takes a user-friendly, conversational approach.

Perplexity A.I.: (perplexity.ai) For fact-checking vendor claims and tracking down customer experience reports.

Plaud Note: (plaud.ai). For recording exhibitor discussions and instantly analyzing self-generated transcriptions. This credit-card sized device clips on the back of your smart phone.

Note: All of the above programs except Plaud Note and Gemini require users to first record and transcribe conversations on a smart phone's memo app (such as the iPhone's "Voice Memos") and then paste the resulting text transcription into the chatbot.

Chatbots can analyze new information and capsule input from exhibitors and colleagues in ways that supercharge your business activities.

"Trade shows used to reward stamina and walking the miles," said Heffernan. "Now they reward strategy. Your time on the floor is your capital, and A.I. helps

you allocate that capital intentionally, by prioritizing the conversations and industry insights that are going to matter the most to your business." **WRN**

PHILLIP M. PERRY is an award-winning freelance writer based in New York City. His byline has appeared over 3,000 times in the nation's business press. He can be reached at <https://www.linkedin.com/in/phillipperry/>

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