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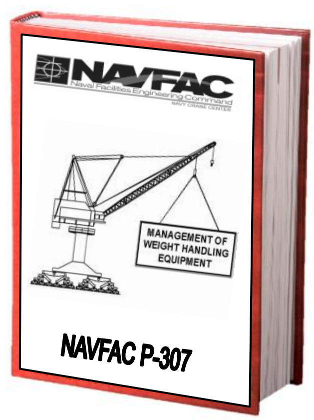
Naval Facilities Engineering Command
NAVY CRANE CENTER

Navy Crane Center



NAVFAC P-307 Training

CATEGORY 3 NON-CAB OPERATED CRANE SAFETY
WEB BASED TRAINING
STUDENT GUIDE
NCC-C3CS-04

Naval Facilities Engineering Command
Navy Crane Center
Norfolk Naval Shipyard, Bldg. 491
Portsmouth, VA 23709-5000
Comm. Phone: 757.967.3803, DSN: 387
Fax: 757.967.3808
http://www.navfac.navy.mil/navfac_worldwide/specialty_centers/ncc.html

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INTRODUCTION

Welcome

Welcome to Category 3 Non-Cab Operated Crane Safety.

Category 3 Non-Cab Operated Crane Safety is designed to acquaint incidental crane operators with Navy requirements for the safe operation of Category 3 non-cab operated cranes.

Topics covered include: Crane Types and Components, Crane Pre-Use Check, Lift Types, Determining Load Weight, Load Weight Distribution, Rigging Gear Requirements, Sling Use and Sling Angle Stress, D to d Ratio, Crane Communications, Safe Operations, and Crane and Rigging Accidents.

Course Learning Objectives

Upon successful completion of this course you will be able to: identify crane and component types, complete a crane pre-use inspection, determine load weights, load weight distribution, and sling angle stress, identify proper selection and use of rigging gear, identify proper crane communication methods, and identify crane and rigging accidents.

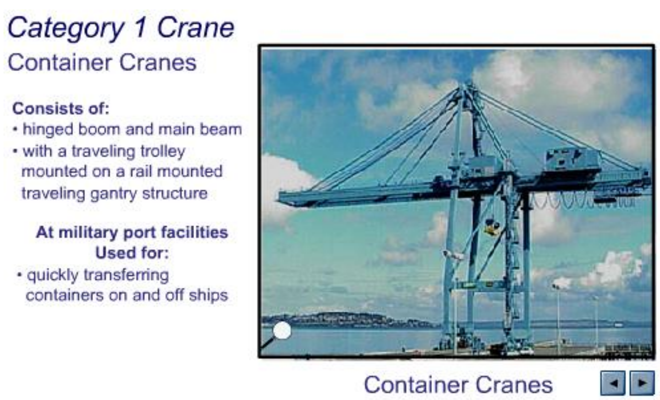
Crane Types and Components

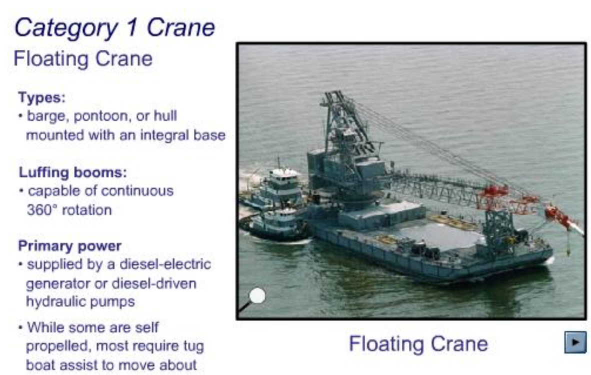
Welcome
Welcome to Crane Types and Components.

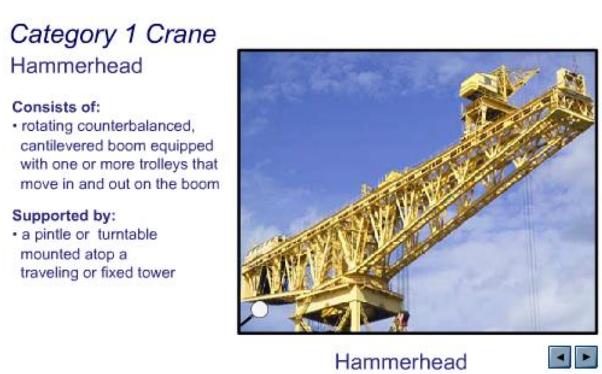
Learning Objectives
Upon successful completion of this module you will be able to define and identify crane types, critical crane components, load bearing parts, load controlling parts, and operational safety devices.

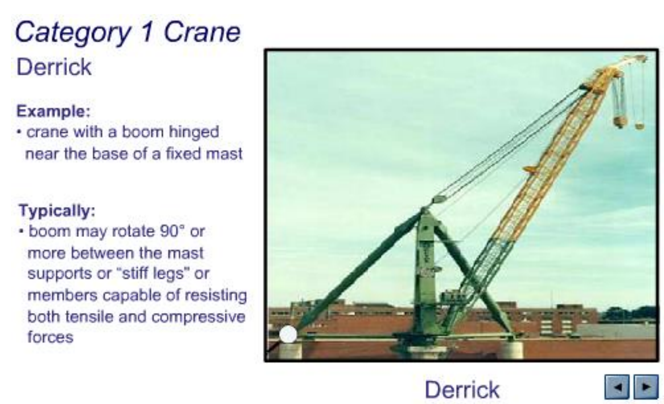
Category 1 Cranes
This is a list of some of the more common types of category 1 cranes. Category 1 cranes come in a wide variety of sizes and configurations and include: portal cranes, hammerhead cranes, locomotive cranes, derricks, YD floating cranes*, tower cranes, container cranes, mobile cranes, aircraft crash cranes, mobile boat hoists including self-propelled and towed types, and rubber-tired gantry cranes. They are considered category 1 cranes regardless of capacity. All category 1 cranes require a license to operate.
*Note: Other cranes on barges or floating mountings are the category of the crane itself, e.g., monorail, jib crane, gantry crane.

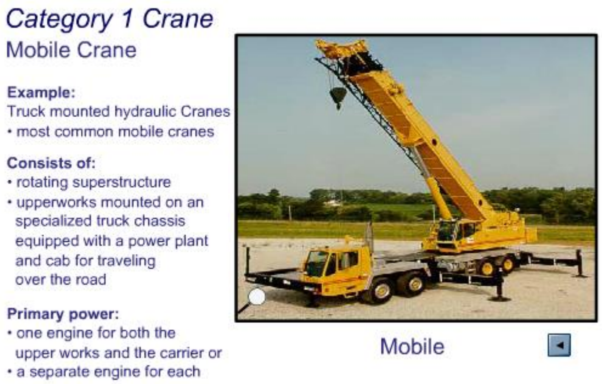
Category 1 Crane Examples

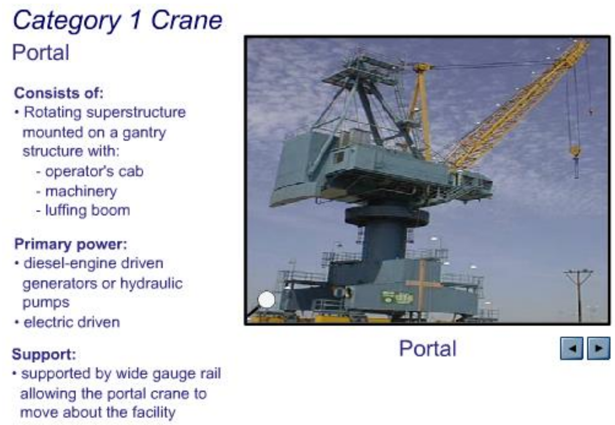






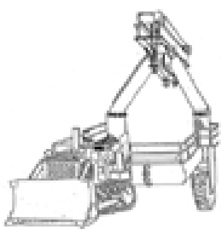






Mobile Boat Hoist

A mobile boat hoist consists of a steel structure of rectangular box sections, supported by four sets of wheels capable of straddling and carrying boats.



Landing Craft Retrieval Unit

A landing craft retrieval unit, or L C R U, is a type of mobile boat hoist with self-propelled or towed carriers consisting of a wheeled steel structure capable of straddling and carrying boats.

Rubber Tire Gantry

A rubber tire gantry crane may be single beamed or double beamed. Most often it resembles a mobile bridge crane with its hoist mounted on a bridge which spans two beams. As shown in the illustration, it may be configured with two hoists mounted on opposing beams which utilize a spreader bar or similar mechanism to lift loads. The gantry style legs allow the crane to hover over loads, improving stability. The wheels and rubber tires may be motorized or non-motorized.

Category 4 Crane Examples

Typically, category 4 cranes are independently manufactured boom mechanisms that are subsequently attached to or mounted on commercially available trucks. These cranes are operated independent of the vehicle controls from standard ground control stations and may be powered by the truck engine or a power sending unit. The booms may rotate or articulate. Outriggers or stabilizers shall be used as required.

Category 4 Booms and Mounts

Category 4 cranes have many types of boom configurations such as: telescoping, non-telescoping, and articulating booms. They may be mounted on flatbed trucks, trailers, stake beds, rail cars, barges and pontoons, or may be stationary mounted on piers, wharves, and docks.

Category 4 Crane Capacities

Pedestal mounted commercial fixed length and telescoping boom assembly cranes with less than 2,000 pounds capacity are considered Category 3 cranes. Capacities greater than 2,000 pounds are Category 4 cranes and require a licensed operator.

Licensing

Commercial truck mounted cranes, as described in ASME B30.5, and articulating boom cranes, as described in ASME B30.22, of all capacities, are Category 4 cranes and require a licensed operator - even if the crane is down rated for administrative purposes.

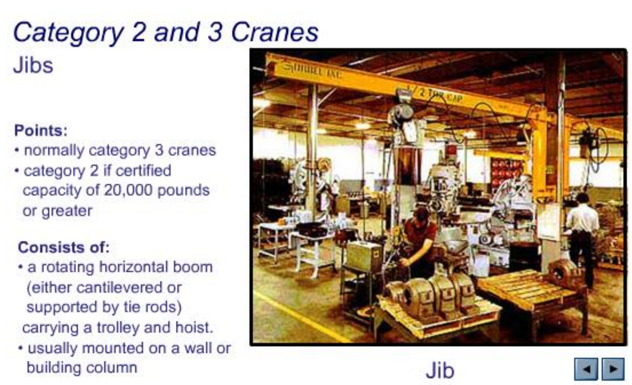
Category 2 and 3 Cranes

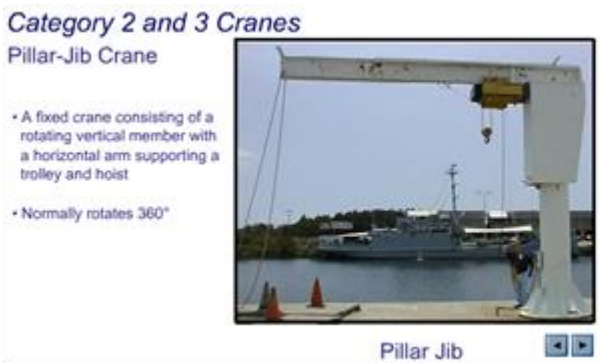
Category 2 and Category 3 cranes include: overhead traveling cranes; gantry cranes; wall cranes; jib cranes; davits; pillar cranes; pillar jib cranes; monorails and associated hoists; fixed overhead hoists, including fixed manual and powered hoists; portable hoists used continuously in a single location, that is, 6 months or more; portable A-frames and portable gantries with permanently installed hoists; and pedestal mounted commercial boom assemblies attached to stake trucks, trailers, flatbeds, or railcars, or stationary mounted to piers, etc., with certified capacities less than 2,000 pounds.

Category 2 and 3 Crane Capacity

The category of a category 2 or 3 crane is determined by its certified capacity. Category 2 cranes have a certified capacity of 20,000 pounds and greater. Category 3 cranes are those with a certified capacity of less than 20,000 pounds.

Category 2 and 3 Crane Examples



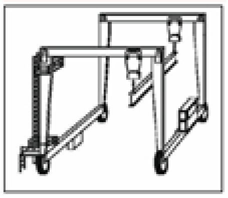


Knowledge Check

1. Select the best answer. A floating crane with a capacity of 200,000 pounds is a ________________ crane.

   A. Category 1
   B. Category 2
   C. Category 3
   D. Category 4

2. Select the best answer. What is the category of this crane?



   A. Category 1
   B. Category 2
   C. Category 3
   D. Category 4

3. Select the best answer. What is the category of a jib crane with a capacity of less than 20,000 pounds?

   A. Category 1
   B. Category 2
   C. Category 3
   D. Category 4

4. Select the best answer. An OET, Bridge crane with a capacity of 80,000 pounds is a _____________ crane.

   A. Category 1
   B. Category 2
   C. Category 3
   D. Category 4

5. Select the best answer. A commercial truck mounted crane with a capacity of 14,000 pounds is a ________________ crane.

   A. Category 1
   B. Category 2
   C. Category 3
   D. Category 4

Types of Power

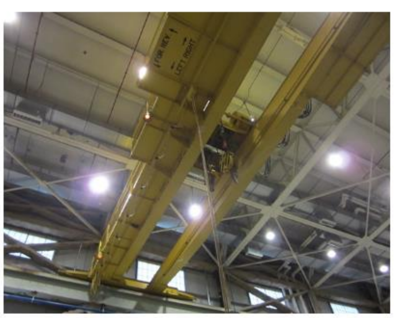
Category 1 and 4 cranes generally use electric or hydraulic power that is supplied by a diesel engine.
A collector ring system conveys electrical current from the revolving portion of the crane to the lower crane structure.

Category 2 and 3 Crane Power

Category 2 and 3 cranes may be manually-operated or power-operated.
A manually-operated crane hoist mechanism is driven by pulling an endless chain. The crane travel mechanism is driven in the same manner or by manually moving the load or hook.
A power-operated crane is driven by electric, pneumatic, hydraulic, or internal combustion means.
Pneumatic and hydraulic power may be delivered to the crane via pipes and/or hoses.
Electricity or current is usually carried from the building or shore power to the bridge and trolley by an insulated electrification conductor system, festoon system, or cable track system.

Category 1 and 4 Crane Components

The principal parts of most Category 1 and 4 cranes are: the boom, machinery house, roller path or rotate bearing, supporting structure, and travel system.



Category 2 and 3 Crane Components

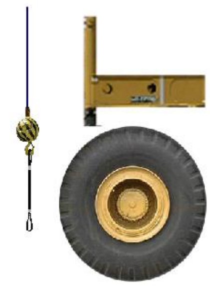
The principal parts of overhead traveling cranes are: bridge girders, end trucks, trolley with hoisting mechanism, and operator's cab or pendant control.

Critical Crane Components

Careful repair and maintenance are essential to safe crane operations.
To ensure repairs are not compromised by sub-standard parts, critical crane components are clearly identified.
NAVFAC P-307, Appendix F provides examples of load bearing parts, load controlling parts, and operational safety devices.

Load-Bearing Parts

Load-bearing parts support the load.
Failure of a load-bearing part can cause dropping, uncontrolled shifting or uncontrolled movement of the load.
There are many different load bearing parts; this picture shows three examples.



Wire rope, Hooks, & Blocks

Sheaves

Examples

Examples of load-bearing parts are wire rope, sheaves, hooks, hook blocks, and hoist drum pawls. The next example screen shows a boom dog, used to prevent unwanted rotation of a boom or hoist drum.

Dogs or Prawls

prevent unwanted drum rotation

Carrier Frame Structures

The carrier frame provides a working base for the upper works of the crane.
The tires, wheels, and axles support the carrier frame for transporting and for lifting loads on rubber.
Outriggers, stabilizers, and locking devices provide support for on-outrigger operations.
Failure of any one of these components or systems can cause the load to drop or cause uncontrolled movement of the load. These are critical components that must be carefully checked before operations or testing.

On Bridge Crane

Two examples of load-bearing parts found on bridge cranes include the bridge girders that carry the weight of the trolley including hoisting machinery and the load; and the wire rope drum and hoisting machinery that lifts and supports the load.
Appendix F of NAVFAC P-307 provides additional examples of load-bearing parts.

Load-Controlling Parts

Load-controlling parts are crane components that position, restrain, or control movement of the load.
Malfunction of these parts can cause dropping, uncontrolled shifting, or movement of the load.
Shown are two examples of load controlling parts.

Foot-controlled Brakes

Travel-Gear Assemblies

Rotate-Gear Assemblies

Examples 1

Examples of load-controlling components are foot-controlled brakes used as secondary brakes for hoist speed control, travel gear assemblies, rotate gear assemblies, and rotate locks.
Appendix F of NAVFAC P-307 provides additional examples of load-controlling parts.

Examples 2

Some additional examples are crane-mounted diesel engines and generators, electrical-power-distribution systems, and electrical crane-control circuits related to rotate and travel including brakes and clutches.

Safety Devices

Safety devices are divided into two groups, general safety devices and operational safety devices.
Operational safety devices affect the safe lifting and handling ability of the equipment.
Operational safety devices are critical crane components.
General safety devices provide protection for personnel and equipment on or in the crane operating path.

General Safety Devices

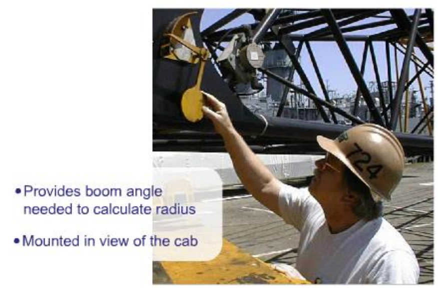
General safety devices are those devices that protect or alert the operator or personnel working in the vicinity of the crane.
Some general safety devices used to warn personnel working on or around the crane are horns, bells, whistles, travel alarms, and travel warning lights.

Operational Safety Devices

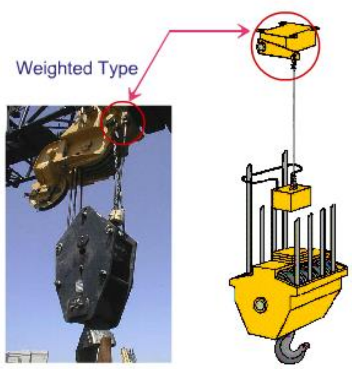
Load Moment Indicators

Load-moment indicators are operational aids providing the crane operator necessary information to stay within the capacity of the crane.
Load-moment indicators that provide shutdown capabilities are operational safety devices. They may provide the operator with load weight, boom angle, and boom length.
As the operator approaches critical limits, load moment devices may sound an audible alarm, illuminate warning lights, or lock out functions that could possibly allow the operator to overload the crane.
If a load moment device has lockout capability, it must be treated as an operational safety device.

Angle Indicators



Mechanical boom angle indicators are operational safety devices.
These devices provide the operator with the boom angle needed to calculate the radius of the crane.
Mechanical boom angle indicators are usually mounted on the boom where they can easily be read from the cab.



Limit Switches

Limit switches are operational safety devices that prevent damage to the crane if a loss of control occurs. Most cranes are equipped with limit switches.
The purpose of a hoist limit switch is to prevent over-travel of the hook block and the possibility of two-blocking.
Two-blocking occurs when the hook block comes in contact with the upper sheave block during hoisting of the hook (or lowering the boom). Two-blocking is dangerous because it could result in damage to the crane, parting of the hoist lines, and dropping the load.
These images are examples of weighted-type hoist upper-limit switches.
A spring-loaded switch opens the circuit when the hook block raises the weight.
Interruption of power to the hoist function stops the upward movement of the hoist block to prevent two-blocking.

Over-Speed Operational Safety Devices

Over-speed, pressure, and temperature devices on crane-mounted engines are operational safety devices. When the engine provides the power to move loads, the devices provide shutdown ability to protect the engine from damage.
Appendix F of the P-307 provides additional examples of operational safety devices.

Knowledge Check

1. Select the best answer. What types of power does a Category 1 or 4 crane generally use and what is its source?

   A. Electric or hydraulic power supplied by a diesel engine
   B. Hydraulic and water power supplied by a compressor
   C. Pneumatic and hydraulic power supplied by a compressor
   D. Pneumatic and electric power supplied by a backup generator

2. Select the best answer. Load - ______________ parts are those that restrain, position, or control the movement of the load.

   A. Bearing
   B. Handling
   C. Controlling
   D. Lifting
   E. Operation

3. Select the best answer. A hook is what type of component?

   A. General Safety Device
   B. Load-Bearing Part
   C. Operational Safety Devices
   D. Load-Controlling Part

4. Select the best answer. Hydraulic foot brakes are what type or group of components?

   A. Operational Safety Device
   B. General Safety Device
   C. Load-Controlling Parts
   D. Load-Bearing Parts

5. Select the best answer. Load - ____________ parts are those that support the load.

   A. Lifting
   B. Operational
   C. Bearing
   D. Handling
   E. Controlling

6. Select the best answer. How is electrical current conveyed from the revolving portion of the crane to the lower crane structure?

   A. Through transistors
   B. Through the collector ring system
   C. Through the electrical panels
   D. Through the main circuit board

7. Select the best answer. Safety devices that provide protection for personnel and equipment are considered ____________ safety devices.

   A. Operational
   B. Universal
   C. General
   D. Load bearing

8. Select the best answer. Safety devices that affect the safe load lifting and handling capabilities of equipment are considered ____________ safety devices.

   A. Universal
   B. Load bearing
   C. General
   D. Operational

9. Select the best answer. Which of the following does not affect the safe operation of the crane?

   A. Operational Safety Devices
   B. Load-Controlling Parts
   C. General Safety Devices
   D. Load-Bearing Parts

10. Select the best answer. A travel alarm is what type or group of components?

    A. Operational Safety Devices
    B. Load-Controlling Part
    C. General Safety Device
    D. Load-Bearing Part

NOTES

CRANE PRE-USE CHECKS

Welcome

Welcome to the Crane Pre-use Check module.

Learning Objectives

Upon successful completion of this module, you will be able to: explain why pre-use checks are important, list three category 3 crane types that require a documented check, identify warning tags and their use, list three things to check on crane certification paperwork, identify the pre-use check types and items that require checks, describe the procedure to check the upper hoist limit switch, identify the minimum number of wraps allowed on wire rope drums, and explain proper actions to take when finding deficiencies.

Introduction

Operators must do a thorough pre-use check of all category 3 cranes prior to the first use of the crane each day (whether the crane is used in production, maintenance, testing, or being relocated). In addition, the first operator in each subsequent shift that day shall perform an operational check of the crane, to include the hoist upper limit switch.
This module will discuss the aspects of the pre-use check. This check is based on sight, sound and touch, and is accomplished from the ground without the aid of ladders, scaffolding, man-lifts, etc. The pre-use check is vital to establish that the crane is safe to use before beginning work.

Pre-use Check Purpose

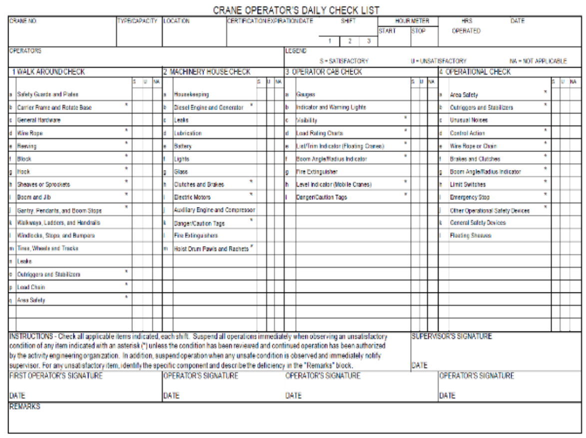
A very important part of operating a crane is performing a pre-use check before it is used each day. The check, known as the pre-use check, is vital to establishing that the crane is safe to use before beginning work. All category 3 cranes must have a pre-use check before they are used to perform work!

This pre-use check must include a walk around visual check for obvious damage or deficiencies, and a "no load" operational check. "No load" refers to the crane being operated without anything connected to the hook.
Three types of category 3 cranes must have proof of these checks.

Operator's Daily Check List

For bridge, wall, and gantry cranes, a documented pre-use check shall be performed at least once each calendar month the crane is in use. The pre-use check shall be in accordance with paragraph 9.1.2. The checklist shall be completed and signed by a qualified operator and forwarded to the supervisor for review and signature.
The current and previous month's checklists must be retained.
Monthly documented checks are not required for other category 3 cranes (jib cranes, davits, pillar and pillar jib cranes, monorails and associated hoists, fixed overhead hoists, portable A-frames and portable gantries with permanently installed hoists, pedestal mounted commercial boom assemblies with certified capacities less than 2,000 pounds, winches or base-mounted drum hoists used for vertical lifting, and portable hoists used continuously (6 months or more) in a single location).

Operator's Daily Check List



CRANE OPERATOR'S DAILY CHECK LIST

CRANE NO.	TYPE/CAPACITY	LOCATION	CERTIFICATION EXPIRATION DATE	SHIFT 1 2 3	HOUR METER START / STOP	HRS OPERATED	DATE

OPERATORS

LEGEND: S = SATISFACTORY U = UNSATISFACTORY NA = NOT APPLICABLE

1 WALK AROUND CHECK	S	U	NA	2 MACHINERY HOUSE CHECK	S	U	NA	3 OPERATOR CAB CHECK	S	U	NA	4 OPERATIONAL CHECK	S	U	NA
a Safety Guards and Plates				a Housekeeping				a Gauges				a Area Safety *			
b Carrier Frame and Rotate Base *				b Diesel Engine and Generator *				b Indicator and Warning Lights				b Outriggers and Stabilizers *			
c General Hardware				c Leaks				c Visibility *				c Unusual Noises			
d Wire Rope *				d Lubrication				d Load Rating Charts *				d Control Action *			
e Reeving *				e Battery				e List/Trim Indicator (Floating Cranes) *				e Wire Rope or Chain *			
f Block *				f Lights				f Boom Angle/Radius Indicator *				f Brakes and Clutches *			
g Hook *				g Glass				g Fire Extinguisher				g Boom Angle/Radius Indicator *			
h Sheaves or Sprockets *				h Clutches and Brakes *				h Level Indicator (Mobile Cranes) *				h Limit Switches *			
i Boom and Jib *				i Electric Motors *				i Danger/Caution Tags *				i Emergency Stop *			
j Gantry, Pendants, and Boom Stops *				j Auxiliary Engine and Compressor								j Other Operational Safety Devices *			
k Walkways, Ladders, and Handrails				k Danger/Caution Tags *								k General Safety Devices			
l Windlocks, Stops, and Bumpers				l Fire Extinguishers								l Floating Sheaves			
m Tires, Wheels and Tracks				m Hoist Drum Pawls and Rachets *											
n Leaks															
o Outriggers and Stabilizers *															
p Load Chain *															
q Area Safety *															

INSTRUCTIONS - Check all applicable items indicated, each shift. Suspend all operations immediately when observing an unsatisfactory condition of any item indicated with an asterisk (*) unless the condition has been reviewed and continued operation has been authorized by the activity engineering organization. In addition, suspend operation when any unsafe condition is observed and immediately notify supervisor. For any unsatisfactory item, identify the specific component and describe the deficiency in the "Remarks" block.

SUPERVISOR'S SIGNATURE DATE

FIRST OPERATOR'S SIGNATURE DATE | OPERATOR'S SIGNATURE DATE | OPERATOR'S SIGNATURE DATE | OPERATOR'S SIGNATURE DATE

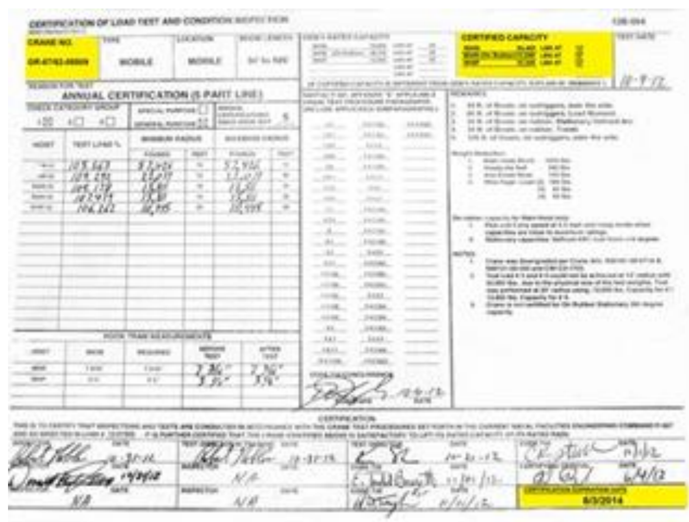
REMARKS

Here's the ODCL as shown in NAVFAC P-307. It should be used as your guideline in performing the pre-use check. The P-307 defines and identifies certain critical crane components.

Critical components include any parts of the crane which are considered to be load bearing parts, load controlling parts, or safety devices, and are identified with asterisks (*) next to the item. Some cranes may be equipped with critical components that aren't shown on the ODCL. If that is the case, they must be included on an ODCL developed by the activity.

Shortened, customized forms for category 3 cranes may be used as long as they include all of the inspection attributes applicable to category 3 cranes.

Certification



Normally certification is done every year at the time of the annual maintenance inspection. Certification can be required in between the certification period if repairs have been made to critical crane components or if the crane has been overloaded.

There are several ways to post the required information, but the crane number, certification expiration date, and crane capacity must be posted on the crane. This may be done by having a copy of the certification papers or Crane test card posted or by using signs, stickers, or stenciling/painted on the crane or wall.

Verify that the crane number is correct, the certification expiration date is not expired, and the crane capacity is listed.

If the crane is not currently certified, this condition shall be reported to the supervisor and the crane shall not be operated. The operator cannot operate a crane to perform production lifts if the crane certification is expired.

Warning Tags

Before energizing the crane, look for warning tags. You may find warning tags posted with the certification card or information, attached on the pendant controller or other types of crane controls, or on the power source of the crane.

The red danger tag prohibits operation of equipment when its operation could jeopardize the safety of personnel or endanger equipment. If you discover one, never energize the crane with a danger tag attached! Energizing equipment with a danger tag attached may result in personnel injury or equipment damage.

The yellow caution tag generally gives some type of warning, precaution, or special instructions to the operator of the crane. Most caution tags inform of hazardous conditions such as rail stops, swing interference, crane clearance problems, etc. Always read and follow the written instructions on the tag before operating the crane. If you do not understand the instructions, ask your supervisor for clarification.

A Lockout Tag is installed to inform you that the energy has been locked out, and is used to protect the person or persons who hung the tag while they are working on the affected system or component. It is intended for one shift use and is usually accompanied by a physical locking device to prevent operation.

Another tag you may find is an “Out of Service” tag. An Out of Service tag is normally installed to perform maintenance, testing, or inspection. When you find this tag, do not use or operate the crane.

Remember, only authorized personnel may install or remove warning tags.

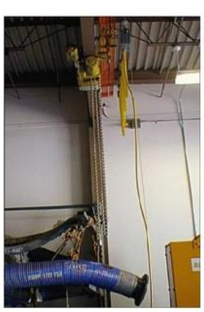
Who Can Remove Warning Tags?

Only authorized personnel may install or remove warning tags. Who are the authorized personnel? The person who applied the tag and sometimes his or her supervisor.

Finding Deficiencies

If you find deficiencies during your pre-use check or while working with a crane: stop work immediately, secure the crane, and notify your supervisor. The supervisor will report the deficiency to the Crane Inspection Organization for diagnosis and initiation of corrective repair.

Do not use the crane or hoist until all reported deficiencies have been evaluated and corrected and the crane is returned to service by the Crane Inspection Organization.



Walk Around Check

The Walk Around Check is the first step before performing the No Load Operational Check. The object of this walk around is to find any problems before you operate the crane.

Things you should look at include: Area Safety, Structural Integrity, Wire Rope and Reeving, Block and Hook, Stops and Bumpers, Wheels and Tracks, Leaks, Power Sources, Warning Tags, and Controls or Controllers.

Area Safety

When checking the area, make sure you find all obstacles and hazards. Look for anything that may interfere with the safe operation of the crane.
Be sure that exact locations of obstacles or hazards are known.
Hazards to look for include: rail stops, personnel, other cranes, forklifts, and machinery.
Be aware of the potential for forklifts or other mobile equipment to enter the crane work area.

Structural Integrity

During the walk around check, look for signs of obvious physical damage such as: loose or missing hardware (i.e., bolts and nuts), bent structure, evidence of deformation like chipped paint, cracked welds, missing or loose cover plates, brackets and safety guards, wire crossed on the drum, and fouled or twisted chain.
Areas that are not accessible will be given as thorough an inspection as possible. Granted, some items are not accessible for a close inspection. Visually check these areas to the maximum extent possible.
Do not use the crane, and do not try to fix the crane if any damage or a missing component is found. Contact your supervisor if you see something out of place. Your supervisor can then take appropriate action.

Wire Rope and Reeving

Visually check wire rope for unusual wear, fraying, birdcaging, corrosion, and kinking. Check end connections, where visible, for proper configuration, seating, and condition of wire rope.
Visually check the condition of wire rope or load chain reeving. Ensure wire rope or load chain is running true in the hook block and boom point sheaves, and laying correctly on the drum or sprockets.

Block and Hook

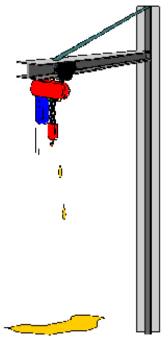
Visually check the condition of the block and ensure all swivels rotate freely.
Check the condition of the hook for cracks, excessive throat opening, or twist. If rigging gear is on the hook and cannot be easily removed, check the hook to the maximum extent possible without removing rigging gear.

Stops and Bumpers

Check stops and bumpers on the crane for cracks or other damage.

Wheels and Tracks

Check wheels to ensure they are not loose or damaged.
On track machines, look for excessive slack, broken or loose pads, or any other obvious defects.



Leak Checks

There are many types of category 3 cranes with different power sources.
You must check the hydraulic lines. Look for puddles on the ground and crane structure for evidence of leaks or seepage near fittings.
Check pneumatic lines by listening for a "hissing" sound.
On Truck Mounted Category 3 cranes, check under the engine for puddles of coolant and the fuel lines for leaks or the smell of fuel.
Report even the smallest of leaks. They may be an indication of a much bigger problem.

Power Source

Your walk around should also include finding the location of the power source of your crane.
Ensure the power source is accessible in case emergency shutdown is needed. A minimum of three feet of open space must exist in front of the panel at all times.
Do not open crane electrical panels due to the possibility of Arc Flash!

Warning Tags

Look for warning tags. You may find warning tags posted with the certification paperwork or information. Warning tags are usually hung on the pendant controller or other types of crane controls. They may also be found at the power source of the crane.
Warning - do not operate any crane which has evidence that a tag was on the crane, such as a tie wrap, wire band, empty pouch, etc.
If warning tags are posted on any component of the crane, you must read, understand, and follow the directions on the tags.
If you are completing an ODCL, or Operator's Daily Check List, check the appropriate ODCL column as follows: "S" - all tags are properly hung: "U" - tags improperly hung or otherwise deficient: "NA" - no tags.

Controllers

The condition of the crane controllers must be checked before operating the crane. Check the controllers for damaged or exposed wires, loose fasteners, and a cracked or damaged casing.

Instructions

For pendant or remote operated cranes, ensure all required instructions are available on or near the pendant/remote (e.g., operating instructions, adverse operating instructions, additional activity specific instructions, etc.)
Posting adjacent to the crane disconnect is acceptable.
Ensure all available instructions are understood.

Knowledge Check

1. Select the best answer. During the walk around check you notice a loose bolt on the crane. You should:

   A. Get a wrench and tighten the bolt.
   B. Depending on the location of the bolt, get help to tighten the bolt.
   C. If the bolt is not really necessary for operation, forget about it until later.
   D. Notify your supervisor of the deficiency.
   E. Look up the specifications for tightening the bolt then call a mechanic.

2. Select all that apply. The crane Pre-Use Check consists of:

   A. A walk around visual check
   B. Performing a “Weight Test”
   C. Performing a “No-Load” operational check
   D. All of the above

3. True or False. It is the operator’s responsibility to report a deficiency to the Crane Department.

   A. True
   B. False

4. True or False. Deficiencies are required to be reported by the end of the shift.

   A. True
   B. False

No-Load Operational Check

The second part of the Category 3 crane pre-use check is to perform a "No-Load" operational check of the crane.

Go through every motion or function of the crane to assure the crane is operating properly. Check controls and control action, safety devices, brakes, bridge and trolley functions, wire rope or chain, and the block and hook.

Checking Buttons

The buttons on controllers must be checked to ensure they function correctly. This check must be done with the power off. Ensure buttons operate freely. Depress and then release the buttons. The buttons should spring back to the neutral position. Buttons that stick are a crane accident waiting to happen. Always ensure the controllers operate properly before energizing the crane.

Controller Action

After you have ensured the buttons operate freely it is time for the no load operational check.

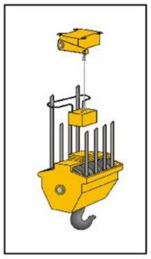
Check for positive and proper actions of all controls. This check ensures that the crane operates correctly before you put it to work. Check controls through a range sufficient to ensure that they operate freely and that the corresponding component actuates properly when controls are activated. Check hoist controls through full speed range. Remove your hand from the controller functions during this check and assure that the functions stop while operating at the slowest possible speed.

Some cranes are equipped with indicator and/or warning lights. These must be working properly. Check all indicator and warning lights to ensure none are broken or missing.

Risk of Shock

A word of warning about controllers: To avoid the risk of electrical shock, never stand in water or oil when holding the controller of an electric hoist.

Safety Devices



Controller and button checks must be completed prior to testing the safety devices. All safety devices shall be checked, beginning with the upper limit switch, which is the most common type, the lower limit switch if so equipped, and the emergency stop if so equipped. Checking of limit switches shall be performed at the slowest possible speed, or the hoist shall be inched into the switches. Emergency stops shall also be checked while operating a motion or function at the slowest possible speed.

Emergency Stops

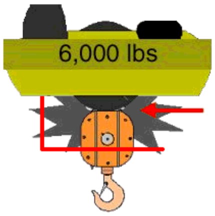
Emergency stop devices are used if the crane malfunctions or sticks in an operating mode. Some cranes may have built in emergency stop devices. Sometimes pendant controllers are equipped with an emergency stop button or power off button. It is generally red in color. Other cranes may have a switch or valve. You must identify the type of emergency stop device and its location before operating the crane and check the emergency stop device to ensure it works properly. To check it, activate the device while some function of the crane is operating at the slowest possible speed. The operation should stop immediately and completely.

Rail stops are not to be used as emergency stops.

General Safety Devices

Check general safety devices such as sirens, horns, and travel alarms for proper operation.

Upper Limit Switch

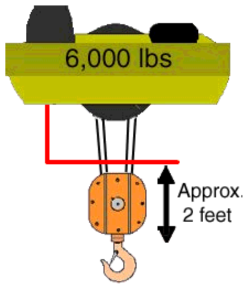


The first check should be checking the upper limit switch. It is a safety switch designed to prevent "two-blocking" by shutting off the power to the hoisting motor. The upper limit switch is activated and the hoist is stopped when it reaches a primary geared limit switch or when the hook block contacts a limit switch weight or arm. It is never to be used as an operating switch. The only time this switch is to be activated is during the pre-use check of the crane.

Two-blocking occurs when the hook block makes contact with the drum or sheaves.

Two blocking is dangerous because it could result in damage to the crane, parting of the hoist lines, and dropping the load.

The upper limit switch may be the MOST important safety device of all!

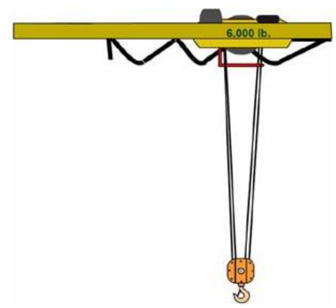


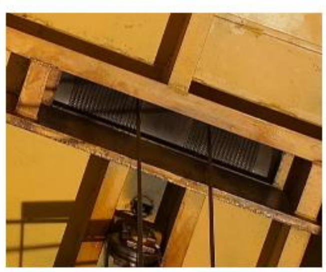
Upper Limit Switch Test

To check the upper limit switch, hoist the hook block approximately two feet below the switch and stop. Slowly raise, or inch, the hook block from this point until the upper limit switch activates. Ensure hoisting stops even though you still have the "hoist up" button depressed, but do not allow the hook block to two-block (contact the drum) if the switch fails. Release the button immediately as soon as you see evidence of switch failure! Remember: when performing this check, operate the hoist at the slowest possible speed or inch the hoist into the limit switch. Never stand under the hook or allow anyone else to. Two-blocking could result in injury or death!

Lower Limit Switch

Lower limit switches must be checked when the lift operation could result in its activation.
Where the lower limit is not required, there should be a notification on the crane to this effect.
To perform the check, slowly lower the hook to the point where the switch should activate. The hoist motor should stop if it is working correctly. If not, do not use the crane until the switch is repaired.
Warning: Use extreme caution when checking the lower limit switch. Do not allow the hook to contact anything (i.e., the ground, floor, etc.). This would be considered a crane accident.





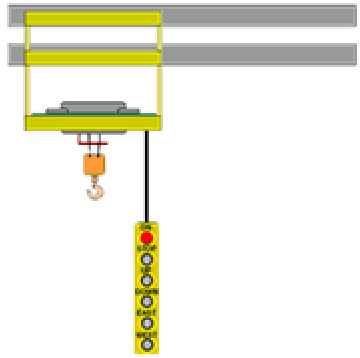
Lower Limit - Minimum Wraps

When checking the lower limit switch, or when lowering the hook near the ground or floor, ensure the minimum number of wraps of wire rope remain on the hoist drum.
The minimum number of wraps (of wire rope) for grooved drums is 2 full wraps and for non-grooved drums it is 3 full wraps.
Do not allow less than the minimum number of wraps to remain on the drum!

Checking Brakes

You must check all brake actions during the no-load operational checks and whenever you are working with the crane. The crane does not have a brake pedal or even a brake button. The brakes automatically apply whenever the control button or chain is released. While you are operating the crane ensure the brakes are functioning normally. There should be no slippage, chatter, excessive play, or binding. Any evidence of slippage, chatter, or binding is unsatisfactory and must be reported. Check the brakes every time you lift a load. Lift the load slightly and stop, release the controller. Immediately set the load back down if there is any slippage. Secure the crane and report it to your supervisor.

Checking Bridge and Trolley Functions



A good time to check the bridge and trolley function is right after checking the upper limit switch. The hook will not swing as much when it is close to the upper limit switch. Check the bridge and trolley functions in both directions. This is also a good time to get familiar with the type of controls the crane has. Check the operation of these functions in both directions. Depress the button slowly. After the crane begins to move, depress the button further. If it has a proportional (or variable) control button you will likely hear the speed change in the motor and notice the crane pick up speed.
It is not expected that all possible areas of travel be checked during the pre-use check. However, before any area of travel is utilized that has not been checked during the pre-use check, additional attention should be focused on obstacles and potential hazards.

Knowledge Check

1. True or False. If the upper limit switch is working correctly, there is no need to check the lower limit switch.

   A. True
   B. False

2. Select the best answer to fill in the blank. Part of the no load operational check is to ensure the proper ____________ of all controls.

   A. Damage
   B. Form
   C. Function
   D. Deficiency
   E. Fit

Wire Rope or Chain

The best time to check the wire rope or chain is when you are lowering the hook block. Lower the hook, observing the sections of wire rope or chain not visible during the walk around check. Check the wire rope for: proper reeving, crossed wires on the drum, unusual wear, fraying, corrosion and kinks. When wire rope is crossed on the hoist drum it is called "a bird's nest." This is generally caused when the hook is set down on something and the tension in the crane wires is relieved. Never touch the wire rope when the crane is in operation. Grabbing the block, chain, or wire rope may cause serious injury.

Chain

Lower the hook, observing the sections of chain not visible during the walk around check. Check all load chain for nicks, gouges, twists, bends, corrosion, wear, cracks, heat damage and broken and/or deformed links. Never try to check the chain when the crane is in operation. Grabbing the block or the chain may cause serious injury.

Hook Block

In order to check the hook block, lower the block until it is just below eye level. Check the condition of the block for obvious damage by looking for new scrapes in the paint, cracks, nicks, or gouges. These may be evidence of a recent accident and may warrant further investigation by your supervisor. Check for missing nuts, bolts, and retaining pins and ensure the wire rope or load chain is reeved properly in the sheaves.
Where practical, check the condition of the sheaves to determine that they move freely and are not cracked or chipped. Be extremely careful when checking the sheaves. Never grasp the wire rope or load chain when the block is moving.

Hook

You must also check the hook. The hook must freely rotate 360 degrees. It will not spin like a top, but it must rotate smoothly, without binding. Look for visible signs of bending or twisting. Also check the safety latch. It must be in place and operating correctly. The safety latch must completely close the throat opening so that it will retain the rigging in the hook. The latch should be tested to ensure it will snap back and remain shut.

Boom Truck Checks

Before operating any category 3 Boom Truck, check the boom or jib for straightness and evidence of damage such as cracks, bends, dents and deformation of components or welds. Check tires for proper inflation, serious cuts, and excessive wear. Check the wheels to ensure that they are not loose or damaged. Always thoroughly read the Operator's Manual for any category 3 Boom Truck that you may operate.

Knowledge Check

1. Select the best answer. What is the most important reason to do a pre-use check?

    A. To make sure the crane has adequate capacity
    B. To make sure the crane operates smoothly
    C. To make sure the crane is in service
    D. To make sure the crane is safe to use

2. Select all that apply. Documented checks are required for which of the following Category 3 cranes?

    A. Gantry cranes
    B. Jib cranes
    C. Wall cranes
    D. Boom trucks
    E. Pillar jib cranes
    F. Fixed overhead hoists
    G. Bridge cranes

3. Select the correct order. Place the steps listed in the correct order to check the upper limit switch on a hoist.

    A. Ensure hoist stops with button depressed
    B. Raise hoist two feet below switch and stop
    C. Slowly raise hook block into switch

4. Select the best answer to fill in the blank. There must always be a minimum of ___________ full wraps of wire rope on grooved drums.

    A. Two
    B. Three
    C. One
    D. Four
    E. Five

5. Select the best answer to fill in the blank. Part of the walk around check is to look for _________.

    A. Hiding places
    B. Function
    C. Deficiencies
    D. Dirt
    E. Extra rigging gear

6. Select the best answer to fill in the blank. The minimum number of wraps of wire rope required on non-grooved drums is ________________.

    A. Two
    B. Three
    C. Four
    D. One
    E. Five

7. Select the best answer. What is the purpose of a hoist upper limit switch?

    A. To stop movement of the hoist during lifting of a load
    B. To keep the block from contacting the ground
    C. To prevent “two-blocking” or over-travel of the hook block
    D. To prevent downward movement of the hoist

8. True or False. Emergency stops and brakes should be checked while operating the crane at the fastest speed possible.

    A. True
    B. False

9. Select the best answer. What is two-blocking and why is it dangerous?

    A. Two-blocking occurs when two blocks make contact during crane operation. It is dangerous because it may cause binding of the hoists.
    B. Two-blocking occurs when the hook block makes contact with the drum or sheaves. It is dangerous because it could result in damage to the crane, parting of the hoist lines, and dropping the load.
    C. Two-blocking is when two hoist blocks are used to lift a load. It is dangerous because one or both of the blocks may be overloaded.

NOTES

Complex and Non-Complex Lifts

Welcome
Welcome to the Complex and Non-Complex Lifts module.

Learning Objectives
Upon successful completion of this module you will be able to define complex and non-complex lifts, identify complex lifts, and state complex lift requirements.

Non-Complex Lifts
Non-complex lifts are ordinary in nature, do not require direct supervisory oversight, and are made at the discretion of the rigger in charge.

Complex Lifts Overview
Complex lifts have a moderate to high level of risk. Activities are required to identify complex lifts and prepare detailed written procedures for their execution. Procedures may be in the form of standard instructions or detailed procedures specific to a lift.

Complex Lift Categories
Complex lifts include: hazardous materials, large and complex geometric shapes, lifts of personnel, lifts exceeding 80 percent of the certified capacity of the crane's hoist and lifts exceeding 50 percent of the hoist capacity for a mobile crane mounted on a barge (Excluded from this rule are lifts with jib cranes, pillar jib cranes, fixed overhead hoists, and monorails, and lifts of test weights during maintenance or testing when directed by a qualified load test director), lifts of submerged or partially submerged objects, multiple crane or multiple hook lifts on the same crane, lifts of unusually expensive or one-of-a-kind equipment or components, lifts of constrained or potentially constrained loads (a binding condition), and other lifts involving non-routine operations, difficult operations, sensitive equipment, or unusual safety risks.

Procedures
Activities shall identify complex lifts and prepare procedures (including rigging sketches where required) for conducting these lifts. Procedures may be standard written instructions or detailed procedures specific to a lift.

A supervisor or working leader must review on-site conditions and conduct a pre-job briefing for all complex lifts.

A rigger supervisor, operator supervisor, or a rigging or crane operator working leader shall review on-site conditions for complex lifts and shall perform a pre-job briefing before each complex lift. Any newly assigned personnel shall be briefed by the supervisor or working leader.

A rigger supervisor, operator supervisor, or working leader shall personally supervise lifts exceeding 80 percent of the certified capacity of the crane's hoist used for the lift (except for lifts of ordnance with category 3 cranes and all lifts with jib cranes, pillar jib cranes, fixed overhead hoists, and monorails), multiple-hook lifts when the weight of the object being lifted exceeds 80 percent of the certified capacity of any hoist used for the lift, and lifts of ordnance involving the use of tilt fixtures.

Subsequent identical lifts by the same crew may be done under the guidance of the rigger-in-charge.

Complex Lift Exceptions

Exceptions to the complex lift requirements include lifts over 80% of the certified capacity made with jib cranes, pillar jib cranes, fixed overhead hoists, and monorail cranes. These cranes are usually smaller capacity cranes used primarily to service only one workstation, machine or area.

Lifts of test weights during maintenance or load test are excluded from the complex lift requirements. Ordnance lifts covered by NAVSEA OP 5 in lieu of the NAVFAC P-307 are also excluded; except for lifts using tilt fixtures, lifts where binding may occur, lifts of submerged loads, multiple crane or multiple hook lifts.

Knowledge Check

1. Select the best answer. Detailed written procedures are required for:

    A. Some lifts
    B. Complex lifts
    C. Non-complex lifts
    D. All lifts

2. Select the best answer. For all complex lifts, a rigger supervisor, operator supervisor, or a rigging or crane operator working leader shall review on-site conditions and …

    A. Conduct a pre-job briefing
    B. Inspect all rigging gear
    C. Define the crane operating envelope
    D. Select rigging gear

3. Select the best answer. Lifts of test weights during maintenance or load test are …

    A. Included in the complex lift requirements.
    B. Evaluated according to the complex lift requirements.
    C. Excluded from the complex lift requirements.
    D. Routine lifts because they are not complex shapes.

4. Select the best answer. A crane with a capacity of 100,000 pounds is performing a lift of 40,000 pounds. This is a(n):

   A. Non-complex lift
   B. Complex lift
   C. Overload lift
   D. Hazardous lift

Hazardous Materials

Lifts of hazardous materials, e.g., poisons, corrosives, and highly volatile substances are complex lifts.
Materials such as oxygen, acetylene, propane or gasoline in bottles, cans or tanks that are properly secured in racks designed for lifting by a crane are excluded.

Lift Requirements for Complex Geometric Shapes

Complex lifts also include large and complex shapes. For example, objects with large sail area that may be affected by winds, objects with attachment points at different levels requiring different length slings, and odd shaped objects where the center of gravity is difficult to determine.

Lift Requirements for Personnel Lifts

Use cranes for lifting personnel only when no safer method is available.
Cranes, rigging gear and personnel platforms shall conform to OSHA requirements: 29 CFR Part 1926.1431 and ASME B30.23.
The total weight of the loaded personnel platform and rigging shall not exceed 50% of the rated capacity of the hoist.
A trial lift with at least the anticipated weight of all personnel and equipment to be lifted shall be performed immediately before placing personnel in the platform.
A proof test of 125% of the rated capacity of the platform must be held for 5 minutes. This may be done in conjunction with the trial lift.
A body harness and shock absorbing lanyard shall be worn and attached to a structural member within the personnel platform capable of supporting the impact from a fall. The harness and anchorage system shall conform to OSHA requirements.
Tag lines shall be used unless their use creates an unsafe condition.
Hoisting of the personnel platform shall be performed in a slow, controlled, cautious manner with no sudden movements of the crane.

Personnel shall keep all parts of the body inside the platform during raising, lowering, and positioning.
Before personnel exit or enter a hoisted platform that is not landed, the platform shall be secured to the structure where the work is to be performed, unless securing to the structure creates an unsafe situation.

Lift Requirements for Lifts Over 80% Capacity

Lifts exceeding 80 percent of the certified capacity of the crane's hoist planned for use (lifts exceeding 50 percent of the hoist capacity for a mobile crane mounted on a barge) are considered complex lifts.
Use a larger capacity hoist if possible to avoid exceeding 80% of capacity.

Submerged Lifts

Lifts of submerged or partially submerged objects are complex lifts.
The following lifts are not considered complex:
Removal of valves, rotors, pipes, etc., from dip tanks for cleaning or coating purposes.
Lifting boats of known weight from the water if the boats are of open design with bilge compartments accessible for visual inspection; the boats have label plates indicating weights; and the boats have pre-determined lifting points established by the OEM or the activity engineering organization.
Lifting submerged or partially submerged objects that meet the following criteria: the object is verified to not contain fluid in pockets and/or voids that is unaccounted for in the weight of the object; the object is verified or known to not be stuck by suction or adhesion by corrosion, marine growth, excessive surface tension, mud etc.; and the object is verified to be clear of obstructions such as other objects in the water, or underwater cables.

Lift Requirements for Multiple Crane Lifts

Multiple-crane or multiple-hook lifts on the same crane, except for bridge or gantry cranes with hooks mechanically/structurally coupled together or control systems electrically/electronically connected, and specifically designed for simultaneous lifting such as jet engine test stand lifting cranes or synchronized antenna lifting cranes are complex lifts.
These lifts require special planning, coordination and skill.
The weight of the load and the weight carried by each crane and hook must be determined prior to the lift to avoid overloading of the cranes and/or rigging gear.
One signal person must be assigned to direct and control the entire operation.

Constrained Loads

Lifts of constrained or potentially constrained loads (binding condition) including suction caused by hydraulic conditions and loads that may be frozen to the ground are complex lifts. Where overloading, loss of load (slack line condition) of the crane or rigging, or damage to the load is possible due to binding conditions or pre-tensioning, a portable LID with a readout readily visible to the signal person or RIC shall be used. When an LID is used, an appropriate stop point shall be established and the LID shall be carefully monitored to ensure the stop point is not exceeded.
Chainfalls or other control means (e.g., procedures, micro-drives, load position/buffer) shall be used to avoid sudden overload of the crane or rigging gear. These lifts shall be treated as complex lifts.

Other Lifts

Other complex lifts include:
Lifts of unusually expensive or one-of-a-kind equipment or components; and lifts involving non-routine operations, difficult operations, sensitive equipment, or unusual safety risks.

Summary

There are two types of lifts, complex and non-complex. Complex lifts have a moderate to high level of risk involved. All complex lifts require preplanning, written procedures and supervisory oversight. Complex lift exceptions include: lifts by certain smaller cranes used primarily to service only one work area, cranes designed for simultaneous lifting, load tests, and ordnance lifts covered by NAVSEA OP-5; except for lifts exceeding 80 percent of the capacity of the crane's hoist, lifts using tilt fixtures, lifts where binding may occur, lifts of submerged loads, and multiple crane or multiple hook lifts.

Knowledge Check

1. Select the best answer. Which of the following identify the two basic categories of crane lifts?

   A. Usual and Unusual
   B. Complex and Non-Complex
   C. Critical and Non-Critical
   D. Common and Non-Common
   E. None of these

2. Select the best answer. Personnel lifts are …

   A. Always considered complex lifts.
   B. Not considered complex if personal protective gear is worn.
   C. Considered complex only under special conditions.
   D. Not considered complex if personnel lifting devices are used.

3. Select the best answer. Personnel in a man-lift platform or basket must …

   A. Wear a safety belt with shock-absorbing lanyard.
   B. Stand with knees bent to absorb motion shock.
   C. Wear a full body harness with a shock-absorbing lanyard.
   D. Wear aircraft reflective tape on their hard hat.

4. Select the best answer. For personnel lifts, the total load must not exceed …

   A. 80% of the hook capacity.
   B. 50% of the hook capacity.
   C. The gross capacity if designated as a complex lift.
   D. The load chart capacity.

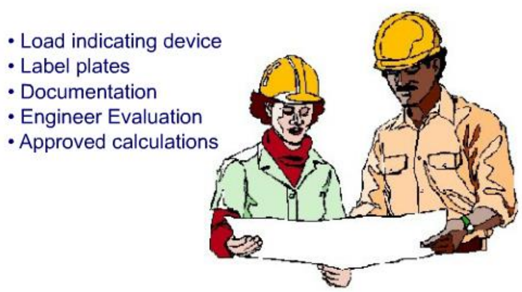
NOTES

DETERMINING LOAD WEIGHT

Welcome
Welcome to Determining Load Weight.

Learning Objectives
Upon successful completion of this module you will be able to identify the importance of knowing the weight of an item, choose acceptable ways to obtain weight information, calculate area and volume of basic objects and determine the weight of basic shapes.

Load Weight
Load weight determines the capacity of the crane and the rigging gear required.
If the weight is estimated to exceed 50 percent of the capacity of the hoist or 80 percent of the capacity of the rigging gear, platform/skid, below-the-hook lifting device, etc., the weight shall be verified by performing an engineering evaluation or using a local procedure approved by the certifying official or activity engineering organization. Alternatively, an LID shall be used.

Determining Load Weight: Acceptable Methods


Load-indicating devices, label plates, documentation, engineering evaluation and calculation are all acceptable methods of determining load weight.
When using a load-indicating device (LID) to determine load weight, the rigger-in-charge shall have a reasonable estimate of the weight to be lifted. An appropriate stop point shall be established and the load indicating device shall be carefully monitored to ensure the stop point is not exceeded.

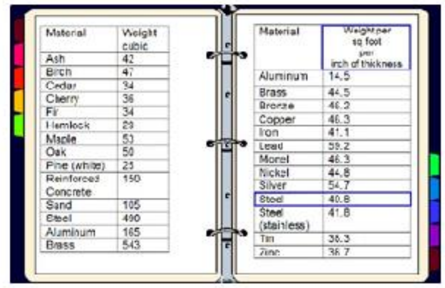
Determining Load Weight: Unacceptable Methods
Never take word of mouth to establish load weight! Word of mouth may be used as a starting point for sizing the crane and rigging gear so the component can be weighed with a load indicating device, but never shall it be used as the final determination of load weight.
To avoid overloading any equipment used in a crane lift, the rigger-in-charge shall know or have a reasonable estimate of the weight to be lifted. If the weight is estimated to exceed 50% of the capacity of the hoist or 80% of the capacity of the rigging gear, platform/skid, below-the-hook lifting device, etc., the weight shall be verified by performing an engineering evaluation or using a local procedure approved by the certifying official or activity engineering organization. Alternatively, a load indicating device shall be used.

Determining Load Weight: Guidelines

When determining the weight of an object you can always round up the dimensions and the weight, but never round down. Never mix feet and inches and double-check your answers.

Standard Weights

This is a standard chart showing the weights of various materials per square foot, per inch of thickness and weight per cubic foot of volume. This chart is used as an aid when calculating load weights.

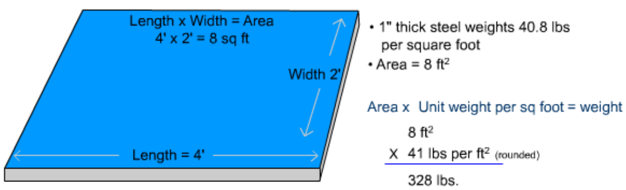


Material	Weight cubic
Ash	42
Birch	47
Cedar	34
Cherry	36
Fir	34
Hemlock	29
Maple	53
Oak	50
Pine (white)	25
Reinforced Concrete	150
Sand	105
Steel	490
Aluminum	165
Brass	543

Material	Weight per sq foot per inch of thickness
Aluminum	14.5
Brass	44.5
Bronze	46.2
Copper	46.3
Iron	41.1
Lead	59.2
Monel	46.3
Nickel	44.8
Silver	54.7
Steel	40.8
Steel (stainless)	41.8
Tin	36.3
Zinc	36.7

Finding Weight

Weights may be calculated using either area or volume. Find the weight of objects such as plates by multiplying the area in square feet by the material weight per square foot, for a given thickness. To find the weight of three-dimensional objects multiply volume in cubic feet by the material weight per cubic foot. Which calculating method you use, will depend on the item. You may need to use both methods for complex objects.

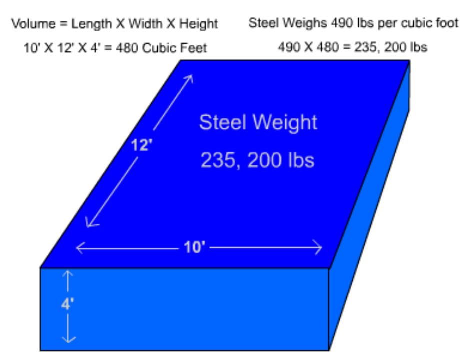


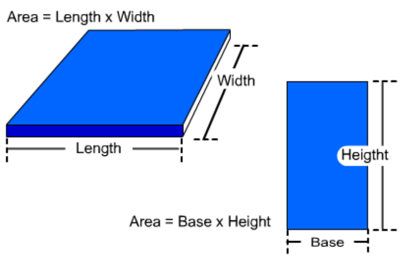
Calculating Weight by Area

To calculate the weight of this plate, we must find the area and multiply it by the material weight per square foot. Here, we have a steel plate, 4 feet by 2 feet by 1 inch thick. The area is 8 square feet. To calculate the weight, we need to find the unit weight, or weight per square foot for the material. Using the standard material weight chart, we find steel weighs 40.8 pounds per square foot per inch of thickness. The math can be simplified by rounding to 41 pounds. Multiplying 8 square feet by 41 pounds per square foot gives us 328 pounds.

Calculating Weight by Volume

Volume is always expressed in cubic units, such as cubic inches, cubic feet, and cubic yards. Let's calculate the volume of this box. The formula is length, times width, times height. The length is 12 feet. The width is 10 feet. The height is 4 feet. When we multiply 12 times 10, times 4, the volume is 480 cubic feet. Now we can use the standard materials weight chart and multiply the standard weight by the volume.



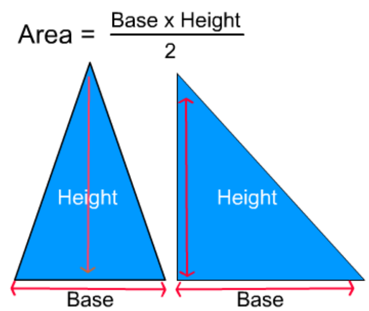


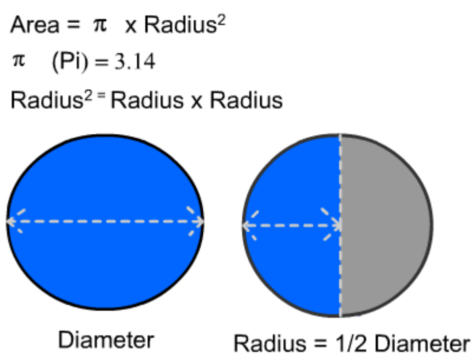
Calculating Area

The area of a square or rectangular shaped object is determined by multiplying length times width or base times height. The area is always expressed in units of square feet or square inches.

Calculating the Area of a Triangle

To calculate the area of a triangle multiply the base of the triangle by the height of the triangle and then divide by 2. The height of a triangle is the perpendicular distance from the point opposite from the base to the base.



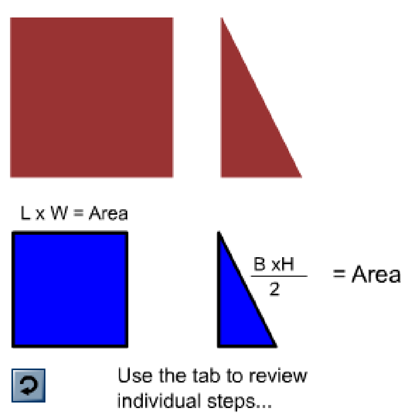


Calculating the Area of a Circle

To calculate the area of a circle, multiply Pi, which is 3.14, by the radius squared. Find the radius of the circle by dividing its diameter in half. To square the radius, multiply the radius by itself. For example, if a circle has a diameter of 3 feet, the radius will be 1.5 feet. 1.5 feet times 1.5 feet equals 2.25 square feet. Therefore, the radius squared is 2.25 square feet. Pi times the radius squared would be 3.14 times 2.25 square feet, or 7.065 square feet.

Calculating the Area of a Complex Shape

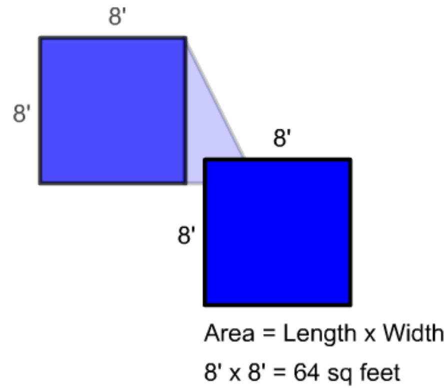
Most complex shapes can be broken down into a series of simple shapes.

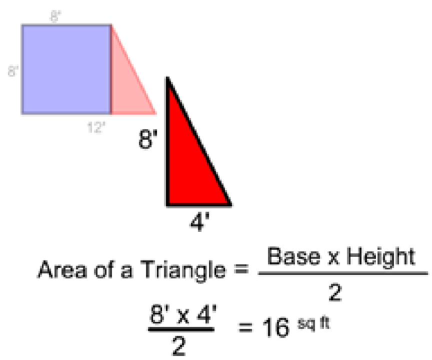


Step1: To calculate the area of this complex shape, calculate the area of the square using the formula length times width. Next, calculate the area of the triangle using the formula base times the height divided by 2. Then add the areas together to get the total area of the complex shape.

Area of First Part

The first step is to calculate the area of the rectangle, or square, as shown in this example. The formula for the area of a rectangle is, length times width. The length is 8 feet and the width is 8 feet. 8 feet, times 8 feet, equals 64 square feet.



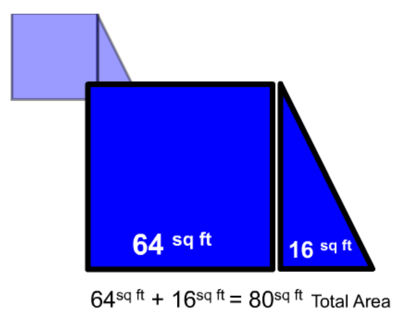


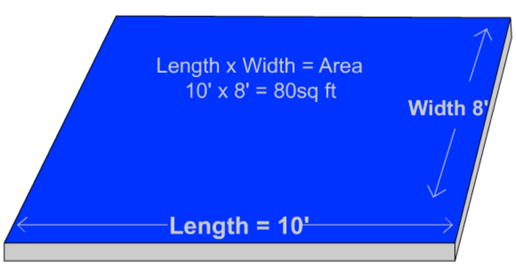
Area of Second Part

Next, find the area of the triangle. The formula for the area of a triangle is, base times height divided by 2. The base is 4 feet and the height is 8 feet. 4 feet times 8 feet equals 32 ft2. 32 ft2 divided by 2 equals 16 ft2.

Adding Areas

Now that we have found the area of the two sections, all we have to do is add the area of the square to the area of the triangle to find the total area of the object. 64 square feet, plus 16 square feet, equals 80 square feet. If we know what the material is and how thick it is, we can find its weight with one more calculation.



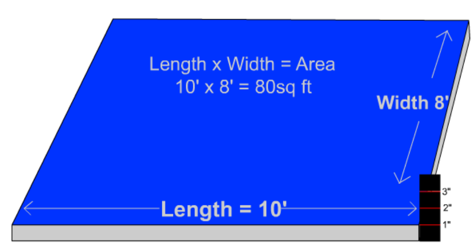


Calculating Area and Materials Weight – Step One

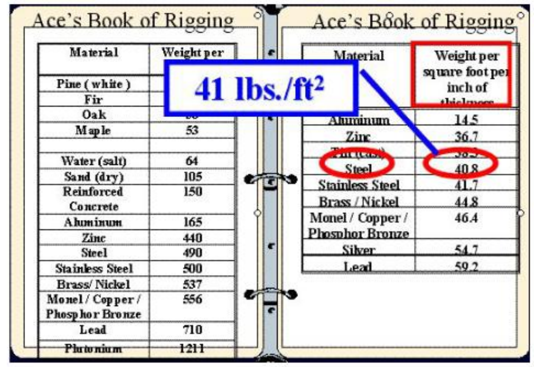
To calculate the weight using area, we must find the material weight per square foot based on its thickness. Then, we simply multiply the base weight by the area of material. The area of this steel plate is 80 square feet.

Calculating Area and Materials Weight – Step 2

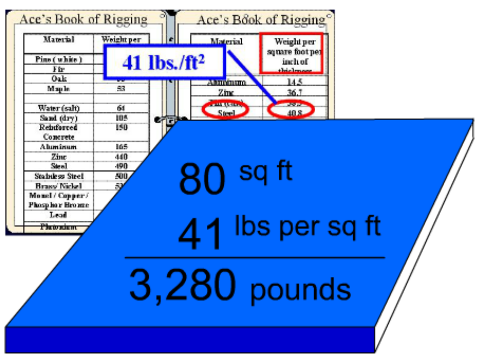
Now we need to know the plate's thickness. According to the ruler, it is 1 inch thick.



Calculating Area and Materials Weight – Step 3



We can find the weight of common materials listed in several reference books available from various industry sources. Here, in "Ace's Book of Rigging", we find these tables. Material weight per cubic foot is in the left table. In the right table, unit weights are listed by weight per square foot, per inch of material thickness. We will use the table on the right since the material weights here are based on the thickness of material. We find steel listed in the "Materials" column. The unit weight is 40.8 pounds per square foot, per inch thickness of steel plate. Now let's apply the rule we learned earlier in the lesson to make the math easier and give us a safety margin in our calculations. What was the rule on rounding that we should apply to this unit of weight? Round up! So, 40.8 pounds per square foot is rounded up to 41 pounds per square foot.

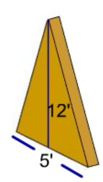


Calculating Area and Materials Weight – Step 4

To calculate the weight of the plate: Multiply the area, 80 square feet by the unit weight of 41 pounds per square foot. The weight of the plate is 3,280 pounds. If 1-inch thick steel plate weighs 41 pounds per square foot, a 2-inch thick steel plate would weigh 82 pounds per square foot. What would 1/2 inch thick steel plate weigh per square foot? It would weigh 20.5 pounds.

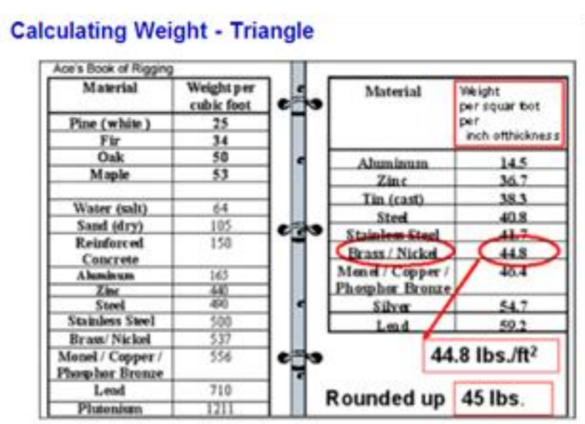
Triangle Area Example – Step One

In this example, we have a triangular shape. How do we find the area of this plate?
Multiply the base times the height and divide by 2. 12 times 5, divided by 2. The area of this plate is 30 square feet.



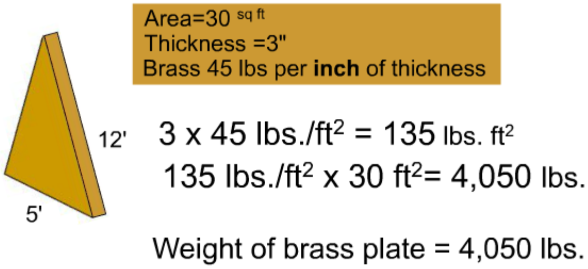
Area of a Triangle = $\frac{\text{Base x Height}}{2}$

$\frac{5' \times 12'}{2} = 30$ sq ft



Triangle Area Example – Step 2

To find the weight of this plate, we have to multiply the area (30 square feet) by the unit weight of the material per inch of thickness. The material is brass, and the thickness is 3 inches. To find the total weight of the material we need to reference a table or chart to obtain the unit weight.



Triangle Area Example – Step 3

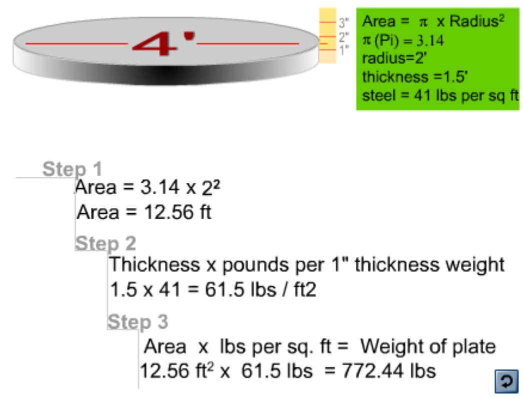
We now know that brass weighs 45 pounds per square foot, per inch of thickness. We multiply the thickness, 3 inches, by the unit weight of 45 pounds. The material weighs 135 pounds per square foot. Next, we multiply the area, 30 square feet, times the weight per square foot, 135 pounds. We find that this item weighs 4,050 pounds.

Calculating the Area of a Circle - Example

To calculate the area of a circle, multiply Pi, 3.14, by the radius squared. This steel plate is 4 feet in diameter. Therefore, the radius is 2 feet. The plate is 1 ½ inches thick.

To find the area: multiply Pi, or 3.14 times the radius squared. 3.14 times 2, times 2 equals 12.56 square feet.

To find the weight per square foot: multiply the plate thickness, 1 ½ inches, times the weight of 1 square foot of 1-inch thick steel. 1.5 times 41 equals 61.5 pounds. .



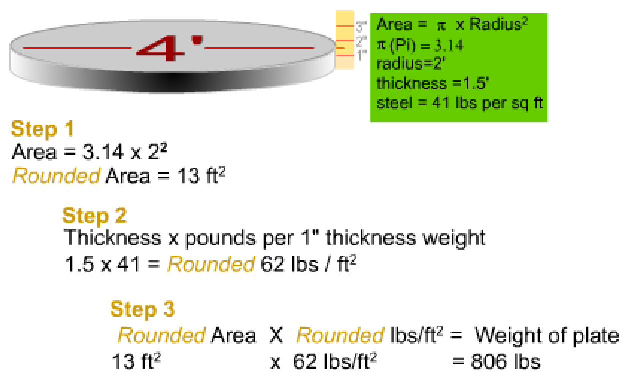
To find the weight: multiply the area, 12.56 times the unit weight of 1 ½ inch thick steel plate which is 61.5 pounds. The weight of this circular steel plate is 772.44 pounds.

Calculating the Area of a Circle - Rounding

Rounding numbers make calculations easier. Always round up.

Rounding up gives a larger area and heavier weight, therefore an added safety margin.

Round up the plate area and the weight. The area, 12.56 square feet, rounded is 13 square feet. The weight, 61.5 pounds, rounded is 62 pounds. 13 times 62 equals 806 pounds.



Knowledge Check

1. Select the best answer. To find the weight of a piece of aluminum plate, you would multiply …

   A. Square feet times material weight per square foot based on a specified thickness.
   B. Cubic feet times material weight per cubic foot.

2. Select the best answer. A triangular shaped 1 inch thick metal plate has a base of 10 feet and a height of 15 feet. What is the area of the plate?

   A. 1,500 feet
   B. 150 feet
   C. 75 square feet
   D. 1,500 square feet

3. Select the best answer. A circular shaped ½ inch thick aluminum plate has a diameter of 7 feet. What is the area of the plate rounded up?

   A. 22 square feet
   B. 22 feet
   C. 39 square feet
   D. 7 square feet

4. Select the best answer. A complex shape of 1 inch thick aluminum plate has a rectangular area of 64 square feet and triangular area of 16 square feet. If aluminum weighs 14 pounds per square foot, how much does the plate weigh (rounded up to the nearest hundred pounds)?

   A. 1,100 lbs.
   B. 1,300 lbs.
   C. 1,000 lbs.
   D. 1,200 lbs.

5. Select the best answer. A complex shape of 1 inch aluminum plate measures 6 feet long on the top edge, 8 feet wide on the left edge, 12 feet long on the bottom edge, ending with a 10 foot long hypotenuse connecting back to the top edge. What is the correct equation to find the area of the triangular shape?

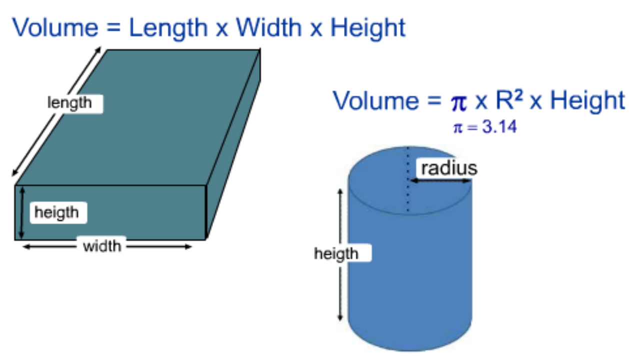
   A. 8 x 12 / 2
   B. 8 x 6 / 2
   C. 6 x 12 / 2
   D. 12 x 10 / 2

6. Select the best answer. The formula for determining the area of a triangular shaped object is:

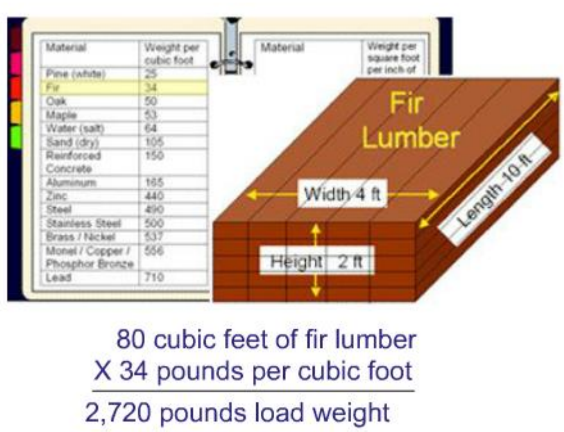
   A. Base x Height divided by 2
   B. Base x Height x 2
   C. Length x width x Height
   D. None of the above

Calculating Volume

The volume of a square or rectangular object is figured as length times width multiplied by the height. The volume of a cylinder is Pi times the radius squared, times the height.



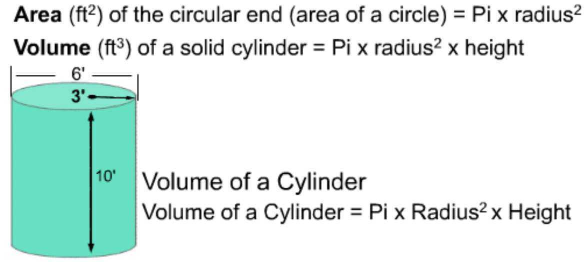
Load Weight by Volume

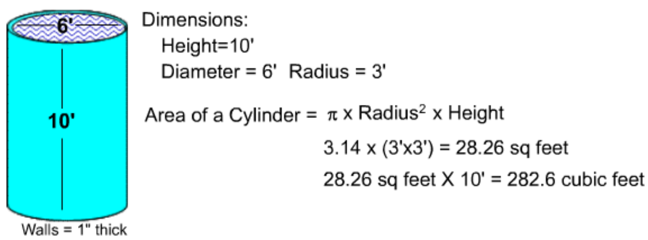


To calculate weight, by volume, we need to find the unit weight, or weight per cubic foot for the material. We go back to the tables to find the weight for a cubic foot of fir wood. This time we will use the table on the left since the material weights listed here are based on the weight per cubic foot of material. Using the standard material weight chart, we find that fir weighs 34 pounds per cubic foot. If the weight were listed in fractions or decimals, such as 33.8 pounds per cubic foot, we would simplify the math by rounding 33.8 up to 34 pounds. Multiplying 80 cubic feet by 34 pounds equals 2,720 pounds. This stack of lumber weighs 2,720 pounds.

Volume of a Cylinder

What is the formula for finding the volume of a cylinder? To calculate the volume we must first find the area of the circular end. The formula for area is Pi times radius squared. Once we know the area, we simply multiply it times the height or length. So the formula we use to find the volume of a solid cylinder is, Pi times radius squared times the height. If the cylinder were lying down you would use its length in place of the height.



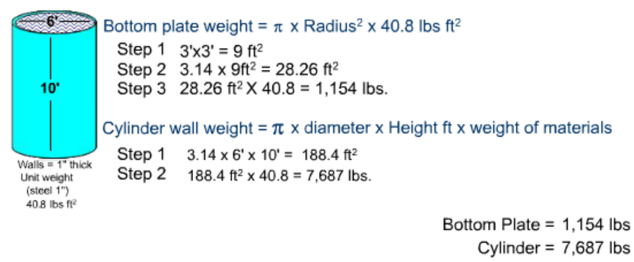


Calculating the Volume of a Cylinder - Example

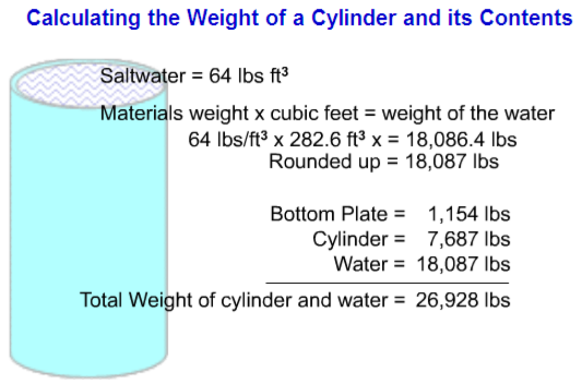
Let's calculate the volume of this cylinder. If the diameter of this object is 6 feet, what would the radius be? The radius would be 3 feet. The height is 10 feet. We multiply Pi, which is 3.14 times 3 feet times 3 feet. The result is 28.26 square feet. Now, multiply 28.26 square feet, times the height, 10 feet. The result is the volume of this cylinder, 282.6 cubic feet. If the cylinder is hollow, we will need to calculate the volume of the cylinder and the volume of the contents separately. Calculate the volume as if the cylinder is solid. Then calculate the volume of the hollow. Subtract the volume of the hollow section from the volume of the solid cylinder.

Calculating the Weight of a Cylinder

One inch steel plate weighs 40.8 pounds per square foot. The bottom plate is 6 feet in diameter, so the radius is 3 feet. 3 feet squared equals 9 square feet. We multiply 9 square feet by 3.14. This gives us the area, 28.26 square feet. We multiply this by the unit weight for steel plate of 40.8 pounds per square foot. The bottom plate weighs 1,154 pounds. Calculate the cylinder wall weight as a flat plate. Multiply Pi, (3.14) times the diameter, 6 feet, times the height, 10 feet. Multiply the area 188.4 square feet by the weight of steel plate, 40.8 pounds per square foot. The resulting weight is 7,687 pounds.



Calculating the Volume of a Cylinder



Using the volume calculation, let's find the weight of the water contained in this thin-walled cylindrical tank. Let's calculate the weight of this cylinder full of salt-water. We need to know the weight per cubic foot of salt water. Looking at our material weight chart we see saltwater weighs 64 pounds per cubic foot. We multiply the material weight times the cubic feet to find the weight of the water in the cylinder. 282.6 cubic feet times 64 pounds per cubic foot equals 18,086.4 pounds. Now we will add up the weights. 1,154 pounds for the bottom plate, 7,687 pounds for the cylinder wall; and 18,087 pounds of water, for a total load of 26,928 pounds.

Knowledge Check

1. Select the best answer. A box has 27 cubic feet of sand in it. Sand weighs 105 lbs. per cubic foot. The box weighs 1,200 lbs. empty. The correct equation to find the total weight is:

   A. 27 x 1,200 = 32,400 + 105 = 32,505 lbs.
   B. 27 x 105 = 2,835 lbs.
   C. 27 x 105 = 2,835 + 1,200 = 4,035 lbs.

2. Select the best answer. A cylinder has a diameter of 12 feet, and a height of 17 feet. What is the volume of the cylinder rounded up?

   A. 204 cubic feet
   B. 7,687 cubic feet
   C. 204 square feet
   D. 1,922 cubic feet

3. Select the best answer. A cylinder is made of solid aluminum which has a unit weight of 165 pounds per cubic foot. What is the weight of this cylinder if the diameter is 4 feet and the height is 5 feet?

   A. 10,000 lbs.
   B. 10,362 lbs.
   C. 12,532 lbs.
   D. 10,532 lbs.

4. Select the best answer. A rectangular shaped tank has a length of 24 feet, a width of 10 feet, and a height of 12 feet. What is the volume of the tank?

   A. 2,880 cubic feet
   B. 2,900 feet
   C. 2,880 square feet
   D. 2,400 square feet

NOTES

Load Weight Distribution

Welcome

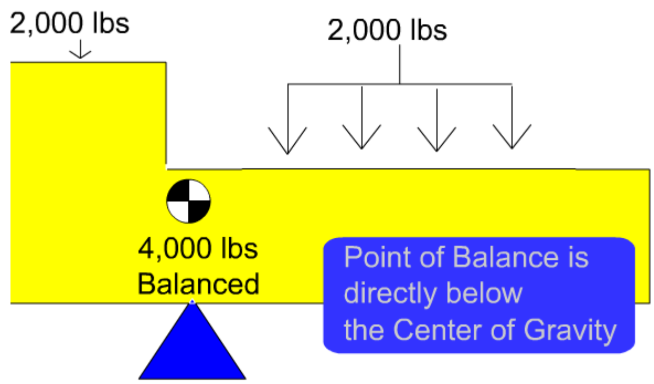
Welcome to the Load Weight Distribution module.

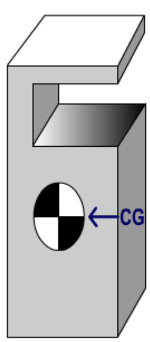
Learning Objectives

Upon successful completion of this module you will be able to: explain the difference between the center of balance or balance point, and the center of gravity, understand the importance of locating an object's center of gravity, calculate the center of gravity of various objects, discuss the determining factors of weight distribution to attachment points, apply the "Two legs carry the load" rule, explain the importance of weight distribution to attachment points, and calculate weight distribution to attachment points.

Center of Balance

An object will rest in a state of balance when supported at its balance point. The balance point may not be located at the center of an object, but it is always directly below the center of gravity.





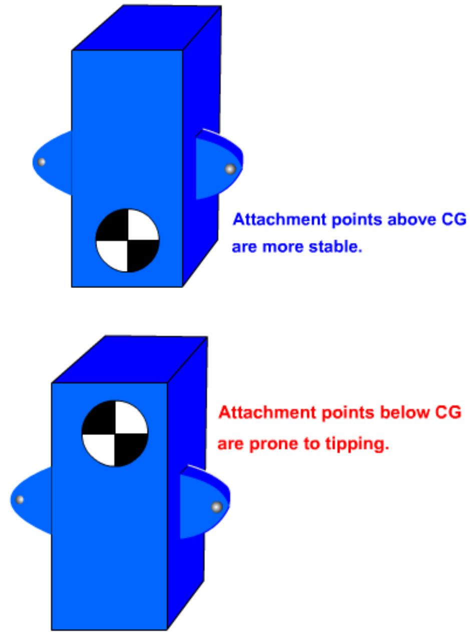
Center of Gravity

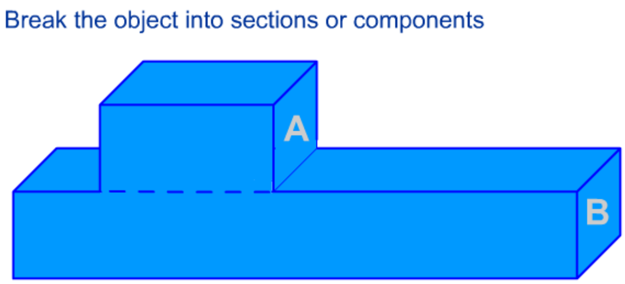
The center of gravity is the point where the entire weight of the object would balance in any direction, as if all the weight were concentrated in that one point. It is a fixed point and does not change unless the shape of the object is altered. Center of gravity is generally located in the center of symmetrical objects made of like material. For non-symmetrical objects, it must be calculated and could be located outside the object.

The hook must be centered over the CG before lifting.

Why Find Center of Gravity

The location of the center of gravity will affect an object's reaction to movement. If the attachment points are below the center of gravity, the object will tip over more easily when moved. If the attachment points are above the center of gravity, the object is not likely to tip.

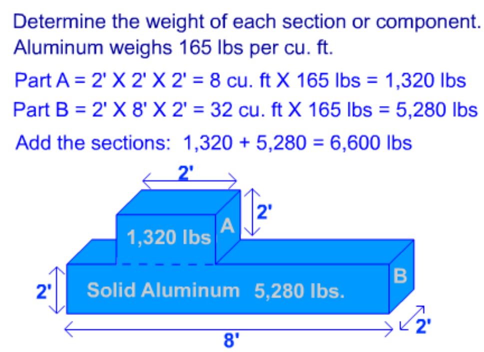


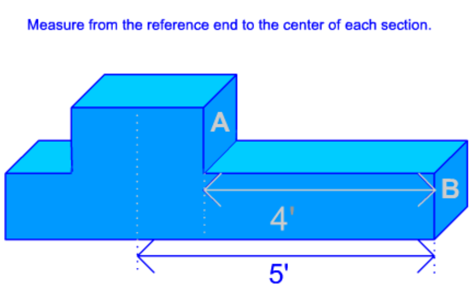


Finding Center of Balance – Step One

The balance point of a symmetrical object will be directly under its center. To find the balance point of a complex shape, we must first break the object into symmetrical sections or components.

Finding the Balancing Point - Step 2: The second step is to determine the weight of each section.

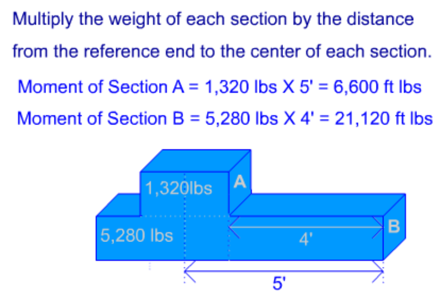


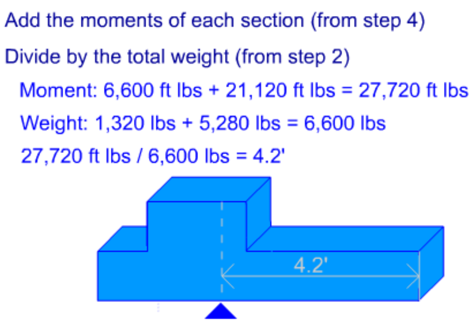


Finding the Balancing Point - Step 3: The next step is to measure from the reference end to the center of each section of the object.

Finding the Balancing Point - Step 4:

Then, multiply the weight of each section, by the distance from the reference end to the center of that section. The result is called moment. Moment is an effect produced by a force at some distance from a fixed point, such as the center of gravity. Moment, like torque, is often described in foot-pounds or pound-feet.

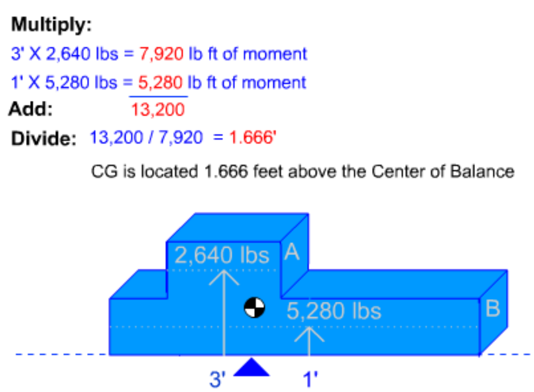




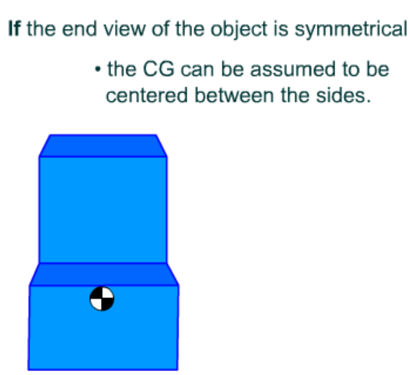
Finding the Balancing Point - Step 5:

Add the moments together and divide this number by the total weight of the object. The balance point is where the moments, measured from each end, are equal.

Pinpointing the Center of Gravity – CG Height



In this example the weight of section A is 2,640 pounds. The weight of section B is 5,280 pounds. Measure the distance from the reference end to the center of each section. Multiply the weight of each section by the distance from the reference end to the center of the section to obtain the moment. The distance from the reference line to the center of section A is 3 feet and the distance from the reference line to the center of section B is one foot. The moment for section A is 7,920 pound-feet. The moment for section B is 5,280 pound-feet. Add the moments together and divide by the total weight to find the height of the center of gravity. 7,920 plus 5,280 equals 13,200 pound-feet. The weight is 2,640 plus 5,280 or 7,920 pounds. Now divide 13,200 by 7,920. The center of gravity is 1.666 feet up from the reference end. If we convert decimal feet to inches, this equals 1 foot, 8 inches.

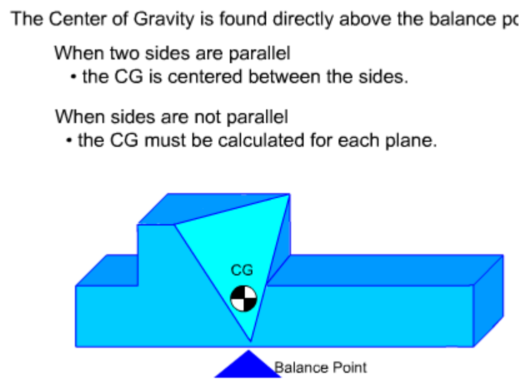


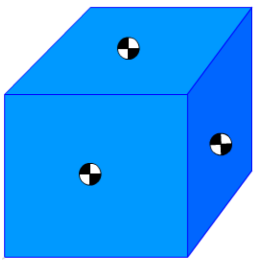
Pinpointing the Center of Gravity – CG Depth

To find the depth of the center of gravity, follow the five-step process using the front of the object as the reference end for step 3. In this example, the end view shows the object is symmetrical. Therefore, we can assume the center of gravity is in the center of the object – one foot from the front.

Center of Gravity Pinpointed

The object's center of gravity is always directly above the balance point. It may be helpful to measure and temporarily mark the object's center of balance before rigging.



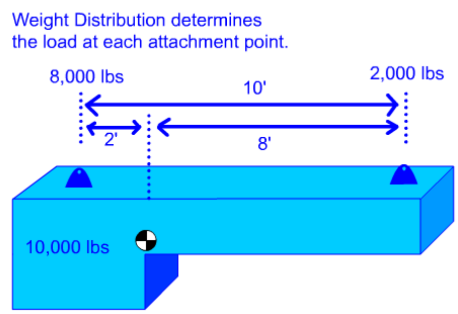


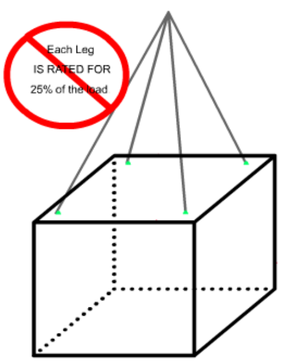
Center of Gravity Review

Remember to estimate the location of the Center of Gravity in relation to the attachment points before rigging or lifting loads. If the center of gravity is difficult to estimate, you may need engineering assistance. Loads hoisted from the bottom without restraint are susceptible to tipping. Loads should be lifted from their top, or restrained within the slings. If a load is hoisted without keeping the hook over the center of gravity, the load will shift as it clears the ground. Sometimes the rigging must be re-adjusted before making the lift.

Weight Distribution

The center of gravity provides a quick reference for how the weight is distributed throughout a load. However, before planning the lift it is necessary to refine how the load weight is distributed. Weight distribution determines what each attachment point will have to carry. This information insures the selection of correctly rated rigging gear.

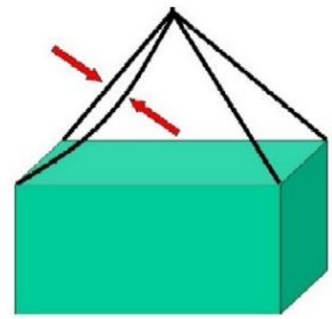




Wrong Assumption

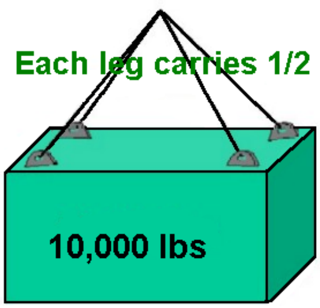
A common assumption is that 4 legs divide the load weight into 4 equal parts. Each leg then carries 25% of the load. Most often, this is not true.

How many legs really carry the load?



We now understand that each leg will not always carry its share of the load. In this example, one sling is longer than the others. Therefore that attachment point will not carry its share of the load. No two slings are fabricated exactly the same length. When one sling is longer than the others, when shackles or other hardware are different brands or sizes, or when one attachment point is higher than the others, one or more attachments may not carry any load at all.

Don't assume that all legs will carry their share of the load.

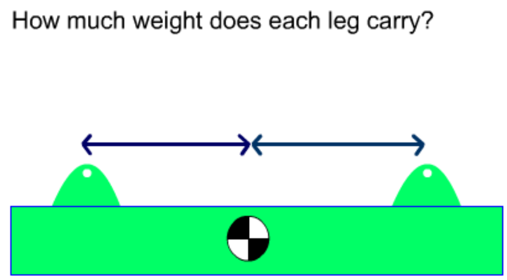


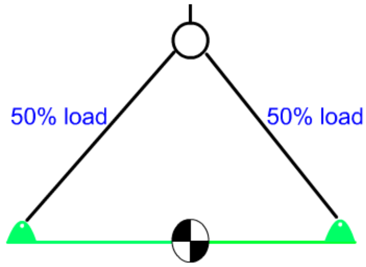
A Safe Assumption

Here is a safe assumption: At any given time, any two legs may carry the load, even if three or more legs are used. The “two-legs-carry-the-load” rule helps us to compensate for different sling lengths, attachment points at different elevations, and load flex. Gear selections should be based on two legs being able to carry the load. For example, if an object weighs 10,000 pounds then each leg would require a rated load of at least 5,000 pounds.

Determining Leg Weight

Gear selection is dependent upon how much weight is carried by each leg - the load’s weight distribution. The distances between the Center of Gravity and the attachment points will determine how much of the weight each attachment point will carry.





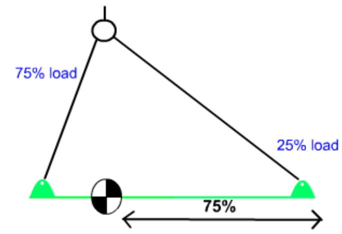
When distances between the CG and attachment points are equal, weight distribution is also equal.

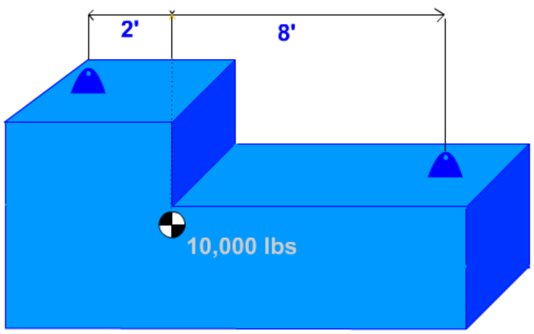
Equal Weight Distribution

This drawing represents a load. Notice the difference in weight distribution as the center of gravity changes distance from each attachment point. In this first example, each attachment carries equal weight because the center of gravity is equal distance between the attachment points. Watch the left attachment point as we move the center of gravity.

Unequal Weight Distribution

In the second example, the weight is greatest in the left attachment point because it's closest to the center of gravity. When one attachment point is closer to the center of gravity than the other attachment point, it carries more weight. It carries 75% of the weight and the opposite end carries 25%.



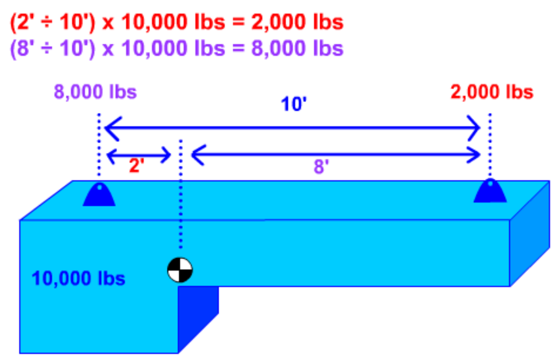


Information Needed to Calculate Weight Distribution

Now, let's move beyond estimating and show how to calculate the weight distribution. In order to calculate weight distribution, you must know the object weight, the location of the center of gravity and the distance of each attachment point from the center of gravity.

Weight Distribution Example

If we want to find out how much weight is distributed to the attachment closest to the center of gravity, we divide the 8-foot distance by the overall distance between attachment points, which is 10 feet. Then we multiply this answer by the total weight of the object. Eight divided by 10, times 10,000 equals 8,000 pounds.



Knowledge Check

1. Select the best answer. An attachment point is 2 feet from the center of gravity and the other attachment point is 6 feet from the center of gravity. What is the correct percentage of weight distribution to each attachment point with the attachment point 2 feet from the center of gravity being listed first?

   A. 33%, 66%
   B. 75%, 25%
   C. 50%, 50%
   D. 25%, 75%

2. Select the best answer. Center of Gravity is best described as:

   A. Always in the center of an object
   B. Where the item balances
   C. Where all the weight is concentrated

3. True or False. The center of gravity is located below the center of balance.

   A. True
   B. False

4. True or False. The center of gravity (CG) is always located within the object.

   A. True
   B. False

5. Select the best answer. Attachment point #1 is 6 feet from the center of gravity (CG) and attachment point #2 is 3 feet from the center of gravity (CG). There is a 10,000 lb. load attached. What is the correct equation to find the weight distribution for attachment point #1?

   A. 3 divided by 6 multiplied by 10,000 (3 / 6 x 10,000)
   B. 3 divided by 9 multiplied by 10,000 (3 / 9 x 10,000)
   C. 6 divided by 3 multiplied by 10,000 (6 / 3 x 10,000)
   D. 9 divided by 3 multiplied by 10,000 (9 / 3 x 10,000)

6. True or False. The center of gravity (CG) will always find its way directly under the crane hook when lifted off the ground.

   A. True
   B. False

NOTES

RIGGING GEAR TEST, INSPECTION, AND MARKING REQUIREMENTS

Welcome

Welcome to the Rigging Gear Test, Inspection, and Marking Requirements module.

Learning Objectives

Upon successful completion of this module you will be able to explain the primary goal of the test and inspection program, identify the section of NAVFAC P-307 that addresses rigging gear requirements, list the required equipment markings, identify what records must be kept, and identify the equipment covered in Section 14.

NAVFAC P-307 Section 14

Let’s look at the section of NAVFAC P-307 that deals with rigging, Section 14.

Section 14 provides selection, maintenance, inspection, test, and use requirements for rigging gear and miscellaneous lifting equipment. These requirements help ensure the rigging gear you use is safe. When followed, these requirements help ensure optimum service life of the gear.

These requirements apply to covered equipment used, with or without cranes, in weight handling operations, and to covered equipment used with multi-purpose machines, material handling equipment or "MHE" (e.g., forklifts), and equipment covered by NAVFACP-300. These requirements also apply to contractor-owned rigging equipment used with Navy and BOS contractor-owned WHE, multi-purpose machines, MHE, and equipment covered by NAVFAC P-300 used in weight handling operations.

Except for BOS contracts, these requirements do not apply to contractor-owned equipment used with contractor-owned cranes, multi-purpose machines, MHE, backhoes, excavators, and front-end loaders.

The Test and Inspection Program

NAVFAC P-307 requires each activity to establish a program that includes initial visual inspection and load test of equipment, marking, pre-use inspections before equipment is used, documented periodic inspections of equipment, and documented periodic load tests of certain equipment.

Except for hooks, rigging hardware and load indicating devices do not require load tests or documentation of inspections.

Why test and inspection?

Why do we need a test and inspection program? The primary goal is to prevent personnel injury!

The test and inspection program is designed to identify sub-standard, defective, damaged, or worn equipment, and remove unsafe equipment from service.

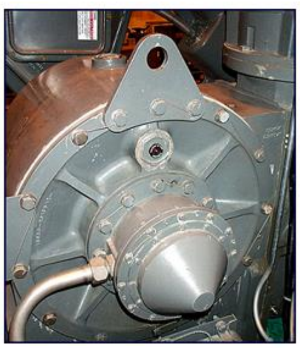
Unsatisfactory equipment and gear shall be removed from service and disposed of or repaired. Equipment shall be stored before and after use in such a way and location so as to prevent damage and not be a hazard to employees. Occasionally, equipment and gear is unsatisfactory as a result of a crane or rigging accident. The activity shall determine if damage was due to a crane or rigging accident and, if so, ensure that the accident is investigated and reported in accordance with NAVFAC P-307 section 12.

Covered Equipment

NAVFAC P-307 section 14 applies to the following equipment used in weight handling operations: rigging gear (slings, including chain, wire rope, metal mesh, synthetic rope, synthetic webbing, and synthetic roundslings; shackles; eye bolts; swivel hoist rings; links and rings; turnbuckles; insulated links; hooks; etc.); portable LIDs (dynamometers, load cells, crane scales, etc.); crane structures; and portable manual and powered hoists/winches.

Additional Covered Equipment

Also covered are below-the-hook lifting devices identified in ASME B30.20 (e.g., spreader beams, container spreaders, plate clamps, magnets, vacuum lifters); personnel platforms; portable gantry/A-frames, and portable floor cranes used for general lifting; and cranes and hoists procured with, integral to, and used solely in support of larger machine systems (milling machines, press brakes, etc.).



Equipment Not Covered

Equipment not covered includes: ordnance equipment, which falls under NAVSEA OP-5, original equipment manufacturer or OEM installed welded lift lugs, threaded holes and bolt-on pads, OEM provided rigging gear used for limited lifts such as off-loading, re-loading, initial storage, and shipment, and equipment in an approved test and inspection program (NAVAIR, NAVSEA, Strategic Systems Program, Army, or Air Force approved program).

Where OEM provided specialized rigging equipment is used, the activity shall ensure that the equipment is in good condition and that personnel using the equipment know how it is to be used.

Knowledge Check

1. Select all that apply. The reason test and inspection is required is to:

   A. Prevent personnel injury
   B. Identify sub-standard equipment
   C. Remove unsafe equipment

2. Select the best answer. Rigging gear identification markings applied by the activity usually indicate that the equipment is:

   A. In an inspection program
   B. Authorized for use
   C. Not damaged
   D. New to the activity

3. Select the best answer. Equipment test and inspection requirements in section 14 of NAVFAC P-307 do not apply to:

   A. Personnel platforms
   B. OEM installed integral attachments
   C. Container spreaders
   D. Cranes and hoists integral to larger machines

Equipment Markings

Markings on each piece of equipment are the most apparent way for you, the user, to know the requirements of NAVFAC P-307 have been met.

Equipment must be marked per the applicable ASME B30 volume (B30.9 for slings, B30.10 for hooks, B30.16 for portable hoists, B30.20 for below-the-hook lifting devices, B30.21 for lever hoists, and B30.26 for rigging hardware).

In addition to the identification and marking requirements of the applicable ASME volume, except as noted in NAVFAC P-307 paragraphs 14.8 and 14.11, each piece of equipment must be clearly marked, tagged or engraved with an indication of the re-inspection due date and a unique serial number that will allow it to be traced to its test and inspection documentation.

Below the hook lifting devices weighing more than 100 pounds shall be marked with the weight of the device.

Markings must be done in a manner that will not affect the strength of the component. Vibra-etch methods and low stress dot faced stamps are acceptable methods for marking equipment.

Contact the OEM for guidance on where and how to mark equipment.

Load tests, documented inspections, and special equipment markings (other than the manufacturer's markings required by B30.26) are not required for equipment covered by ASME B30.26 (shackles, adjustable hardware, compression hardware, links, rings, swivels, rigging blocks, and portable load indicating devices.)

Wire Rope Endless Slings

Endless slings shall have a marked rated load based on a D/d efficiency of 50 percent and may be used over various size pins at loads not exceeding the marked rated load.
Where endless wire rope slings are designed for a particular use, they shall be marked to indicate the pin diameter used to determine the rated load.

Chain Slings

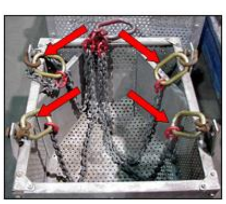
In accordance with 29 CFR 1915.112 and 29 CFR 1917.42, chain slings used in ship repair, shipbreaking, or cargo transfer require quarterly periodic inspections and must be marked to indicate the date of the next required inspection.

Lashing

Lashing must be marked to identify it to the spool or reel from which it came. The rated load must be marked on each piece as well as the re-inspection due date.

Multiple Part Equipment

For multiple part equipment that can be separated (e.g., load indicators with custom shackles), the subordinate part (the shackle) shall be identified to the primary part (load indicator). This is not intended for standard shackles or turnbuckles, equipment that is not field disassembled such as swivel hoist rings, or for equipment for which the activity engineering organization is allowed to designate fasteners by grade only, such as portable padeye/lifting lug fasteners and eyebolt nuts. If space limitations do not permit legible marking, a tag containing required markings shall be attached and engineering guidance shall be obtained.



Markings on Multi-leg Sling Assemblies

Multi-leg slings assemblies shall be marked with the rated load of each leg, the rated load of the entire assembly, and the sling angle upon which the rated load is based.

Braided Wire Rope Slings

NAVFAC P-307 requires that braided slings shall have the OEM's marking re-marked at 70% of the OEM's rated load unless destructive tests are conducted on sample slings. The documentation is reviewed by the Navy Crane Center.
So, there are many additional markings that may be required for different equipment. Not only do these markings have to be present, they must be legible.

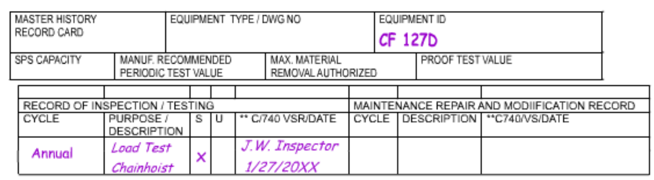
Illegible or Missing Markings

Sometimes markings become hard to read due to wear or they may even be removed during a repair process. Replace markings that are hard to read or have been removed. Remember, all rigging equipment must be marked.

Required Records

Equipment markings should link the piece of equipment to its test and inspection records. NAVFAC P-307 requires documentation of tests and inspections. Records are the auditable proof that equipment has been tested and inspected and provide a basis for ongoing evaluation of the equipment. The latest test and inspection record will be retained on file at the activity. Computer generated files are acceptable if they identify the individual components and inspection results.

Record Information



MASTER HISTORY RECORD CARD	EQUIPMENT TYPE / DWG NO	EQUIPMENT ID CF 127D	
SPS CAPACITY	MANUF. RECOMMENDED PERIODIC TEST VALUE	MAX. MATERIAL REMOVAL AUTHORIZED	PROOF TEST VALUE

RECORD OF INSPECTION / TESTING					MAINTENANCE REPAIR AND MODIIFICATION RECORD		
CYCLE	PURPOSE / DESCRIPTION	S	U	** C/740 VSR/DATE	CYCLE	DESCRIPTION	**C740/VS/DATE
Annual	Load Test Chainhoist	X		J.W. Inspector 1/27/20XX			

NAVFAC P-307 requires that the records include identification of individual components, latest test and inspection results, and dates of inspections and tests. There are many ways to identify the equipment to the records.

Identifying Gear to its Record

A unique identification number may be used to identify the equipment to its record. The ID number can be as simple or complex as you need it to be. A simple method might be to use a letter designator that represents a particular type of gear followed by a serialized number. Mark the equipment ID number on the gear. Write the ID number on the record. Now the gear has identifiable records.

Gear Marking Example

This is an example of how the gear is marked at one Naval Shipyard. This is just one example of how an activity could choose to identify individual components to their records. This example reflects a fairly complex system that may be useful for activities who own multiple groups of equipment that need to be segregated. In this example, the unique identification number is used to identify three different things. The first number "98" identifies which shop, group, or code owns the equipment. Secondly, "P28" identifies the specific piece of gear with a serialized number. This particular number indicates that it was the 28th sling manufactured or certified on a specific day. The number 94-350 identifies the day it was manufactured or certified, 94 being the year 1994, 350 being the day of the year. No matter what method you use, there is important information that should be included in the gears records.

Knowledge Check

1. Select all that apply. Which of the following markings are required on Lashing?

   A. Rated load
   B. Serial number
   C. The re-inspection due date
   D. Size

2. Select the best answer. Rigging gear test and inspection records must include:

   A. Identification of individual components
   B. Dates of tests and inspections
   C. Latest test inspection results
   D. All of the data listed above

3. Select the best answer. Matching ID marks on rigging gear are required for:

   A. Rope or chain-sling bridle assemblies
   B. Chain slings with permanent attachments
   C. Components that can be separated
   D. End fittings on slings
   E. All rigging equipment

4. Select the best answer. Rigging gear test and inspection records are required to be kept on file:

   A. For 6 months
   B. Until replaced by a more current record
   C. For 1 year
   D. For 3 years

NOTES

Rigging Gear Inspection

Welcome

Welcome to the Rigging Gear Inspection module.

Learning Objectives

Upon successful completion of this module you will be able to list the required inspections, determine inspection frequency, describe inspection and rejection criteria, and identify repair requirements.

Types of Inspections

There are two types of required inspections, pre-use and periodic.
The pre-use inspection is performed prior to use.
No documentation is required for pre-use inspections.
The periodic inspection is a comprehensive, documented inspection, performed on a schedule.
Note: Documentation is not required for inspections of rigging hardware covered by ASME B30.26 (shackles, adjustable hardware, compression hardware, links, rings, swivels, rigging blocks, and portable load indicating devices).
Post-use inspections are recommended to ensure no damage has occurred during the weight handling operation.

Pre-use Inspection

All equipment must be inspected prior to each use. The pre-use inspection ensures the equipment is not damaged or worn beyond allowable limits. The inspector must verify the rated load of the equipment and ensure the markings are legible. If the inspection due date has passed, the equipment must not be used. Remove any gear from service that fails inspection.

Periodic Inspection

Periodic inspections must be done by a qualified person. If inspection reveals that the equipment has accumulated damage or is worn beyond the allowable limits it must be removed from service. Records must be kept on file for all periodic inspections.
Note: Documentation is not required for inspections of rigging hardware covered by ASME B30.26 (shackles, adjustable hardware, compression hardware, links, rings, swivels, rigging blocks, and portable load indicating devices).
Inspection records provide a basis for evaluation, and provide the audit trail proving the equipment is in a test and inspection program. The inspection frequency varies depending on the type of equipment. See table 14-1 of NAVFAC P-307.

Annual Inspection

Annual Inspections are required for beam clamps, below the hook lifting devices, blocks, slings, container spreaders, cranes integral to larger machine systems, equalizer beams and flounder plates, eye bolts, eye nuts, hoists/winches, hooks, insulated links, lashing, lifting beams, links and rings, magnetic lifters, personnel platforms, plate clamps, portable load indicating devices, portable padeyes/lugs, shackles, swivels, swivel hoist rings, turnbuckles, vacuum lifters, and welded links and rings.

Biennial Inspection

Periodic inspections are required every 2 years for crane structures that do not have permanently mounted hoists, portable gantry/A-frames and portable floor cranes, and trolleys.

Inspection Every 3 Months

In addition to the annual inspection noted previously, OSHA requires a periodic inspection every three months for chain slings used in ship repair and cargo transfer.

Damaged Rigging Gear

When damage to rigging gear is discovered during an inspection or when damaged rigging gear is returned to the gear room, and an accident is suspected, the gear shall be immediately removed from service and a comprehensive investigation initiated.
For a suspected accident, the activity shall follow the investigation and reporting requirements of NAVFAC P-307, section 12, promptly perform a comprehensive investigation, and prepare a Crane and Rigging Accident Report and forward a copy to the Navy Crane Center (Code 06) within 30 days of the accident.
Local Weight Handling Equipment accident reporting procedures shall also be followed.

Deficiencies

Deficiencies include failure or malfunction of equipment and major or unsafe discrepancies between design drawings and equipment configuration. This does not include normal wear on the equipment.
In those instances where a deficiency is detected that has applicability at other Navy activities, the Navy Crane Center shall be notified as soon as practical, but in no case later than five days of the discovery.
A summary report of the deficiency, including corrective actions taken or recommended, shall be forwarded to the Navy Crane Center within 21 days.

Knowledge Check

1. True or False. Documented records are required for periodic inspections of all rigging equipment.

   A. True
   B. False

2. Select the best answer. What are the two types of rigging gear inspections?

   A. Periodic and Pre-Use
   B. Periodic and Random
   C. Frequent and Annual
   D. Annual and Biannual

3. Select the best answer. Who is required to perform an inspection prior to using rigging gear, and what is this inspection called?

   A. The User, Periodic Inspection
   B. The User, Pre-Use Inspection
   C. Gear Room Personnel, Pre-Operational Inspection
   D. Gear Room Qualified Personnel, Pre-Use Inspection
   E. Rigging gear room personnel, Prior to Use Inspection

Sling Rejection Criteria - Knots

A knot in any part of a sling is cause for rejection.

Inspecting Chain Slings

Chain slings used for overhead lifting must be fabricated from chain that is grade 80 or 100.
Links are randomly marked by the manufacturer with 8, 80, or 800 for grade 80 chain, and 10, 100, or 1000 for grade 100 chain.

Inspecting Chain Slings

Chain slings are generally very tough and durable and consequently they tend to get a lot of hard use. Carefully inspect each link and end attachment; including master links and coupling links. Nicks and cracks may be removed by grinding. Measure the link or component after grinding. Rejection is required if the defect cannot be removed or if any part of the link diameter is below the required minimum. Look for deformation such as twisted, bent, stretched links, or broken welds.

Chain Link Stretch

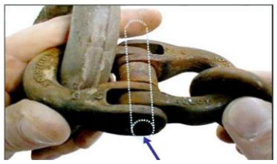
Chain links stretch when they are overloaded. Worn chain links will also cause the sling length to increase. Measure the length of each sling leg and look for increased chain length that may indicate overloading or link wear.

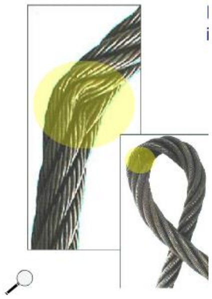
Chain Sling Rejection Criteria

In addition to the removal criteria of ASME B30.9, the sling shall be removed from service if inspection reveals any of the following: an increase in length of a measured section due to stretch exceeding five percent and a link with a raised scarf or defective weld.

Inspect Coupling Link

Inspect coupling links carefully. Make sure the keeper pin is not loose or protruding.





Wire Rope Sling Rejection Criteria

Inspect wire rope slings along the entire length of the sling including splices, end attachments, and fittings. Look for permanent distortion such as kinked, crushed, or bird-caged areas.

Wire Rope Sling Rejection Criteria 2

Look for core protrusion in-between the strands of the wire rope. Core protrusion is indicative of structural failure within the wire rope. The core should not be visible in straight runs. However, when a wire rope is bent, you will be able to see the core; this is not core protrusion. Fiber core wire rope slings may sometimes protrude between the strands in the end of an eye, opposite the bearing point; this too is not core protrusion.

Wire Rope Sling Rejection Criteria 3

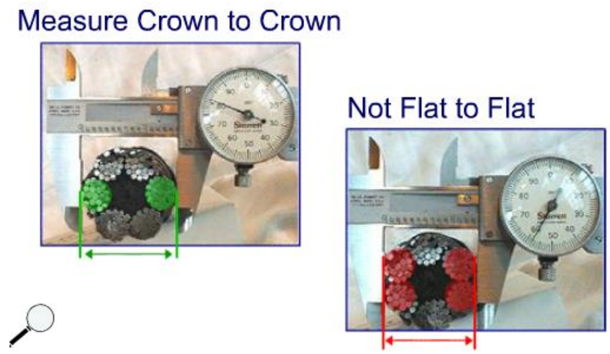
Look for signs of heat damage such as discoloration and other more obvious signs as shown here.

Wire Rope Sling Rejection Criteria 4

Look for severe corrosion or pitting of the wires or any condition that would cause loss of wire rope strength. Pay close attention to the outside area on each eye of the sling. This area wears more due to dragging the sling on concrete/paved surfaces.

Measuring Wire Rope

When measuring wire rope sling diameter with calipers, make sure you place the caliper on the crowns of the wire strands. Do not place the caliper across the flats or valleys of the strands.



Broken Wires

Do not run your bare hand along the wire rope to detect broken wires! Bend the sling while watching for broken inside wires. Bending will open the area between the two ends and expose a broken wire making it easy to detect. Broken wire rejection criteria is based on a section of the wire determined by its “lay length”. Lay length is the linear distance along the wire rope in which a strand makes one complete turn around the rope's center.

Strand Laid Wire Rope Slings

Single part and strand laid wire rope slings must be removed from service if inspection reveals any of the following criteria: ten randomly distributed broken wires in one lay length, or five broken wires in one strand in one lay length.

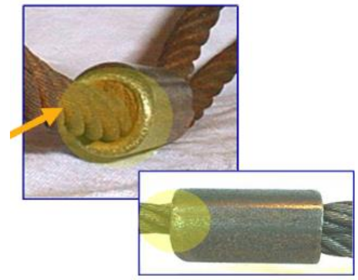
Braided Wire Rope Sling Rejection Criteria

For braided wire rope slings with less than eight parts, reject slings with 20 randomly distributed broken wires in one rope braid length, or one completely broken strand. For braided wire rope slings with eight parts or more, reject slings with 40 randomly distributed broken wires in one rope braid length or one completely broken strand.

Cable Laid Wire Rope Slings

Cable laid wire rope slings must be removed from service if inspection reveals, 20 randomly distributed broken wires in one rope lay length, or one completely broken strand.

Wire Rope End Fittings



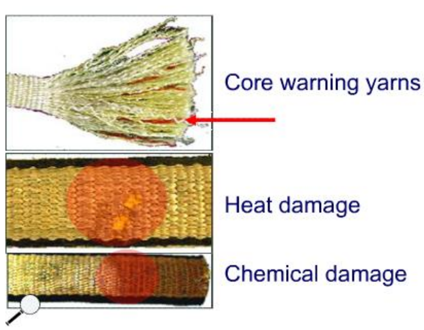
When inspecting slings with end fittings, ensure the fitting is not cracked, deformed or loose. Make sure the wire rope in the fitting is not corroded. Inspect the end attachment for wear that exceeds 10% of the OEM's nominal socket dimension or 5% of the socket pin diameter. When inspecting slings with speltered sockets, the wire should not have any axial or lateral movement.

Metal Mesh Slings

Inspect the entire length of metal mesh slings including welds, end attachments, and fittings.
Remove the sling from service if inspection reveals any of the following: missing or illegible sling identification, a broken weld or a broken brazed joint along the sling edge, a broken wire in any part of the mesh, a reduction in wire diameter of 25% due to abrasion or 15% due to corrosion, a lack of flexibility due to distortion of the mesh, a cracked end fitting, visible distortion of either end fitting out of its plane, slings in which the spirals are locked or without free articulation, fittings that are pitted, corroded, cracked, bent, twisted, gouged, or broken, or other conditions, including visible damage, that cause doubt as to the continued use of the sling.

Metal Mesh Slings Rejection Criteria

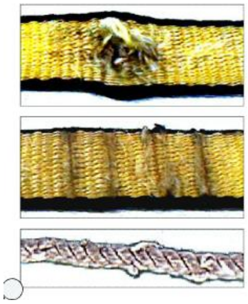
Remove the sling from service if the eye openings in the end fitting are increased by more than 10%, or if there is a reduction of 15% of the original cross sectional area at any point around the hook opening of the end fitting.



Synthetic Sling Rejection Criteria

Remove the sling from service if the sling identification is missing or illegible.
Never use synthetic slings with exposed core warning yarns. Do not rely on core warning yarns to indicate damage, as not all manufacturers use them and damage can reach rejection limits without exposing core yarns.

Synthetic Sling Rejection Criteria - 2

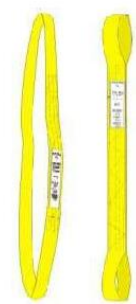


Other damage that would require a synthetic sling to be removed from service includes heat or chemical damage, melting or charring of any part of the sling, punctures, cuts, or snags, indications of rotting, variations in size, crushed webbing, excessive abrasive wear, and embedded abrasive particles.

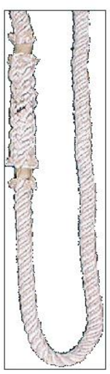
Synthetic Sling Rejection Criteria - 3

Look for broken or damaged stitches or splices.
The stitching holds the sling together. Check it carefully.

Synthetic Sling Rejection Criteria - 4



Look for damage caused by prolonged exposure to sunlight, which can result in discoloration, fading or roughness. Look for cracked, distorted, broken, or excessively worn, pitted, or corroded end fittings. Also look for knots or indications the sling has been knotted. If you find evidence that a sling has been knotted, remove it from service.



Synthetic Rope Sling Removal Criteria

Remove the sling from service if any of the following conditions are present: Missing or illegible sling identification; cuts, gouges, areas of extensive or considerable fiber or filament breakage (fuzzing), and abraded areas on the rope; inspect inside the rope for fiber breakage, fused or melted fiber; damage that is estimated to have reduced the effective diameter of the rope by more than 10%; foreign matter that has permeated the rope and may attract and hold grit; kinks or distortion in the rope structure; melted, hard, or charred areas; poor condition of thimbles or end fittings; and other conditions including visible damage that cause doubt as to the continued use of the sling.

In addition to the above and removal criteria of ASME B30.9, the sling shall be removed from service if inspection reveals any of the following: indications of rotting, backturns, variations in the size or roundness of the strands, or severance of one-third of the cover (outer) yarns.

Synthetic Round Sling Removal Criteria

Remove the sling from service if inspection reveals any of the following: melting, burn marks, charring, or other evidence of heat damage; snags, punctures, tears, or cuts that expose any part of the core yarns; broken or worn stitches in load bearing splices; excessive wear, abrasion, or embedded abrasive particles; internal knots, bumps, bulges, or irregularities that can be felt by massaging the sling manually along its length. Note: A knot in the yarn where the cover is joined may be a termination made by the OEM, which is acceptable.) Cracked, distorted, broken, or excessively worn, pitted, or corroded end fittings; and any other condition that causes doubt as to the strength of the sling are also signs for removing a sling from service.
Synthetic roundslings have two covers. If the outer cover is torn, cut, or damaged, the sling should be removed from service and sent to the OEM for inspection and repair. If the inside cover is also torn or damaged and exposing the core yarns, the sling must be removed from service.

Knowledge Check

1. Select the best answer. What is the minimum grade of chain required for chain slings?

   A. Grade 70
   B. Grade 60
   C. Grade 100
   D. Grade 80

2. True or False. A knot in a synthetic sling is allowed as long as it does not cause permanent damage to the sling.

   A. True
   B. False

3. True or False. Chain slings used in cargo transfer should be inspected annually.

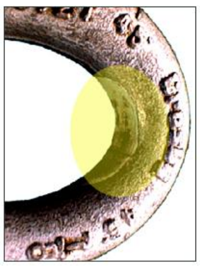
   A. True
   B. False

4. True or False. A metal mesh sling can remain in service if only one wire is broken in the mesh.

   A. True
   B. False

Types of Gear Damage

When inspecting rigging hardware, look for corrosion or severe pitting that would leave an orange peel effect when cleaned. Slight surface rust is okay. Inspect for wear, cracks, nicks, gouges, deformation, or distortion. Distortion may include elongation, peening, or heat damage.



Areas to Inspect for Hardware Damage

Inspect the whole body of the hardware, but be particularly vigilant when inspecting the bearing surfaces for wear and distortion. Pay particular attention to the bearing surfaces since this is where the load is applied and will often show tell-tale signs of overload or abuse; just as the flattened area indicates on this picture.

10% Wear Reduction

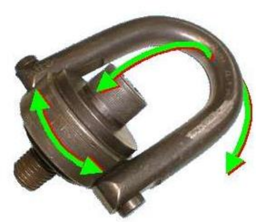
Remove shackle bows and welded links, from service when wear exceeds 10% of the nominal diameter shown in federal specification RR-C-271. For shackle sizes not shown in federal specification RR-C-271, the OEM's listed nominal dimensions will be used. Remove hooks from service when wear exceeds 10% of OEM's nominal dimensions.

Areas to Inspect for Hardware Damage

Threaded shanks must be inspected carefully before use or load testing. When using gear with threaded shanks such as eyebolts, hoist rings, etc., inspect the shank carefully for bends, twists, or damaged threads.

Inspecting Moving Parts

Some hardware has moving parts such as hoist rings and turnbuckles. Ensure that all moving parts move freely. Hoist ring bases should swivel 360° and the bail should pivot at least 180°.



Tackle Blocks

Tackle blocks shall be removed from service if inspection reveals distortion, cracks in the housing or sheaves, damaged sheaves, binding, abnormal sheave play, or any damage that may cause doubt as to the strength of the unit.

Below-the-Hook Lifting Devices

Below the hook lifting devices and container spreaders shall be inspected in accordance with ASME B30.20 and OEM recommendations. Always read and follow the information provided by the OEM.

Hoists, Cranes, A-Frames, Gantries

Chain hoists and portable hoists shall be inspected in accordance with: ASME B30.16 and OEM recommendations. Lever operated hoists shall be inspected in accordance with ASME B30.21 and OEM recommendations. Other equipment shall be inspected in accordance with applicable ASME B30 criteria and/or OEM recommendations.

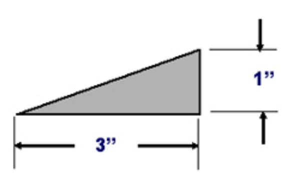
Portable Load indicating Devices

Follow the inspection and removal criteria of ASME B30.26.
Attachment of these devices shall be in accordance with OEM recommendations.
Portable load indicating devices shall be calibrated in accordance with the activity's calibration program and the OEM's recommendations.
Initial and periodic load testing are not required.

Repairs and Alterations

When minor damage, such as nicks or cracks are found, it may be possible to remove the defect rather than replacing the gear. Repairs must be performed in accordance with OEM or engineering instructions. Alterations must be approved by the activity engineering organization. Re-inspection and load test of the repaired or altered equipment shall be performed prior to returning to service.
Repair documentation for load bearing, load controlling, or operational safety devices must be retained for 7 years, all other repairs 1 year.
Alteration documentation must be retained for the life of equipment.

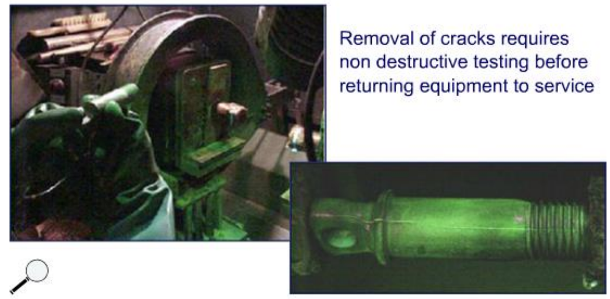
Authorized Repair



Grinding to remove defects is the only method authorized to repair rigging gear. Heat or welding is not permitted to correct defects. And no attempt shall be made to straighten bent or twisted rigging gear. Grinding shall follow the contour of the piece. Blending with a maximum 1 to 3 taper. The component dimensions after grinding must be within the wear limits for the piece being repaired. If the after-grinding dimensions exceed the wear limits specified by the OEM or NAVFAC P-307, the component must be removed from service. Removal of defects as specified will not require a load test.

Non-Destructive Test

Removal of cracks must be verified by non-destructive testing before the hardware can be returned to service.



Knowledge Check

1. True or False. Rigging hardware that is bent can be repaired by straightening it back to original shape.

   A. True
   B. False

2. True or False. Rigging hardware such as eyebolts, links, rings, and shackles are required to have a periodic inspection every 2 years.

   A. True
   B. False

3. Select the best answer. Distorted rigging hardware must be:

   A. Evaluated for repairs
   B. Removed from service and destroyed
   C. Remarked for a reduced capacity
   D. Heat treated and returned to service

4. Select the best answer. Documentation for alteration or repair of rigging equipment is required to be retained for:

   A. 2 years
   B. Until replaced by another record
   C. The life of the equipment
   D. 1 year

NOTES

RIGGING GEAR GENERAL USE

Welcome
Welcome to the Rigging Gear General Use module.

Learning Objectives
Upon successful completion of this module you will be able to describe safe work practices when using rigging gear, list selection criteria, identify possible hazards to rigging gear, and explain how to protect your rigging gear from damage during use.

Section 14 of the P-307
NAVFAC P-307 provides specific rules for using rigging equipment described in section 14. It does not, however, provide specific direction on rigging practices or techniques.

Rigging Manuals
Information on rigging techniques can be found in rigging handbooks, rigging manuals, OEM publications, textbooks, and consensus standards. Let's cover some of the safety precautions that apply to all types of rigging equipment or operations.

General Safety Rules
Remain alert when performing rigging operations. Hazards are always present. Two common danger areas are between the rigging gear and the load; and between the load and other objects. These areas are sometimes referred to as "the bight". Be sure to keep your hands, feet, and head, out of the bight.

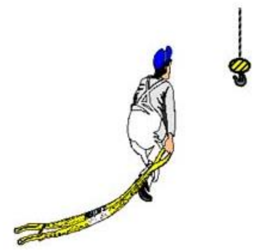
Homemade Gear
Never use shop made equipment unless it has been approved by engineering and certified for use in weight handling operations.

Selecting Rigging Equipment
Use rigging gear only for the purpose it is designed for. Rigging gear is a tool like a hammer or wrench. We've all heard the phrase… "use the right tool for the job." It's the same for rigging gear. If you don't have the right rigging gear to safely do the job, stop and get it! Never use damaged gear. Never use gear past its inspection due date! Your safety and the safety of the rest of the crane team depend on the gear you use, and how you use it. Take the time to do it right.

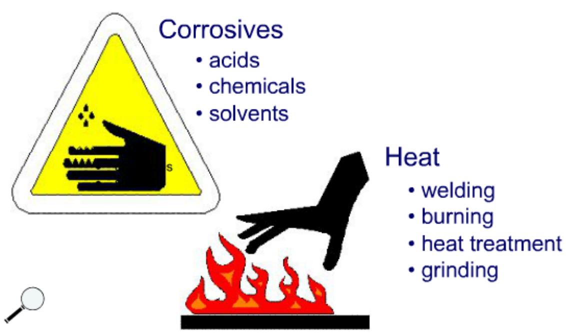
Selecting Rigging Equipment

Keep the following in mind when selecting rigging equipment. Rigging equipment must be selected based on the total force that will be applied to the gear, not just the weight of the load. Remember, in some cases, the force in one leg of a multiple sling leg could exceed the weight of the load. Keep the overhead height restrictions or clearances in mind when selecting sling length. Sling lengths that are too long may cause the hook to reach the limit switch before the load reaches the desired height. You must also think about the hazards the gear may be subjected to so you can choose the appropriate equipment.

Hazards to Rigging Gear



The first major hazard we must talk about is abuse. Here the biggest hazard is you, the user! Don't drag your slings on the ground. Cement or paved surfaces will quickly abrade slings and gear. Contact with the ground can embed grit and abrasives into the sling, which will cause damage. Don't pull slings from under a load while the load is resting on them. Set the load down on blocking to keep from crushing the sling.



Hazards to Rigging Gear

Keep gear away from corrosives, acids, paint thinners, and any other harmful chemicals. Chemicals that may have a corrosive effect on one type of gear may not affect another. For example, acids would quickly destroy a nylon sling but might not harm another synthetic material. Protect your gear from all heat sources such as welding, burning, grinding, or heat-treating.

Hazards to Rigging Gear

Another common hazard is sharp edges. No matter what type of gear you use, sharp edges will leave their mark if the gear is not protected. Never use slings against sharp edges without adequate protection.

Hazards to Rigging Gear

You must be aware of the danger electricity presents when working around energized components or electrical lines. Watch out for welding leads, light strings, shore power and other common hazards when looking for lay down areas. Wire rope, chain, and metal mesh slings should never be used if they could increase the possibility of electrical shock. Protect yourself and the gear by ensuring all power is secured prior to installing your gear on or around electrical components.

Protective Materials

Slings can be easily cut at sharp corners or edges, or otherwise damaged by abrasion or excessive bearing stress. Cutting of synthetic slings is the most common type of sling failure, leading to dropped loads.

Sling protection material shall be of sufficient thickness and strength to prevent sling damage.

When wrapped around corners and sharp edges, synthetic slings shall be completely blocked from contacting the edge with hard material such as split piping, blocks, or special rounded shoes, not soft material such as canvas, fire hose or leather gloves.

Sling manufacturers also provide products that protect slings from sharp corners or edges. Activities should contact the manufacturer for availability of such products.

Sling Protection

Ensure the rigging configuration is stable and slings cannot slide off the sling protection. The level of protection required is based on potential damage at the contact interface. Damage potential levels are classified as abrasion, bearing, and cutting. The level of protection chosen shall be commensurate with the type of damage potential.

The person responsible for rigging the load shall be trained in recognizing the different damage types and determining what protection methods, material, and components are required to adequately protect the slings.

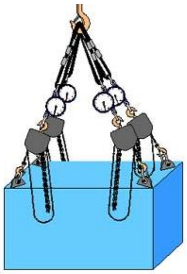
Hoist and Crane References

Portable manual and powered hoists/winches shall meet the criteria of ASME B30.16 and OEM recommendations.

Portable floor cranes/shop cranes (including attachments used solely on portable floor cranes/shop cranes) shall meet the criteria of ASME PASE and OEM recommendations.

Lever hoists shall meet the criteria of ASME B30.21 and OEM recommendations.

Other equipment shall meet the criteria of applicable ASME B30 (e.g., trolleys maintained and inspected in accordance with ASME B30.17) and/or OEM recommendations.



Using Hoists and Cranes

When using chain hoists and portable floor cranes, ensure hoist capacities meet or exceed the expected load. Load indicating devices may be used in conjunction with hoists to help prevent overload of the hoist and related gear when leveling, rotating, or tilting objects.

Using Hoist and Cranes

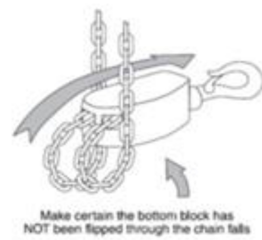
Do not move the load (travel, hoist with a crane, etc.) when it is suspended from a manual chain hoist unless the hand chain is tied off or otherwise secured. This prevents inadvertent operation.
A bag can be attached to the hoist body to hold excess chain.
Never use more than one person to pull the hand chain of a manual chain hoist. Do not use excessive force to operate a hoist. Never use extension bars on lever-operated hoists.

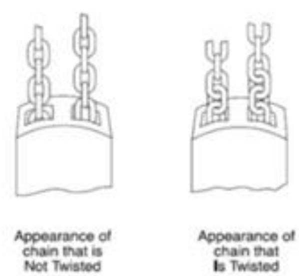
Using Hoist and Cranes

Never use the load chain to choke around an object and never “tip load” the hook.

Additional Chain Hoist Requirements

Do not run the load chain all the way out (bitter end) on a chain hoist as this puts extra pressure on the holding pin and doesn't allow for any payout adjustment once it is hooked into the load.
When using chainfalls, ensure the chain is not twisted due to the lower block being "capsized", or twisted.





Additional Rigging Practices

Loads shall be rigged so that the load cannot fall out of the rigging. Frapping shall be used where necessary to ensure the load does not fall out of the rigging. When using slings in a sweeping or basket configuration under a load, the load should be balanced and the slings should be secured with frapping to prevent inadvertent shifting or movement of the load.
Ends of unused slings/sling legs shall be secured against inadvertent contact when lifting a load.
Items susceptible to falling or dislodgement from the lifted load shall be secured or removed prior to the lift.
Pallets shall be of such material and construction and so maintained as to safely support and carry the loads being handled on them.
When handling taglines, always face the load, keep hands and feet clear, and do not wrap the tagline around the hands, arms, or any other part of the body.
In a choker hitch, a shackle is recommended to be used in the choke point with the shackle pin located in the eye of the sling.

Below-the-Hook Lifting Devices

Below the hook lifting devices and container spreaders must be operated in accordance with ASME B30.20 and OEM recommendations. Never use below the hook lifting devices if you do not thoroughly understand the operating characteristics and limitations. Ensure the lifting device has sufficient capacity for the expected load.

Knowledge Check

1. Select the best answer. Which section of the NAVFAC P-307 is the rigging gear section?

   A. Section 8
   B. Section 12
   C. Section 10
   D. Section 14

2. True or False. It is okay to use home-made rigging gear as long as you are lifting light loads.

   A. True
   B. False

3. Select the best answer. When selecting rigging gear for a job, which of the statements below should be followed?

   A. Never use damaged gear
   B. Consider height restrictions when selecting sling lengths
   C. Never use gear past its inspection due date
   D. Base rigging gear on the total stress, not just the weight of the load
   E. Follow all of the above

4. Select the best answer. What should be used between the rigging gear and the load to prevent damage to the load and rigging?

   A. Appropriate Sling Protection
   B. Your hand
   C. Metal Spacers

5. True or False. Two people can operate a chain fall if the pull chain is too hard for one person to pull while hoisting a load.

   A. True
   B. False

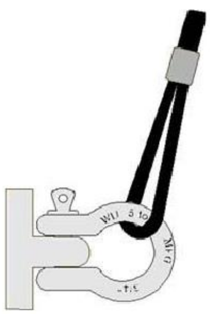
NOTES

Rigging Hardware

Welcome
Welcome to the Rigging Hardware module.

Learning Objectives
Upon successful completion of this module you will be able to identify use limitations for shackles, eyebolts, swivel hoist rings, and other types of rigging hardware. You will also be able to identify correct installation procedures and identify rated loads of rigging hardware in various configurations.

Using Rigging Hardware
Use the same size and type of shackle on each leg in multiple leg applications. Different types, sizes, or brands of shackles may vary significantly in physical size. This in turn will affect the overall length of the leg and the tension created in each leg. When installing the pin into the bail, be sure the pin is fully seated into the bail.

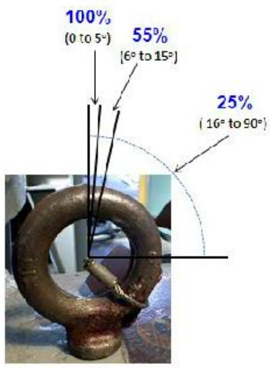


Side Loading Shackles
It may be sometimes necessary to apply a side load to a shackle. When side loading a screw pin or bolt type shackle, reduce the rated load by 50% or as specified by the OEM.

Round pin shackles shall not be side loaded.
Shackles should be loaded bow-to-bow, whenever possible. For pin-to-pin or pin-to-bow loading, and for all other attachments to a shackle pin, the shackle is considered to be side loaded with the restrictions noted above unless the attachment is centered on the pin.

Eyebolt Types
There are two types of eyebolts you may find at your work site, shouldered eyebolts and non-shouldered eyebolts. Non-shouldered eyebolts are sometimes referred to as plain pattern or regular nut eyebolts. All eyebolts shall be selected and used in accordance with ASME B30.26 and OEM recommendations.

Non-shouldered Eyebolts
Non-shouldered eyebolts may be used in vertical applications only. Angled pulls greater than five degrees, even in the plane of the eye are not permitted.



Shouldered Eyebolts

Shouldered eyebolts may be loaded at an angle as long as they are loaded in the plane of the eye.
When loading a shouldered eyebolt at an angle, the capacity of the eyebolt is reduced.
The rated load of the eyebolt shall be reduced in accordance with NAVFAC P-307 table 14-4 or OEM recommendations, whichever is more restrictive.

Installing Shouldered Eyebolts

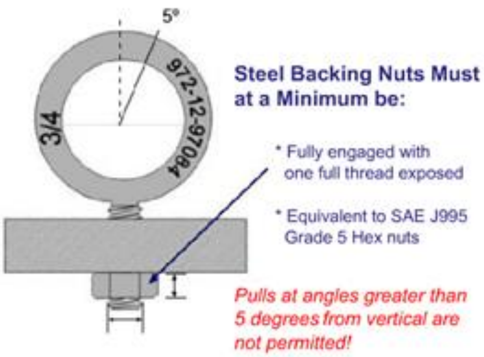
When loading shouldered eyebolts at an angle in the plane of the eye, the eyebolts must be installed with the shoulder seated flush against the mounting surface.

Engaging Hole

When checking the engaging hole in the item you are going to lift: Make sure the threads are not damaged. And the hole is free of debris.

Minimum Thread Engagement

The minimum thread engagement depends on the material into which you are installing the piece of rigging equipment. When installing eyebolts into steel the minimum required thread engagement is one and one half times the diameter. When installing eyebolts into aluminum, the minimum thread engagement is two times the diameter. For other materials contact your activity's engineering organization or the OEM.

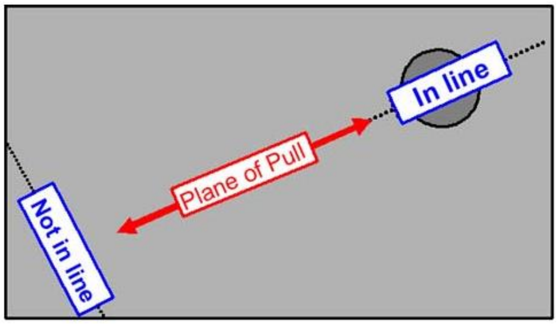


Backing Nuts

When eyebolts are used with backing nuts, the backing nut must be at least SAE J995 grade 5 and fully engaged with at least one full thread exposed.
Note: With engineering approval, nut type eyebolts can be used without the shoulder being flush.

Threaded Attachment Point Use

Remember to use extreme caution when using a threaded item such as an eyebolt or a hoist ring as a single attachment point!
Never rotate or spin an object being lifted with a single threaded attachment point. The lifting attachment may unthread and the object may fall.

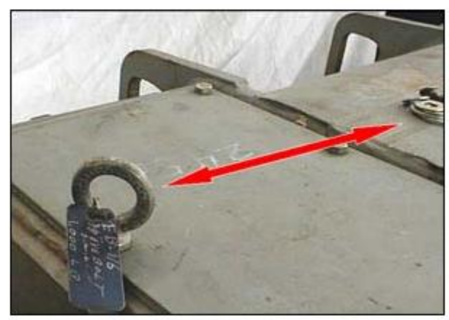


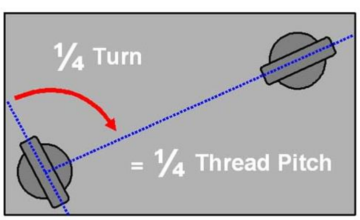
Align Eye with the Plane of the Pull

To use eyebolts with an angular load, the loading must be in line with the plane of the eye. This may not always happen when installing eyebolts. Look at this shape and imagine two slings connected to each eyebolt shown from the top. You can see that the top eyebolt would be in line with the plane if two slings were attached. The bottom eyebolt ended up out of plane when tightened against the seating surface.

Shims May be Used to Align Eyebolts

If the shoulder seats flush and the eyebolt is not in the plane of pull shims may be used to align the eye with the plane of pull. When using shims, use the minimum thickness that will orient the eye in the plane of the pull. The total thickness of shims must never exceed one thread pitch. The thread pitch represents one full revolution or rotation of the shank. If there are 16 threads per inch, then the thread pitch is 1/16th inch.



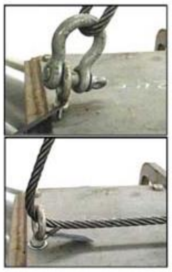


Determining Shim Thickness

In order to determine shim thickness we must determine how much rotation is required. How far would this eyebolt have to rotate in order to line up in the plane of pull? It must rotate 1/4 of a turn. How much shim would that require? One quarter of the thread pitch would orient the eyebolt in line to the plane of pull. For the eyebolt noted previously with a thread pitch of 1/16th inch, total shim thickness would be 1/64th inch.

Incorrect Use of Shims to Align Eye

This is an example of shims being used incorrectly. Do you see the problem with this eyebolt installation? The total shim thickness is more than the thread pitch.

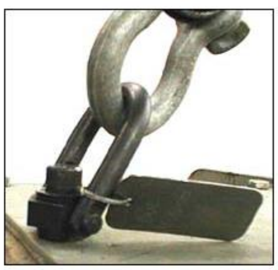


Side Pulls

Side pulls on eyebolts are very dangerous and may cause the eyebolt to fail. Side pulls result from loading out of the plane of the eye.
Never pull an eyebolt at an angle to the plane of the eye. The loading must be in line with the plane of the eye.
Never install a sling through two separate eyebolts. The result will be side pulls on both eyebolts and damage to the sling.

Eye-nuts

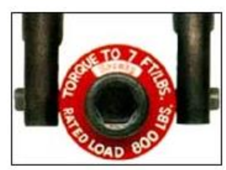
Eye nuts must be used in accordance with ASME B30.26 and OEM requirements.
Eye nuts should have full thread engagement and should be secured against rotation during lifting or load handling activities.
The eye nut may be secured against rotation by installing a locknut, lock wire, or rope attached or secured to the component or object being lifted.
Eye nuts shall only be used for in-line loads. The plane of the eye may be positioned with a flat washer(s) or locknut.
Components shall be in good working condition prior to use and shock loading should be avoided.



Swivel Hoist Rings

Angular pulls do not reduce the rated load of a swivel hoist ring. When using swivel hoist rings, they shall be installed with the shoulder flush to the face of the mounting surface, unless prior approval is obtained from the OEM to install a spacer. If prior approval is obtained to install a spacer, the approval shall be in writing (or e-mail) and all OEM recommendations shall be followed.
The minimum thread engagement shall be 1 and 1/2 times the diameter of the bolt for steel (or threads fully engaged for swivel hoist rings with thread projections less than 1 and 1/2 times the diameter of the bolt).
They must be tightened with a calibrated torque wrench in accordance with OEM requirements.

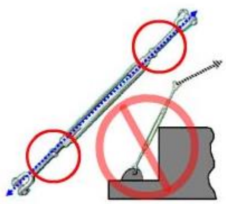
Swivel Hoist Rings



Swivel hoist rings shall be selected and used in accordance with ASME B30.26 and OEM recommendations.
They must be tightened to the OEM specified torque.
The torque value is normally marked on the top washer of the hoist ring.
Before using backing nuts on hoist rings, check the OEM requirements to see if it is allowed.

Selection and Use of Turnbuckles

Turnbuckles are commonly used for tensioning lines and securing loads.
They shall be selected and used in accordance with ASME B30.26 and OEM recommendations.
Turnbuckles require an annual periodic inspection.



Selection and Use of Turnbuckles

Turnbuckles are used only for in-line pulls. Jam nuts, when used, must be tightened in accordance with OEM instructions to prevent rotation. If the possibility of rotation still exists, the turnbuckle must be secured by safety wire or other suitable means in addition to jam nuts.

Threaded Attachment Point

Remember to use extreme caution when using a threaded item such as an eyebolt or a hoist ring as a single attachment point! Never rotate or spin an object being lifted with a single threaded attachment point. The lifting attachment may unthread and the object may fall.

Knowledge Check

1. True or False. Pulls outside the plane of the eye are allowed on eyebolts as long as the rated load has been decreased.
   A. True
   B. False

2. Select the best answer. The minimum depth of thread engagement for a ¾ inch eyebolt into a steel object is:
   A. ½ inch
   B. 1 ½ inch
   C. 1 1/8 inch
   D. 1 inch

3. True or False. An angular pull of 45 degrees is allowed on non-shoulder type eyebolts.
   A. True
   B. False

4. True or False. The rated load of swivel hoist rings must be reduced when they are used for angular pulls.
   A. True
   B. False

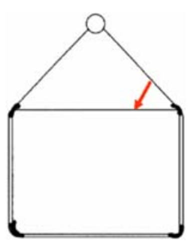
NOTES

SLING USE

Welcome
Welcome to the Sling Use module.

Learning Objectives
Upon successful completion of this module you will be able to list sling limitations, explain proper sling attachment and identify the three different hitches and the rated capacities for each.

Wire Rope Sling Use
A common metal sling is the wire rope sling. Wire rope slings have some limitations even though they are generally strong and durable. D-to-d is the term for the ratio between the diameter of the object around which the sling is bent and the diameter of the sling body. The capitol D represents the diameter of the object and the small d represents the diameter of the sling. When using wire rope slings always maintain a minimum D-to-d ratio of one to one in the body of the sling. In other words, never bend a wire rope around a diameter smaller than itself! Bending a wire rope around a diameter smaller than its minimum D-to-d ratio will damage the wires and weaken the sling.



Wire Rope Sling Use
For loads with a non-circular cross section the bend diameter is derived from the minimum bend diameter of the wire rope around the corner of the load. For slings bent around corners, the corners must be rounded to provide the minimum D/d efficiency. Chafing protection is used to protect the load and sling from damage.
Except for braided slings, wire rope slings shall not be used in single leg vertical hitches, unless a method is used to prevent unlaying of the rope.

Wire Rope Temperature Restrictions
Wire rope must also be protected from extreme temperatures, which can seriously affect the wire's strength. Do not use wire rope slings below minus 40 degrees or above 400° Fahrenheit. Fiber core rope wire should not be used above 180° Fahrenheit.

Wire Rope Sling Restrictions
Wire rope clips should not be used to fabricate slings. And wire rope slings should never be knotted.

Chain Sling Use

Chain slings are a good choice when the job demands abrasion and damage resistant slings. However, if used improperly, they too can be damaged.
Chain slings should not be used on loads that are damaged easily.
Never use knots or bolts to shorten or extend the sling.
Use sling protection materials on sharp corners and edges to prevent damage to slings and the load.
Chain slings shall be used in accordance with ASME B30.9 and OEM recommendations.
When a chain sling is used in a choker hitch, the straight-line rated load shall be reduced to reflect the efficiency percentages shown in table 14-3 of NAVFAC P-307. For chain slings with an angle of choke less than 121 degrees, the percent of rated capacity shall be determined by the sling OEM or the activity engineering organization.

Chain Sling Temperature Restrictions

The sling manufacturer should be consulted when the slings are to be used in temperatures of minus or negative 40 degrees Fahrenheit (F).
For slings exposed to temperatures of 400 degrees Fahrenheit or above, follow ASME B30.9 requirements for rated load reduction.

Metal Mesh Temperature Restrictions

Metal mesh slings are often used in abrasive or high temperature environments that would damage slings. Do not use bare metal mesh slings when temperatures are below -20° or above 550° Fahrenheit. Do not use elastomer coated slings when temperatures are below 0° or above 200° Fahrenheit. Metal mesh slings shall be used in accordance with ASME B30.9 and OEM recommendations.

Types of Synthetic Slings

There are three types of synthetic slings, synthetic rope slings, synthetic webbing slings, and synthetic roundslings.
Synthetic slings should be used only when they can be protected from damage! Natural fiber rope slings are not to be used for overhead lifting.

Using Synthetic Slings

Avoid chemical exposure to synthetic slings and always use sling protection material! Synthetic slings can be easily cut at sharp corners or edges or otherwise damaged by abrasion or excessive bearing stress. Sling protection shall be used where there is a possibility of the sling being cut or otherwise damaged by abrasion or bearing. Sling protection material shall be of sufficient thickness and strength to prevent sling damage. With high stresses on slings, soft chafing protection material may not maintain the minimum required radius or provide the required protection. In these cases, harder materials, such as split piping sections or special rounded shoes shall be used. Ensure the rigging configuration is stable and slings cannot slide off the sling protection. The level of protection required is based on potential damage at the contact interface. The level of protection chosen shall be commensurate with the type of damage potential. The person responsible for rigging the load shall be trained in recognizing the different damage types and determining what protection methods, material, and components are required to adequately protect the slings.

Minimize exposure to sunlight and other sources of ultraviolet light. Store all synthetic slings indoors in a cool dry place.

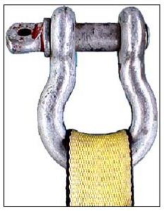
Use of synthetic slings shall be in accordance with ASME B30.9 and OEM recommendations.

Synthetic Web Sling Use

Synthetic webbing slings shall be used in accordance with ASME B30.9 and OEM recommendations.

Where a synthetic webbing sling is used in a choker hitch, the straight-line rated load shall be reduced to reflect the efficiency percentages shown in table 14-3 of NAVFAC P-307.

Web slings must be installed flat around the load without kinks or twists. Kinks and twists reduce friction on the load and can cause the sling to roll or slide out of position. These slings are not affected by D-to-d ratio. Eye length in relation to the diameter of the hook is critical. The eyes of webbing slings are stitched and the stitching can be damaged if the eye is spread excessively.



Using Shackles with Web Slings

Ensure slings are not excessively bunched in the bowl of the hook or in shackles, which can cause uneven loading on the fibers.

Shackles used with synthetic web slings must allow the sling to lay relatively flat without excessive curling of the edges.

Curling causes uneven loading of the sling. Slight curling, however, is acceptable.

Stacking of synthetic slings is not considered bunching if allowed by the sling OEM, the bearing stress calculations showing allowable stresses are performed and documented by the activity engineering organization, and the resulting bearing stress is within the sling OEM allowable levels.

Web Sling Temperature Restrictions

Polyester and nylon webbing slings shall not be used in contact with an object or at temperatures in excess of 194 degrees or below negative 40 degrees Fahrenheit.

Synthetic Rope Use

Synthetic rope slings shall be used in accordance with ASME B30.9 and OEM recommendations.
Stranded synthetic rope slings shall not be used in a single part vertical hitch, unless a method is used to prevent unlaying of the rope.
When making single point lifts with eye and eye synthetic rope slings, use two slings or double up a single sling. If they are allowed to spin, the splice could come undone and drop the load!
The minimum D-to-d ratio is 1 to 1.
This means a one half-inch diameter synthetic rope sling cannot bend around any object that is smaller than one half-inch.
Synthetic rope slings shall not be substituted for other types of slings shown on rigging sketches without prior engineering approval.

Synthetic Rope Temperature Restrictions

Polyester and nylon rope slings shall not be used in contact with an object or at temperatures in excess of 194 degrees or below negative 40 degrees Fahrenheit.

Roundsling Use

Synthetic roundslings shall be used in accordance with ASME B30.9 and OEM recommendations.
Roundslings shall be used only in the lifting application for which they were designed by the OEM, and in strict compliance with the OEM's instructions.
For new roundslings, a certificate of proof test shall be retained in the history file for the life of the sling.
Where a synthetic roundsling is used in a choker hitch, the straight-line rated load shall be reduced to reflect the efficiency percentages shown in NAVFAC P-307 table 14-3.
They shall not be used in a choker hitch if the sling OEM recommends against this practice.

Other Roundslings

Roundslings constructed of yarns other than nylon or polyester, (e.g., Kevlar, Spectra, Dyneema, Vectran, Technora) (referred to here as “high performance fiber roundslings”) shall be used in accordance with WSTDA- RS-1-HP in addition to ASME B30.9, OEM recommendations, and the additional requirements of NAVFAC P-307.

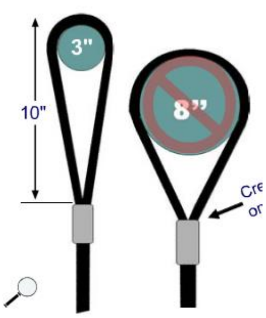
Round Sling Temperature Restrictions

Polyester roundslings shall not be used in contact with objects or at temperatures above 194 degrees or below negative 40 degrees Fahrenheit.

Common Sling Use Rules

Slings must not be used at angles less than 30° from horizontal unless specifically authorized by an engineering work document.
Never use a sling that has been knotted.
Use sling protection as needed.
Rigging gear including slings, shackles, turnbuckles, and eyebolts, must be sized such that two legs can carry the load to allow for variations in sling length and load flex.

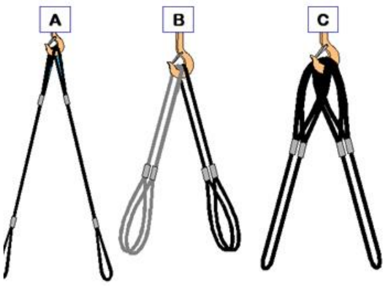
Eye Length vs. Hook Diameter



The size of the hook or shackle relative to the size of the sling eye can be critical. If we place a ten-inch long sling eye on a load which is 3 inches in diameter, the eye opens slightly and causes very little added stress to the eye or the splice. However, if we place that sling on a hook with a diameter of 8 inches, this can stress the eye and can cause the swage or stitches to fail. Never place the eye of a wire rope sling around an object which has a diameter greater than 1/2 the length of the eye. Never place the eye of a synthetic web or rope sling around an object which has a diameter greater than 1/3 the length of the eye. If the hook diameter is too large, a shackle can be used to connect the slings to the hook, thereby reducing the diameter over which the sling eyes are placed.

Attaching to Hook

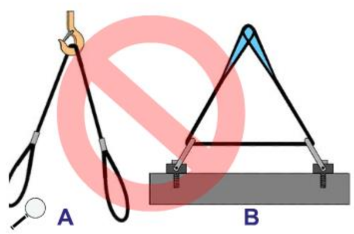
When attaching rigging gear to hooks be sure the safety latch is working properly and closes the throat opening without obstruction. Failure to do so can allow the gear to come off the hook. All gear attached to the hook must seat properly in the bowl. Do not stack slings or allow slings to cross each other in the hook. That can lead to crushing of the slings



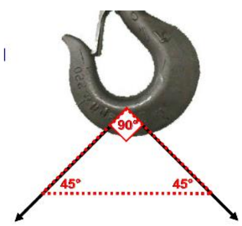
Correct use of Slings on Hooks

These graphics illustrate correct ways to attach slings to a hook. Graphic “A” shows a vertical application with two sling eyes seated in the bowl of the hook. Graphic “B” shows two slings doubled over the hook and sling eyes pointing down to attachment points. Graphic “C” shows two slings doubled with sling eyes on the hook and the bight pointing down to attachment points. When wire rope slings are used as in graphics “B” and “C”, and a heavy load is applied, individual wires may become permanently deformed or bent. If a sling is doubled to the point where it is permanently set, it should not be used in a vertical or straightened out configuration because straightening the sling could cause the wires to break in the strands.

Incorrect use of Sling on Hooks



These graphics illustrate some incorrect ways of attaching slings to a hook. Incorrect sling applications can be extremely dangerous and can result in loss of load control and personnel injury! Graphic “A” shows a single sling with the “bight” riding the hook and the eyes attached to two separate attachment points. Slings applied in this manner could slip on the hook causing the load to shift. Graphic “B” shows a sling through two attachment points. Installing a sling through more than one attachment point will create excess stress on the sling, the attachment points, and the gear.



Included Angle

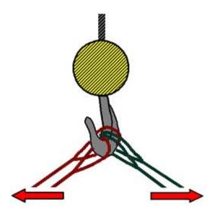
Included angle is the angle measured between two slings sharing a common attachment point.

Where slings are supported in a hook, the included angle of the slings shall not exceed 90 degrees, unless otherwise approved by the activity engineering organization.

Hooks shall not be loaded at the point or tip, or be side loaded.

Inside and Outside Slings

When rigging four slings to a hook, separate the slings into two pairs, inside and outside so they do not pull in the plane of the hook. Attach the inside slings to one end of the object and the outside slings to the other end, being careful that they are not crossed.

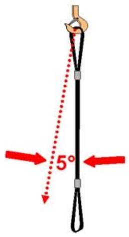


3 Types of Hitches

Slings are used in straight-line, choker, and basket hitches.

A straight-line hitch is commonly referred to as a vertical hitch.

The rated load for the same sling with each hitch will be different.

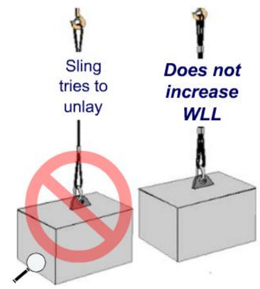


Rated Loads of Straight-Line Hitches

The rated load for a straight-line hitch is 100% of the sling's capacity. Sling angle stress is encountered any time the straight line angle exceeds 5° and must be taken into account.

Use 2 Legs for Straight-Line Hitches

To prevent unlaying of wire rope (except for braided slings) or stranded synthetic rope slings, the slings shall not be used in a single part straight-line (vertical hitch) or choker hitch, unless a method is used to prevent unlaying of the rope. Use two legs for single point lifts. The second leg prevents the sling from spinning. It is important to note that the configuration shown here does not increase the rated load because slings are rarely the exact same length. The shorter of the two will carry the load.

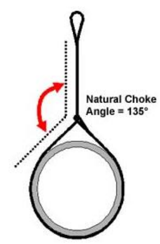


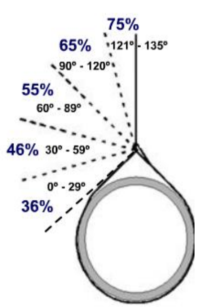
Choker Hitches

Using a shackle to set a choker hitch will prolong the life of the sling. Whenever a shackle is used to set a choker hitch set the eye of the sling on the pin of the shackle. This will prevent the "running" part of sling from rotating the pin of the shackle as it passes over it. Never set the choker so the running part of the sling passes against the shackle pin.

Rated Loads of Choker Hitches

Whenever a choker hitch is used the sling's rated load is reduced. The natural choke angle is 135°, if a choker hitch is allowed to tighten itself as the load is lifted. When choke angles are less than 121° the rated load must be reduced further.





Wire and Synthetic Rope Sling Choker Hitch Efficiencies

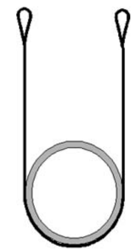
This chart shows the efficiency of the sling's capacity when choking with a wire rope or synthetic rope sling. Refer to NAVFAC P-307 Table 14-3 for choker efficiencies of other slings.

For angles 121° to 135°, the rated load is reduced to 75% of the vertical capacity (Synthetic Web Slings, Roundslings, and Chain Slings are rated at 80%).

Check with the OEM or activity engineering organization for ratings of chain slings at angles of choke less than 121 degrees.

This does not apply to braided multi-part wire rope slings.

WLL of Basket Hitch



Basket hitches are the strongest of the three hitches. Slings in a basket hitch can carry 200% of the sling's single rated load when the sling angle is less than 5° from vertical, and the required D-to-d ratio is maintained. Wire rope requires a D-to-d ratio of greater than 40 to 1. Synthetic rope requires a D-to-d ratio of at least 8 to 1.

Knowledge Check

1. Select the best answer. The minimum D/d ratio in the body of a synthetic rope sling is:

   A. 1:1
   B. 2:1
   C. 3:1
   D. 4:1

2. True or False. D/d ratio does not affect synthetic web slings.

   A. True
   B. False

3. True or False. It is acceptable to bend a 1 inch wire rope sling around a ¾ inch shackle.

   A. True
   B. False

4. Select the best answer. The minimum D/d ratio allowed for wire rope slings is:

   A. 1:1
   B. 2:1
   C. 3:1
   D. 4:1

5. Select the best answer. With the proper D/d ratio a sling in a basket hitch can lift ________ of the rated load of the sling.

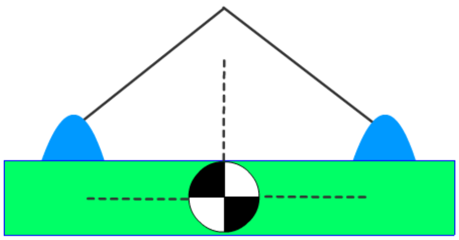
   A. 75%
   B. 100%
   C. 150%
   D. 200%

NOTES

SLING ANGLE STRESS

Welcome
Welcome to Sling Angle Stress.

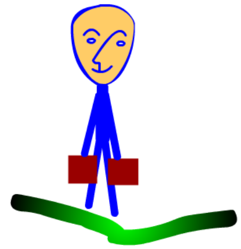
Learning Objectives
Upon successful completion of this module you will be able to define sling angle stress and explain why it must be accounted for, calculate sling angle stress and determine the minimum sling length and rated capacity for lifts.



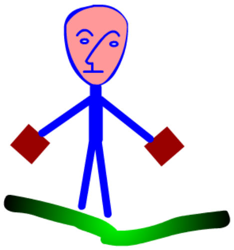
What is sling angle stress?
What is sling angle stress? It is the added force created in the rigging when the slings are not perfectly plumb, vertical, and parallel.

Sling Angle Stress Illustration
It may be beneficial to use an illustration that we can relate to. Though this is not exactly sling angle stress, it illustrates the concept very well.

Sling Angle Stress 90 Degrees



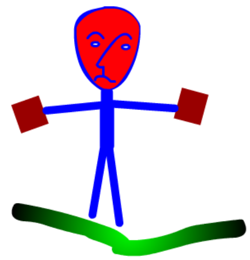
Here's Ace. He is holding a fifty-pound weight in each hand. His arms are vertical, similar to a 90° horizontal sling angle. The amount of stress in Ace's arms is equal to the amount of weight he's holding, fifty pounds. See what happened as Ace moved his arms increasingly further away from his body.



Sling Angle Stress 45 Degrees

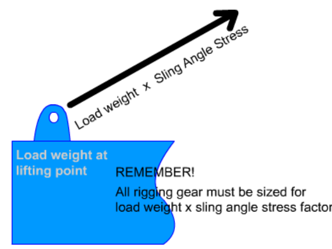
When Ace has his arms at a 45° angle the stress in his arms increases even more. The stress increase is 42% of the weight he's holding. It feels like he's holding 71 pounds in each arm.

Sling Angle Stress 30 Degrees

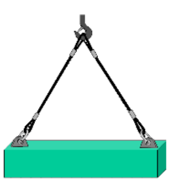


At a 30° angle, the amount of stress in Ace's arms increases further. The stress increase at 30° is 100% of the weight he's holding. Now Ace feels like he's holding 100 pounds in each arm even though the weight is still actually 50 pounds. This same effect, called sling angle stress, occurs in rigging gear because the legs of a lift are almost always at angles. This additional stress must be considered when selecting rigging gear.

Choosing Your Gear



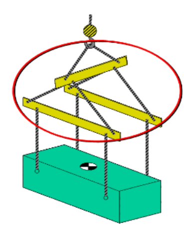
The two-leg rule is followed when choosing gear capacities for a lift. Rigging gear must have a capacity greater than the applied load. The load applied to the rigging gear includes the weight carried by the attachment points multiplied by the sling angle factor.



What does it affect?

Nearly every lift creates a triangle. All of the components that make up the sides of a lift triangle are affected by sling angle stress including the attachment points on the load, the crane hook, the rigging gear and the load itself. Sling angle stress can cause the load to flex and sag. Excessive sling angle stress can cause a choker hitch or basket hitch to crush a fragile item. Remember, sling angle stress does not change the weight of the load being lifted; only the load on the rigging.

Minimizing Sling Angle Stress



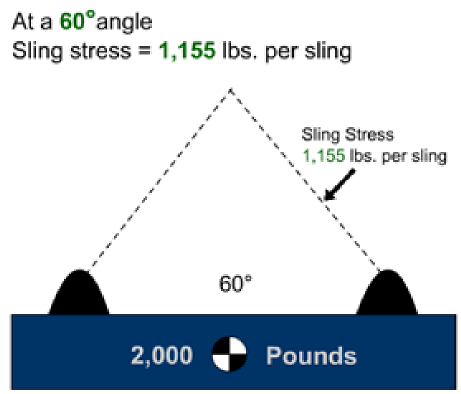
Sling angle stress can be minimized by using spreaders or other below the hook lifting devices. Lifting beams or strong-backs can help ensure each sling is carrying its share of the load and that the load remains level. Sling angles may still affect the rigging gear between the hook and spreaders, even if the slings between the spreader and the load are vertical.

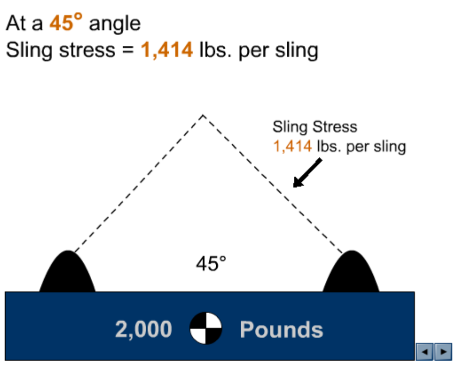
Sling Angle Stress Summarized

When referring to the effects of sling angle, we refer to horizontal sling angle. In other words, we are measuring the angle created between the sling and a horizontal line through the attachment points. Sling angle stress is proportional to the degree of the angle from horizontal. The more vertical the angle - the less added force. The more horizontal the angle - the greater the added force. Let's look at this principle on a load.

Effects of Sling Angle Stress

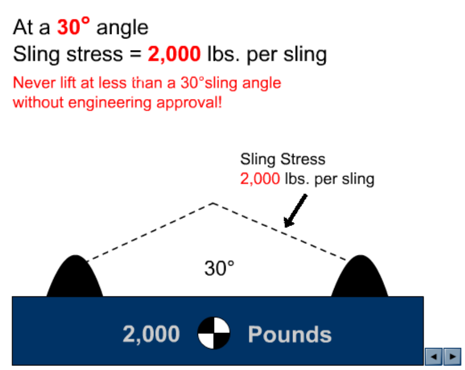
At a 60° angle the load on the rigging has increased to 1,155 pounds. Keep in mind each leg has 1,155 pounds of stress even though only one leg is shown. 60° is the preferred angle!

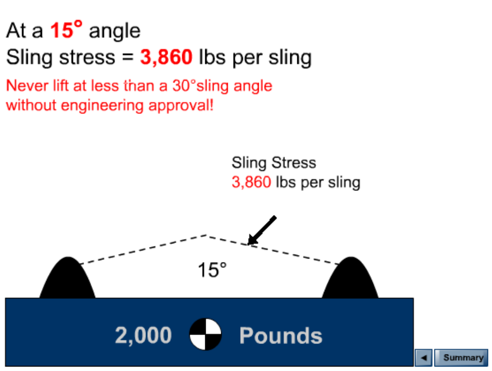




At a 45° angle the load has increased to 1,414 pounds in each sling. That's nearly a 42% increase!

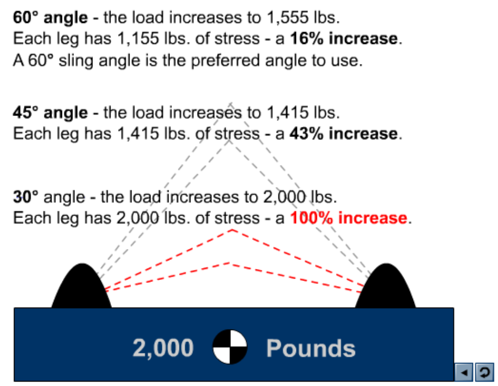
At a 30° angle the stress has increased to 2,000 pounds. Each sling now has a load equal to the weight of the object! That is a 100% increase! Never lift with less than a 30° angle without engineering approval!





At a 15° angle the load has increased to 3,860 pounds. That's a 286% increase in each sling

Summary



Why must we account for it?

Not accounting for sling angle stress can lead to overloaded rigging gear and even catastrophic failure.

Selecting Minimum Rated Capacity

Remember, two legs must have the capacity to lift the weight of the object, plus the added force from sling angle stress. After we calculate the sling angle stress, we can determine the minimum requirements for our rigging gear.

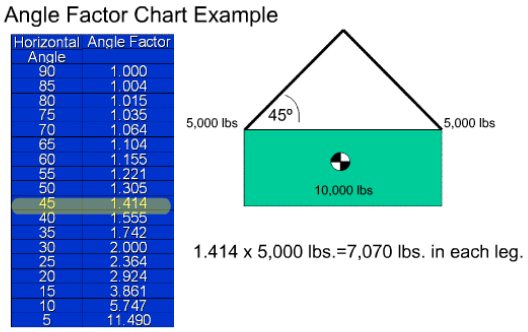
Determining Minimum Rated Capacity

There are several ways to determine sling angle stress. We will use the angle factor chart, as it is readily available and easy to use.

Using an Angle Factor Chart

To use an angle factor chart, you first need to determine the sling angle. Sling angle can be determined mathematically or measured. Once you have determined the sling angle, find the corresponding angle factor, and multiply that number by the weight carried in each leg. When you look at the angle factor column, you will notice a dramatic increase for angles less than 30°. That's why we do not use sling angles less than 30° unless authorized by an engineering document.

Horizontal Angle	Angle Factor
90	1.000
85	1.004
80	1.015
75	1.035
70	1.064
65	1.104
60	1.155
55	1.221
50	1.305
45	1.414
40	1.555
35	1.742
30	2.000
25	2.364
20	2.924
15	3.861
10	5.747
5	11.490

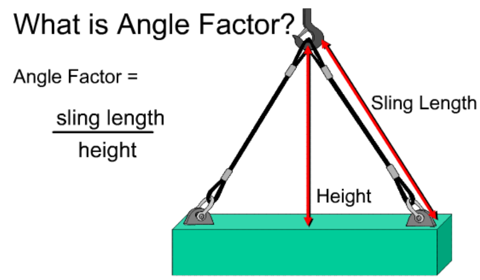


Horizontal Angle	Angle Factor
90	1.000
85	1.004
80	1.015
75	1.035
70	1.064
65	1.104
60	1.155
55	1.221
50	1.305
45	1.414
40	1.555
35	1.742
30	2.000
25	2.364
20	2.924
15	3.861
10	5.747
5	11.490

Angle Factor Chart Example

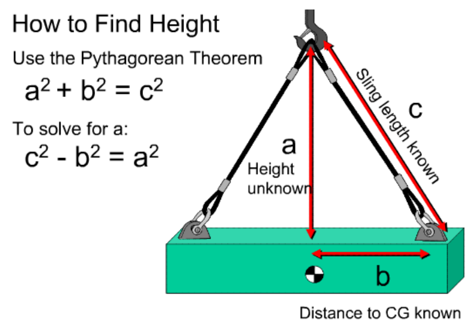
This shape represents the lift we are about to make. Let's say that the angle created by the slings we use is 45°. The angle factor for a 45° angle is 1.414. We must multiply the angle factor, 1.414 by the weight carried in the leg. How much weight will the leg carry? That's right, 5,000 pounds. 1.414 times 5,000 equals 7,070 pounds. This is the total stress in each leg! This number represents the minimum gear capacity that can be used for the lift.

What is angle factor?

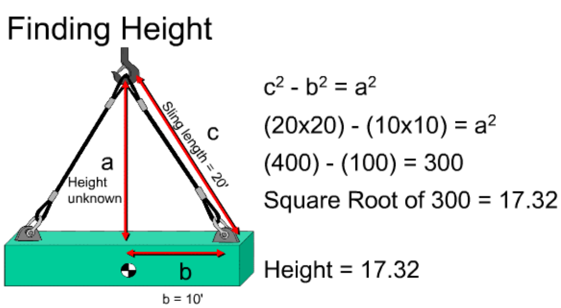


Remember the lift triangle? Now the whole triangle idea really comes into play. The sling angle factor is a ratio of the side of the lift triangle, which in this case is the sling, and the height of the triangle. To find it, divide the sling length by the height of the lift triangle. The height is the distance between the bearing area of the hook and an imaginary line running horizontally from the bearing area of the attachment point. If you cannot measure the height, it can be found mathematically.

How to find Height



The Pythagorean Theorem states that the length of a side of a right triangle squared, equals the length of the base squared plus the height squared. A squared, plus B squared, equals C squared. Here the height of the lift triangle is A, the horizontal base is B and length of the sling is C. Only A, the height, is unknown. To find the unknown height, A, use this variation: C squared minus B squared equals A squared.

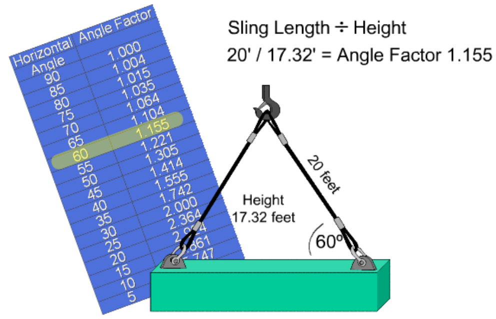


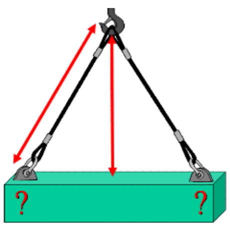
Finding Height

Use C squared minus B squared equals A squared to solve for height. The sling, C, is twenty-feet long. Multiplying the sling length times itself gives us C squared. In this case, that is twenty times twenty or four hundred. We measure the horizontal distance from the bearing area of the attachment to the top of the load directly above center of gravity. This dimension, B, is ten feet. We multiply this number by itself. Ten times 10 equals 100. Subtract 100, which is B squared, from 400, which is C squared. Therefore A squared equals 300. Now we use the square root function on our calculator to calculate the square root of 300. The height equals the square root of 300, which is 17.32 feet.

Finding Angle Factor

Remember the angle factor equals sling length divided by height. We just found the height of the lift triangle. Now, here's how to find the angle factor: The sling is 20 feet long and we found the height to be 17.32 feet. 20 divided by 17.32 equals 1.155. This is our angle factor. Finally, we will multiply the angle factor by the amount of weight at the attachment point.





(Sling Length ÷ Height) **x** Weight Distribution = Sling Angle Stress

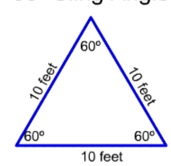
Solving Sling Angle Stress Mathematically

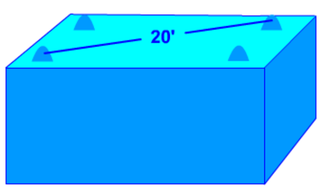
Now we can use everything we've covered thus far to solve for sling angle stress. Here's the formula: Sling length divided by height, times the weight distributed to each leg. Remember, weight distribution is determined by the distance from the center of gravity to the attachment points. This works for all lifts with level attachment points.

60 Degree Sling Angle

60° is the preferred sling angle. At 60°, the load in the slings increases by 16%.

60º Sling Angle



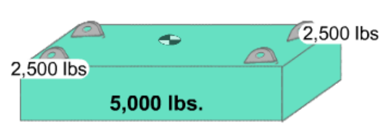


Selecting Appropriate Sling Lengths for a 60 Degree Sling Angle

To ensure your slings will have at least a 60° sling angle simply measure the distance between attachment points. Measure diagonally when there are more than two attachment points because it's the longest distance. Then select a sling that is as long, or longer than the distance measured. If you use this method to select your slings, you will never have a sling angle less than 60°.

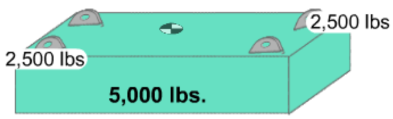
Selecting Minimum Rated Capacities for a 60 Degree Sling Angle

Now we can easily determine the stress in the rigging before we and attach the gear. Let's say the weight of the object is 5,000 pounds. How much weight would each attachment point carry? Each would carry 2,500 pounds. What is the angle factor for a 60° sling angle? The angle factor is 1.155. Multiply the angle factor, 1.155, times the weight distributed to the attachment point, 2,500 pounds. 2,888 pounds



60º angle Factor of **1.155**
1.155 x 2,500 lbs. = 2,888 lbs. Stress
Minimum capacity sling and rigging gear require 2,888 lbs.

is the stress in the rigging gear and attachment points. It is also the minimum capacity for all rigging for this lift.



30° Angle Factor = **2.00**

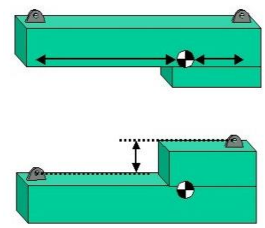
2.00 x 2,500 lbs. = 5,000 lbs. stress

Minimum capacity sling and rigging gear require 5,000 lbs.

Selecting Minimum Rated Capacities for a 30 Degree Sling Angle

Using the same weight, let's look at the minimum rated capacities for a 30° sling angle. The angle factor for 30° is 2. At a 30° sling angle, the rigging and attachment point stress will double. Two times 2,500 pounds equals 5,000 pounds of stress. The minimum capacity sling and rigging gear required is five thousand pounds.

Not Level nor Equal Distance from CG



Where the center of balance is not equally distant between attachment points or when attachment points are on different levels, sling angle stress will not be equal between legs and extra calculations will be required. Contact your supervisor and consult the activity engineers for guidance when there is a question about sling angle stress for these types of lifts.

Knowledge Check

1. Select the best answer. A 60 degree sling angle will be formed when you match the sling length to the diagonal distance between attachment points.

   A. True
   B. False

2. Select the best answer. An object has a length of 5 feet, a width of 3 feet, and a distance of 5 feet 6 inches between attachment points. What length slings would you select to ensure the horizontal sling angle was 60 degrees or greater?

   A. 6 ft.
   B. 3 ft.
   C. 5 ft.
   D. 4 ft.

3. Select the best answer. To find sling angle stress …

   A. Multiply the weight in the attachment point with the height of the lift triangle
   B. Multiply the weight of the item with the rated capacity of the gear
   C. Multiply the weight in the attachment point with the angle factor
   D. Multiply the weight of the item with the distance between attachment points

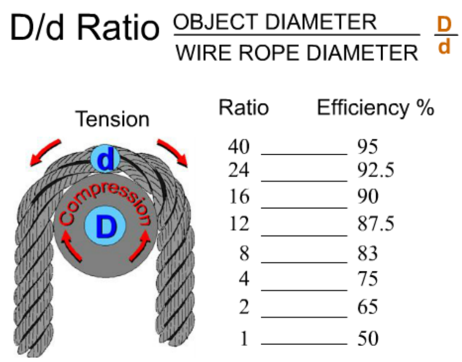
NOTES

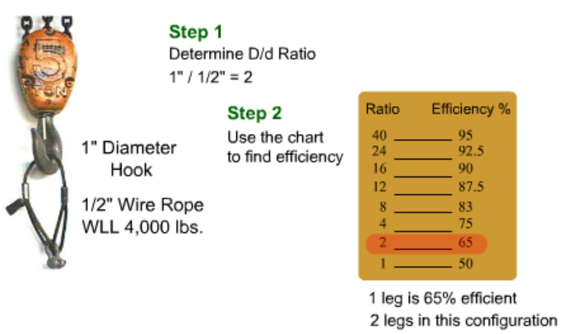
D/D RATIO

Welcome
Welcome to the D/d Ratio module.

Learning Objectives
Upon successful completion of this module you will be able to explain the concept of "D" to"d" ratio (D/d), determine a sling's D/d ratio in a given application, determine sling efficiency, and determine the sling's rated load.

D/d Ratio
D/d ratio is the relationship between the diameter of an object that a sling is bent around to the diameter of the sling. D/d ratio is generally applied to wire rope slings. The tighter the bend, the greater the loss of strength. The sling can be weakened and severely damaged if it's bent around a diameter smaller than its own diameter.
To determine how the bending will affect the sling: divide "D", the object diameter by "d", the sling diameter. The result is the D/d ratio.
Use table fourteen-two in the P-307 to determine sling efficiencies at various D/d ratios.





D/d Efficiency
Here we have a 1/2-inch wire rope sling with a rated load of 4,000 pounds, bent around a 1-inch hook. The first thing we must do is determine the D/d ratio.
The hook diameter is 1 inch and the sling diameter is 1/2 inch. 1 divided by 1/2 equals 2. The D/d ratio is 2.
Looking at the chart, we see that a D/d ratio of 2, provides 65% efficiency. One leg is 65% efficient. There are two legs in this configuration.

Using Efficiency to Find Rated Load
Now that we know the efficiency, let's figure out the maximum weight that could be lifted in this configuration. First, we must determine the rated load of each leg. We multiply the rated load by the efficiency; 4,000 times .65 or 65% equals 2,600. 2,600 pounds is the rated load for one leg.
When we double a sling over an object, we effectively create two legs. Since two legs are carrying the load, we multiply the rated load by 2. 2,600 times 2 equals 5,200. This is the rated load of the doubled sling.

Whenever we bend a wire rope around an object, or double our wire rope slings, this D/d ratio must be calculated. For D/d ratios that fall between the values shown, use the lower efficiency.

D/d Calculations

The D/d principle also applies to slings bent around corners.
In this case, the diameter of the curvature of the sling as it bends around the corner of the object to be lifted must be determined.
For many applications, special fittings such as pipe sections are placed on the corners of the object to ensure a large enough diameter of curvature for the sling so as not to reduce the sling efficiency too greatly.

Knowledge Check

1. True or False. D to d ratio is the relationship between the diameter of two slings.

   A. True
   B. False

2. Select the best answer. You have a rigging configuration with a 2 inch diameter sling doubled over a 6 inch diameter hook and attached to the load using a single attachment point. What is the efficiency of one leg of the sling?

   A. 65%
   B. 83%
   C. 75%

Ratio	Efficiency %
40	95
24	92.5
16	90
12	87.5
8	83
4	75
2	65
1	50

3. Select the best answer. In the previous question, the sling's rated capacity is 12,400 pounds. What equation below would be used to determine the capacity of one leg or sling in the rigging configuration?

   A. 12,400 x .75 = 9,300 pounds
   B. 6,200 x .75 = 4,650 pounds
   C. 12,400 x .83 = 10,292 pounds
   D. 12,400 x .65 = 8,060 pounds

4. Select the best answer. Given the same rigging configuration and capacity as provided in the previous questions, what would the total rigging configuration capacity be?

   A. 9,300 pounds
   B. 18,600 pounds
   C. 24,800 pounds
   D. 12,400 pounds

5. Select the best answer. You have a rigging configuration with a ½ inch diameter sling with a 6,200 pound rated load doubled over a 8 inch diameter hook with a 10 ton capacity, and attached to the load using a single attachment point or shackle with a 15,000 pound rated load. What is the capacity of the rigging or sling configuration?

   A. 12,400 pounds
   B. 6,200 pounds
   C. 11,160 pounds
   D. 18,600 pounds

Ratio	Efficiency %
40	95
24	92.5
16	90
12	87.5
8	83
4	75
2	65
1	50

NOTES

HOISTS

Welcome
Welcome to the Hoists module.

Learning Objectives
Upon successful completion of this module you will be familiar with hoist types, hoist operation and use requirements, improper use, and securing methods.

Hoist Types
There are a variety of hoist types used in the rigging trade. Some common hoist types include: electric-powered chain or wire rope hoists, hand chain operated chain hoists, lever hoists, and air-powered chain or wire rope hoists.

Hoist Use
Chain hoists are used in many different applications to assist in performing rigging operations. They work on the principal of mechanical advantage, so in reality very little effort is expended. They are normally used to lift, lower, and drift loads.

Marking and Inspection
Hoists shall be marked with the name of the manufacturer, the model or serial number, the rated load, and the re-inspection due date. Prior to use hoists must be visually and operationally inspected for damage and proper operation. Inspections required include a daily pre-use (or frequent) inspection that is required to be performed by the user, and a documented periodic inspection (required annually for hoists). Pre-use inspections are not required to be documented. Post-use inspections are recommended to ensure no damage has occurred during the weight handling operation.
Operation, maintenance, and inspection of hoists shall be in accordance with applicable ASME B30 and OEM requirements.

Visual Inspection
When inspecting hoists, personnel shall perform a visual inspection, checking for evidence of loose, missing, or damaged bolts, nuts, rivets, retaining pins, guards, covers, guides, sheaves, sprockets, hooks, latches, chain, wire rope, and stops.
Load chain or wire rope shall be checked for damage and proper reeving.

Operational Inspection

Hoist functions, including hoisting and lowering, the braking system, and hook latch operation shall be operationally tested to inspect for proper operation and unusual sounds. Lifting and lowering functions shall be tested under no-load conditions. Testing through the complete lift length or entire length of load chain or rope is not required. Electric and Air-Powered hoist inspection shall also include a visual inspection of air lines, valves, and other parts for leakage, and an operational inspection of upper limit devices. When checking upper limit devices care shall be exercised. The load block shall be inched into its limit device or run in at the slowest possible speed. Note: If a deficiency or problem is discovered during the visual or operational inspection personnel shall discontinue operation and remove the hoist from service or use.

Safe Operation and Use

Here are some general requirements when working with hoists and cranes. Only one person may operate a hoist at one time, unless multiple pull chains are on the chain hoist. If it takes more than one person to pull the chain or ratchet, the hoist is possibly being overloaded. Do not use extension bars on lever operated hoists. Chain hoists should be operated slowly, hand-over-hand, one link at a time if necessary for slow controlled movement. Use chain hoists in rigging configurations when lifting loads in potential binding situations. This provides more control than a crane.

Hook Attachment and Drifting

Properly seat the shackle, sling, or other device in the bowl of the hook, not on the tip.
Ensure the upper and lower hooks are secured with safety latches or mousing prior to handling a load.
Do not allow the attachment to rest on the safety latch. The safety latch will not support the load.
Keep loads as low as possible when drifting or moving the load.
Drifting is defined as the lateral movement of a load from one location to another using one or more hoists, cranes, and/or rigging equipment.

Safe Operation and Use

Install and use hoists in a manner which will not cause binding against area obstacles or components during use. A hoist may be hung from a wire rope sling without a shackle only if the hook has a diameter equal to or greater than the diameter of the wire rope. (The hook bowl cross section measurement is the hook diameter)
When a load is approaching the rated capacity of the hoist check the hoist brake action by lifting the load just clear of its supports, stop operation, and continue operation only after verifying that the brake system is operating properly (the load does not lower).

Safe Operation and Use

Electric or Pneumatic-Powered hoists should be inched slowly into engagement with a load, but unnecessary inching and quick reversals of direction should be avoided. It is best to stop the motor completely when changing from lifting to lowering, or vice versa.

Improper Operation

Do not run the load chain or wire rope over sharp objects. If the load chain or wire rope does come into contact with other components, ensure adequate chafing material is placed between the chain or wire rope and the component to prevent damage. On wire rope hoists, do not lower the load below the point where less than two wraps of rope remain on each anchorage of the hoist drum, unless a lower limit device is provided, in which case no less than one wrap may remain on each anchorage of the hoist drum. Do not use the limit switch to stop movement of the hoist during load movement. Do not drag loads with hoists. Dragging the load may cause damage to the load, the surface (i.e., the deck, or floor), and/or other components.

* Never choke a load with the load chain

* Never tip load a hook

Improper Operation

Never use the load chain to choke around an object or component. In addition, never "tip load" the hook. Due to stresses caused by shock loading, hoists should not be used in tie-down applications.

Chain Position and Scaffolding

Do not use a hoist or chain ratchet that has twisted, kinked, or otherwise damaged chain links. Do not use scaffolding as a point of attachment for lifting devices, unless authorized by the cognizant technical code or engineering. Do not operate the hoist if the rope or chain is not seated properly on the drum, sheaves, or sprockets.

Attachment and Two-Blocking

Do not hang a hoist or chain ratchet directly into a padeye without a shackle unless authorized by the cognizant code or engineering. The sharp edges of a padeye may cause damage to the hook of the hoist. Do not two-block the hoist. Two-blocking occurs when the hook makes contact with the sheave or body of the hoist. Leave a minimum of 6 links on chain falls or a minimum of 1 link exposed below the chain stopper on ratchets (the link that the stop ring is attached to) to avoid two-blocking the hoist.

Securing Hoists

Always secure the hand chain or hoist when not in use. This prevents inadvertent operation of the hoist if a load remains attached or suspended. A chain bag can be attached to the hoist body to hold excess load chain. One or two half-hitches may be used to secure the hand chain around the load chain. Locks may also be used to prevent operation.

Knowledge Check

1. Select the correct answer. What markings are required on hoists?

   A. The name of the manufacturer, model number, and capacity
   B. The rated load and re-inspection due date
   C. The serial number and re-inspection due date
   D. The name of the manufacturer, model number, rated load, and re-inspection due date

2. Select all that apply. What are the two types of inspections performed on hoists and rigging equipment?

   A. Pre-Use Inspection
   B. Periodic Inspection
   C. Operation Inspection
   D. Test Inspection

3. Select the best answer. When securing a chain hoist ____________ may be used by securing the hand chain around the load chain.

   A. Rope
   B. Knots
   C. Half-hitches
   D. Bends

4. True or False. Two people may operate a hoist at the same time if the pull chain is too hard for one person to pull.

   A. True
   B. False

5. True or False. A hoist can be hung from a wire rope sling without a shackle installed if the diameter of the hook is equal to or greater than the diameter of the sling.

   A. True
   B. False

6. Select the best answer. When lifting a load that is near the rated capacity of the hoist the hoist brake should be checked by:

   A. Lifting the load just clear of its supports, stopping movement, then checking to ensure the load is not lowering.
   B. Lifting the load as high as possible and checking for lowering.
   C. Watching the load for lowering as the load is being raised.
   D. Lifting the load approximately 4 feet and checking to make sure it does not lower.

7. Select the best answer. Why should hoists not be used in tie down applications?

   A. Because the load brakes may fail.
   B. Because they may be subjected to shock loading.
   C. Because the manufacturer does not allow it.
   D. Because they do not have adequate capacity.

8. True or False. Hoist hooks must have latches or be moused during lifting operations.

   A. True
   B. False

9. Select all that apply. Prior to use load chains should be inspected for:

   A. Proper size
   B. Damage
   C. Adequate capacity
   D. Proper reeving

NOTES

CRANE COMMUNICATIONS

Welcome
Welcome to Crane Communications.

Learning Objectives
Upon successful completion of this module you will be able to describe the communication methods used during crane operations at Navy facilities including hand signals, radio communications and direct voice.

Crane Communication Methods
Standard hand signals provide a universal language, understood by everyone involved with weight handling consequently, they are the most common method used in crane operations. When presented properly, standard hand signals help prevent miscommunication and play a very important part in safe crane operations.
When making lifts where hand signals are not feasible (such as when the operator cannot see the signal person), the rigger giving the signals shall remain in continuous voice communication with the operator. The operator shall stop the crane at any time and in any situation judged to be unsafe or when communication is lost or unclear. If communication is lost, the operator shall stop operation until communication is reestablished.
In addition, the operator shall immediately respond to a direction from any person to stop the crane.
Radio communications are well suited for blind and complex lifts. As a general rule, direct voice should only be used when the operator and rigger are working in close proximity and ambient noise is not a factor.

Hand Signals
Hand signals are most widely used method of communication between signalers and crane operators. Hand signals like those found in the American Society of Mechanical Engineers, A.S.M.E. B30 standards must be posted in the crane in clear view of the operator. Your activity may approve local signals in addition to these standard signals.

Hand Signal Rules
Signalers must remain in clear view of the crane operator. If the crane operator can't see you, another method of communication must be used. Only one rigger or signaler shall communicate with the crane operator at a time (except for the stop and emergency stop signals which may be given at any time by any team member).

Radio

Radios can be used to direct crane lifts while keeping crane team members informed of the lift status.

Radio guidelines

The device, or devices, used shall be tested on-site prior to crane operations. Use an isolated channel and clear the line of other traffic. Limit background noise. The operator's reception of signals shall be by a hands-free system

Radio work practices

Voice directions given to the operator shall be given from the operator's directional perspective. Identify the crane and yourself. Each voice signal shall contain the following elements, given in the following order: function (such as hoist, boom), direction; distance and/or speed; function, stop command. Allow time between commands. Verify the command. Note: The operator shall stop the crane at any time and in any situation judged to be unsafe or when communication is lost or unclear. In addition, the operator shall immediately respond to a direction from any person to stop the crane.

Knowledge Check

1. Select the best answer. Direct voice should only be used when:

   A. The operator and the rigger are working in close proximity and ambient noise is high.
   B. No other form of communication is available and ambient noise is high.
   C. The rigger has not learned hand signals.
   D. The operator and rigger are working in close proximity and ambient noise is low.

2. Select the best answer. In the crane cab, the crane operator must have a clear view of the …

   A. ASME Hand Signal Chart
   B. Crane maintenance records
   C. Crane lift history
   D. EOM

3. Select the best answer. How many signalers shall communicate with the crane operator at the same time?

   A. One signaler for each crane involved
   B. No signalers unless directed by the rigger in charge
   C. Up to three signalers
   D. One signaler at a time

4. Select the best answer. A universal language understood by everyone involved with weight handling is:

   A. Direct voice commands
   B. Hand signals
   C. Spoken word
   D. Signal flags

5. Select the best answer. Any additional hand signals must be …

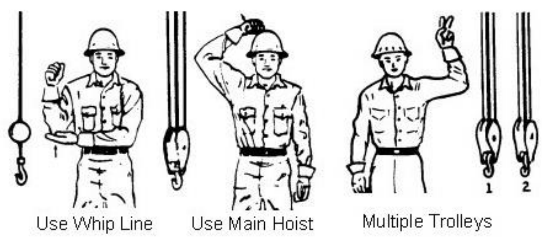
   A. Approved by the activity
   B. Approved by NOSH
   C. Approved by the ASME
   D. Approved by OSHA

6. Select the best answer. Another form of communication, other than hand signals, must be used if …

   A. Activities designate alternative methods
   B. The signaler is not in clear view of the crane operator
   C. Ambient noise is greater than the lack of visibility
   D. The signaler is in clear view of the rigger in charge

Hook and Trolley Signals

These signals indicate which hook or trolley to use and are used in conjunction with operating signals.



Auxiliary Hoist

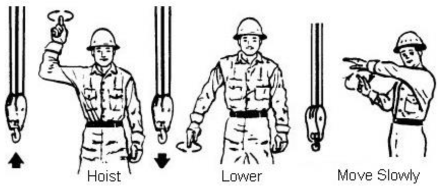
When calling for the whip line or auxiliary hoist: the elbow is tapped with the opposite hand and followed with the appropriate hook movement signal.

Main Hoist

When calling for the main hoist, the signaler taps a fist on his or her hard hat and follows with the appropriate hook movement signal.

Multiple Hook & Trolleys

When working with a multiple trolley crane, these signals indicate which trolley to use. They are always followed by movement signals.



Hoist Signals

Hoist and lower signals are the same for all cranes. The distinct circular motion helps the operator see the signal clearly from greater distances and helps distinguish them from other signals.

Hoist Up

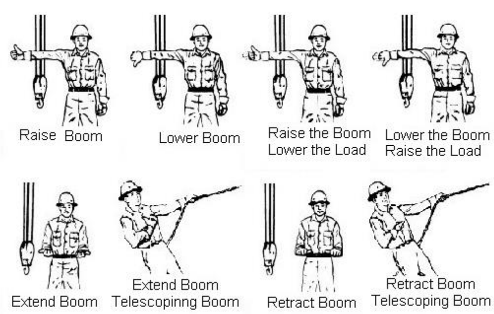
The hoist signal is given with the forearm vertical, the index finger pointing up, and the hand moving in small horizontal circles.

Hoist Lower

The lower signal is given with the arm extended downward, the index finger pointed down, and the hand moving in small horizontal circles.

Move Slowly

A hand held motionless in front of any signal indicates to move slowly. In this clip the rigger is signaling to hoist slowly.



Boom Signals

Boom signals direct the operator to raise and lower or to extend and retract the boom. Combination boom and hoist signals allow the load to remain at the same height while booming up or down.

Raise Boom (Boom Up)

The signal to raise the boom, or boom up, is given with an extended arm, fingers closed, and thumb pointing upward.

Lower Boom (Boom Down)

The signal to lower the boom, or boom down, is given with an extended arm, fingers closed, and thumb pointing downward.

Raise the Boom – Lower the Load

The signal to raise the boom and lower the load is given with an extended arm, thumb pointing upward and fingers flexing in and out.

Lower the Boom – Raise the Load

The signal to lower the boom and raise the load is given with an extended arm, thumb pointing downward and fingers flexing in and out.

Extend Boom

The signal to extend the boom is made with both fists in front of the body and thumbs pointing outward away from each other, motioning in and out.

Extend Boom One Handed

The one handed extend signal is made with one fist in front of the chest and the thumb pointing inward with a tapping motion.

Boom Retract

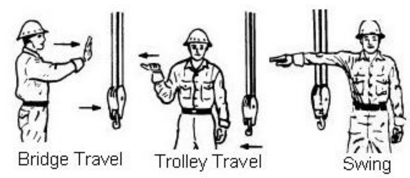
The signal to retract the boom is made with both fists in front of the body, thumbs pointing toward each other and motioning in and out.

Boom Retract One Handed

The one handed retract signal is made with one fist in front of the chest, and the thumb pointing outward, with a tapping motion.

Directional Signals

Directional signals are used to guide horizontal crane movements such as bridge, trolley and swing.



Travel or Bridge

The signal for crane or bridge travel is made with an extended arm, hand open with palm facing outward, and the hand moving horizontally in the desired direction of travel.

Trolley Direction

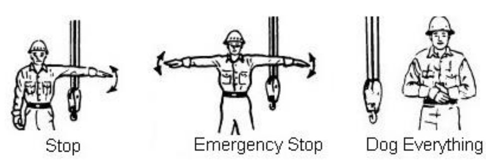
The signal for trolley travel is made with a palm up and fingers closed and the thumb moving in the desired direction of travel.

Rotate (Swing) Direction

The signal for swing or rotate is an extended arm with the index finger pointed in the desired direction of rotation.

Stop Signals

Stop and emergency stop signals can be given by anyone. When these signals are given, the operator must stop operations as quickly and as safely as possible. The dog everything signal is used when all operations must be secured.



Stop

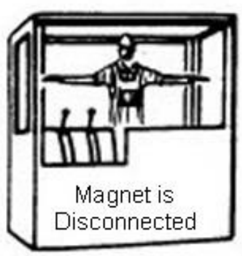
The stop signal is an extended arm, palm down, moving back and forth horizontally.

Emergency Stop

The signal for an emergency stop is both arms extended with palms down, moving them back and forth horizontally.

Dog Everything

The signal to dog everything is given to the operator when crane operations are complete, or when the crane needs to be secured. The signal to dog everything is clasped hands in front of the body.



Magnet Signals Overview

Magnet signals are used to communicate the current status of the magnet - whether it is on or off.

Magnet Disconnected

The magnet disconnect signal is used to let the person on the ground know that the electricity has been secured and it is safe to disconnect the magnet from the crane. The magnet disconnected signal is given with both arms extended, palms up, and fingers open.

Communications Summary

In order for communications to be effective, they must be clear, concise, continuous, and understood by the crane team. Hand signals are the primary means of communication between signalers and operators. Radios are preferred for complex and blind lifts. Voice communication should only be used in close proximity and where ambient noise is not a problem.

Knowledge Check

1. Select the best answer. This signal indicates:

   A. Auxiliary hoist
   B. Main hoist
   C. Raise hoist
   D. Travel

2. Select the best answer. When the signalers fingers are flexing in and out, this signal indicates:

   A. Raise the load – lower the boom
   B. Lower the boom
   C. Stop activities
   D. Lower the hoist

3. Select the best answer. This signal indicates to:

   A. Forward
   B. Raise the load
   C. Stop
   D. Extend the boom

4. Select the best answer. This signal indicates to:

   A. Separate the load
   B. Move closer
   C. Lower the load
   D. Retract the boom

5. Select the best answer. This signal indicates:

   A. Stop
   B. Swing
   C. Travel back
   D. Emergency Stop

6. Select the best answer. This signal indicates:

   A. Swing
   B. Emergency Stop
   C. Magnet Disconnect
   D. Stop

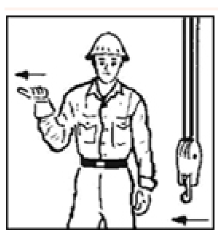
7. Select the best answer. This signal, given by the operator, indicates:

   A. Magnet disconnected
   B. Emergency stop

8. Select the best answer. This signal indicates:

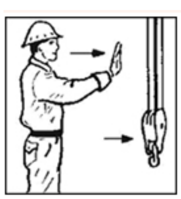
   A. Retract boom
   B. Lower load
   C. Dog everything
   D. Emergency stop

9. Select the best answer. What is the bridge crane communications hand signal pictured, with the palms up, fingers closed; thumb pointing in the direction of motion, and jerking horizontally?



   A. Trolley travel
   B. Swing
   C. Bridge travel
   D. Move slowly
   E. Hoist

10. Select the best answer. What is the crane communication hand signal pictured, with the arm extended forward, hand open and slightly raised, making a pushing motion?



   A. Bridge travel
   B. Hoist
   C. Dog everything
   D. Lower
   E. Move slowly

NOTES

SAFE CRANE OPERATIONS

Welcome
Welcome to the Safe Operations module.

Learning Objectives
Upon successful completion of this module you will be able to explain operator responsibilities, describe proper methods to lift and land loads, understand the requirements when working near overhead power lines, identify safe operating procedures, and state securing procedures for cranes.

Understanding the Crane

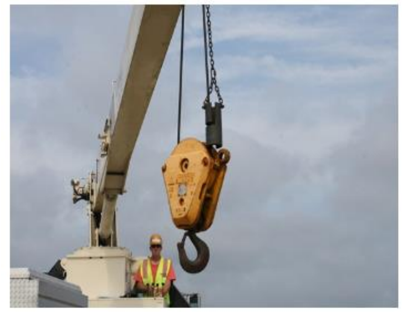

The vast majority of crane accidents are the result of personnel error and are therefore avoidable. Where team personnel are at fault, it is typically due to inattention, poor judgment, overconfidence, or haste to get the job done.
Crane operators at naval activities may be required to operate various types, makes, and models of cranes. Operators must be trained, licensed, and thoroughly familiar with the operating characteristics, including posted operational restrictions or limitations, of each type, make, and model of crane that may be operated.
Note: A license is not required for operators of category 3 non-cab operated cranes.

Operator Training
Prior to being licensed, operator trainees must be thoroughly trained on the operation of the type of crane for which a license is to be issued.
The operator trainee shall operate the crane only under the direct observation of a licensed operator. The licensed operator shall retain full responsibility for the safe operation of the crane.
The supervisor shall approve lifting of loads based upon the candidate's demonstration of knowledge, skill, and ability with the crane and safe operation without loads.
The trainee shall not perform complex lifts.
Note: A license is not required for operators of category 3 non-cab operated cranes.

Operations Manual
Operators must read and follow the manufacturer’s requirements, written procedures, safety instructions, and precautions.

Posted Information
The operator must heed posted warnings and instructions on the crane such as hand signal placards, controller function labels, and warning labels.
Certification information should be posted in plain sight.

Pre-Operational Check



To make sure the crane and work area are safe, a complete check of the crane shall be performed by the operator prior to the first use of the crane each day.

When performing the operational check in cold weather or icy conditions, the operator should raise the blocks and boom before lowering them to avoid damage when sheaves may be frozen.

Operators should inform rigging personnel to stand clear of the area below the blocks and boom prior to operation.

The operator should hoist up slowly, in small increments, to break any ice and/or snow free, and monitor the sheaves to ensure proper movement and operation of the sheaves and wire rope. This should also be performed periodically throughout the day to ensure proper operation during cold weather or icy conditions.

Knowledge Check

1. Select the best answer. When operating cranes, the operator's primary responsibility is to:

   A. Operate safely
   B. Do pre-use checks
   C. Use the shortest boom length possible
   D. Keep the crane clean

2. Select the best answer. Crane operators at naval activities may operate various types, makes, and models of cranes for which they are licensed. How must safety and operator proficiency be assured under these circumstances?

   A. Operators must receive written and performance tests by a crane license examiner as outlined in the NAVFAC P-307 manual.
   B. Operators must operate at reduced speeds until confident and capable.
   C. Operators must be familiarized (as directed by a supervisor) before operating.

3. Select the best answer. What information should be posted, clearly understandable, and readily available to the operator?

   A. Crane Operator's license number
   B. Travel speed through congested areas
   C. Certification information

4. Select the best answer. Which of the following operator responsibilities is considered the basis for ensuring a safe and reliable crane?

   A. The Pre-Use Check or Operators Daily Checklist (ODCL)
   B. Firm and level supporting surface
   C. Proper set-up on outriggers
   D. Periodic lubrication and servicing

5. Select the best answer. What information should be posted, clearly understandable, and readily available to the operator?

   A. ODCL Checks
   B. Operator's License Number
   C. Labels for each control function

6. Select the best answer. When can an unlicensed crane operator trainee operate a crane?

   A. In an emergency
   B. Only under the direct observation of a licensed operator
   C. When he or she needs to operate a crane to get the job done
   D. When their supervisor tells them to operate a crane

Operator Awareness

When operating a crane, the operator must be aware of everything in the operating envelope including hazards, obstructions, and personnel.

At the same time the operator must be aware of the sound, feel, and behavior of the crane.

Unsafe Conditions

Whenever an unsafe condition exists, operators must immediately stop operation and the condition must be resolved before continuing.

If you cannot resolve a safety issue with the team members, contact the supervisor for assistance.

Remember, operators have the authority and responsibility to stop and refuse to operate the crane until safety is assured.

Lifts Near Personnel

Loads must never be moved or suspended over personnel. Choose an alternate load path or evacuate personnel from the area.

Riding Loads

Personnel must never ride loads. Use only approved personnel-lifting devices if personnel must be lifted.

Overhead Lines

Whenever working near overhead power transmission lines, have the power de-energized and visibly grounded.
When the power cannot be de-energized, the minimum required clearances described in figure 10-3 of NAVAC P-307 must be maintained.
If any part of the crane or load could approach the distances noted in figure 10-3 of NAVAC P-307, a designated signaler shall be assigned.

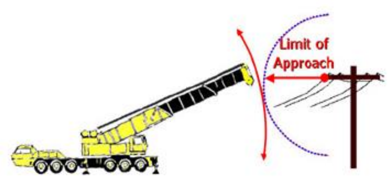
Minimum clearance distances for operation near electric power lines and for transit with no load and boom or mast lowered.

VOLTAGE, KV (PHASE TO PHASE)	MINIMUM REQUIRED CLEARANCE, FT (M)
Operation Near High Voltage Power Lines	
0 to 50	20 (6.10)
Over 50 to 200	20 (6.10)
Over 200 to 350	20 (6.10)
Over 350 to 500	50 (15.24)
Over 500 to 750	50 (15.24)
Over 750 to 1000	50 (15.24)
In Transit with No Load and Boom or Mast Lowered	
0 to 0.75	4 (1.22)
Over 0.75 to 50	6 (1.83)
Over 50 to 345	10 (3.05)
Over 345 to 750	16 (4.87)
Over 750 to 1000	20 (6.10)

Figure 10-3

In addition, a supervisor shall visit the site, assess potential hazards, and establish procedures to safely complete the operation.
Follow the requirements of NAVFAC P-307 paragraphs 10.11.1 through 10.11.1.6 for crane operations near or below overhead electrical transmission lines, operation near communication towers, and travelling below power lines.

Overhead Power Lines - Limit of Approach



When operating a crane in the vicinity of overhead electrical transmission lines, for voltages less than 350 kV, the minimum required clearance is 20 feet. Where the voltage is known to be 350 kV or more, the minimum required clearance is 50 feet.
A designated spotter shall be assigned by the supervisor and be positioned to effectively gauge and monitor the clearance distance and communicate directly with the operator.
When operating in the vicinity of overhead transmission lines, the best crane set up is one in which no part of the crane or load can enter the clearance limit.
Even boom failure should not allow the crane, load line, or load to enter the limit.

Operating Practices

The crane operator must operate the crane in a safe manner, moving loads slowly and smoothly.

Avoid rapid starts and sudden stops to help reduce load swing. Anticipate stopping points, and slow down before bringing loads to a stop. Crane swing should be relatively slow to prevent outward swing of the load due to centrifugal force.

The operator shall remain at the controls at all times while a load is suspended from the crane. This does not include slings and other gear used to rig the load and does not include a load attached to the crane with slack in the rigging gear. This also does not apply to under-running bridge cranes, jib cranes, pillar cranes, pillar jib cranes, monorails, and fixed overhead hoists used in industrial processes that require a suspended load such as cleaning, degreasing, painting, testing, and similar processes. For such cases, the suspended load shall be less than 80 percent of the crane's rated capacity, the area shall be secured to prevent unauthorized personnel from entering, the crane shall be tagged to indicate this condition, and the load shall not be suspended longer than required.

Crane Operating Characteristics

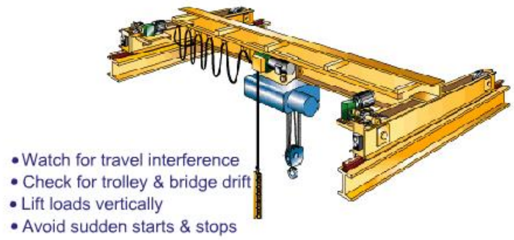
There are a variety of operating characteristics and issues that the users of Category 2 and 3 cranes must consider. Listed below are just a few.

Operating of Category 2 and 3 cranes may be from the cab or from the ground using a pendant controller or remote controls. A disadvantage of operating a very high mounted overhead traveling crane from the cab is that the operator may have difficulty in judging position and in seeing signals.

Some cranes are equipped with dynamic lowering controls. A dynamic lowering control is an automatic device that speeds the lowering of an empty hook or light load, and slows a heavy load.

On some cranes a heavy load may lower when the hoist control is initially moved from the neutral position to the hoist position. The load may not lift until the hoist speed is high enough to support and raise the load. This characteristic is called hoist roll back. When positioning heavy loads, the final vertical adjustment should be made by lowering the load because of hoist roll back.

Operating OET and Gantry Cranes



Overhead electric traveling cranes are generally operated indoors so congestion is often an issue. Watch for changes in the work area that may cause interference. Storage racks with material stacked too high are a common problem.
Operators should always check for trolley and bridge drift before operating the crane.
Lift loads vertically. Side pulls can cause uneven or overlapped spooling of the hoist wire and may cause the wire rope to be cut or severely damaged. In addition, ensure the hook and block are not swinging prior to hoisting. Improper or overlapped spooling of the wire rope on the drum can occur with or without a load on the hook when hoisting.
Avoid sudden starts and stops with the bridge. This can result in skidding and uneven wear on the wheels.
A sudden start with a heavy load on one end of the bridge or a slippery track may cause a crane to skew. Skewing is a condition where one end of the bridge gets ahead of the other end, frequently causing binding on the rails. Excessive skew may be straightened by slowly bumping the bridge into the end stops.

Operating Techniques

When slowly taking the slack out of rigging gear, and when starting to move a light load or empty hook smoothly, the first hoisting point or slowest possible speed should be used.
A technique called "Inching", or performing a motion very slowly, a little at a time, can be used when a crane operation or function requires small movement.
Another technique, "Plugging", is the use of reverse power instead of a brake to slow or stop the bridge or trolley travel. This method of braking or stopping movement is not used for hoisting or lowering motions. As a precaution, the operator should be ready to use the foot brake to stop movement if the power or operation should fail.

Lifting Loads

Prior to lifting, position the freely suspended hook directly over the loads center of gravity when attaching the load. This prevents side loading the boom or crane and prevents dragging or shifting of the load as it is picked up.
Sufficient tag lines shall be used to minimize load swing and rotation unless their use creates a hazard.
Take the slack out of rigging gradually and watch for hook movement that indicates the need to reposition the crane before lifting.
When lifting a load, stop hoisting when the load lifts a few inches off the ground and check to ensure there is no slippage of the hoist brake. This must be performed for every load.
Accelerate smoothly to reduce dynamic loading.
Extreme caution shall be used when making lifts out of water. When the load comes out of the water, buoyancy is lost and the load on the crane may increase. Also, just as the

load leaves the water, the surface tension (suction) can increase the load on the crane momentarily. Water held inside the object may also increase the load weight.

Landing Loads

Prior to lowering loads, be sure the surface that you plan to land the load on will support the load.
When landing loads: slowly lower the load as you approach the landing surface, stop the load a few inches off the ground or landing surface, then slowly lower the rest of the way.
Ensure the load is stable and secure before slacking and removing the rigging gear.

Securing the Crane

When securing cranes remove gear from the hook, stow hooks near, but not in, the upper limit switches, place all controls in the neutral or off position, engage all brakes, rotate locking devices and drum pawls, and secure power.
Operators shall ensure local safety requirements are followed.
For mobile cranes, set the carrier brake and chock wheels if the crane is on an incline.

Traveling Cranes with Loads

When traveling cranes with loads, stow unused hooks, follow OEM requirements and keep loads close to the ground while avoiding obstructions.
When initiating travel movements and when the load or crane is approaching personnel, the warning horn or signal, if so equipped, shall be sounded.
Maintain communication with and operate under the direction of a signaler.
Use slow speeds for better load control.
Be aware of travel restrictions, and other cranes working in the area.
Remember to check clearances and watch for obstructions.

Summary

In this module we discussed the following:
Operator responsibilities, including: taking the time to get familiar with the crane's operating characteristics, reading and following the operations manual, having the required information on the crane, and performing the ODCL.
Safe operating practices, operator awareness, and proper methods for lifting and landing loads.
The rules and requirements, including limits of approach, for operating cranes in the vicinity of overhead power lines; and
How effective teamwork and safe operating practices reduce accidents.

Knowledge Check

1. Select the best answer. When lifting loads with a crane, which of the following is the first thing an operator should do?

   A. Take the slack out of the rigging.
   B. Lift the load slightly to check the brake.
   C. Center the hook over the center of gravity of the load.
   D. Change speeds smoothly.

2. Select the best answer. The second step in the procedure for lifting loads is to:

   A. Hoist slowly until the load lifts
   B. Hoist at one speed until the load lifts
   C. Hoist slowly and remove slack from the rigging gear

3. Select the best answer. The third step for lifting loads is to:

   A. Lift the load until a desired height and stop
   B. Lift until the load clears all obstacles and stop
   C. Lift the load until completely suspended and stop

4. Select the best answer. While operating, the crane operator becomes concerned over the safety of the lift. The Rigger-In-Charge sees no problem and tells the operator to continue. The operator should:

   A. Proceed slowly with caution.
   B. Tell his/her supervisor at the end of the shift.
   C. Note the incident on the back of the ODCL card.
   D. Refuse to continue until safety is assured.

5. Select the best answer. Side loading a crane boom by dragging loads or lifting a load with a non-vertical hoist may result in:

   A. Destructive stresses placed on the boom and sheaves.
   B. Possible overload due to swinging of the load after lifting.
   C. Uncontrolled movement of the load due to shifting.
   D. Any of the listed factors above.

6. Select the best answer. In general, which of the following things should an operator do when traveling cranes with loads?

   A. Keep loads just high enough to clear obstacles
   B. Start slowly and increase speeds gradually
   C. Avoid sudden stops
   D. Stow or secure unused hooks
   E. Perform all of the listed actions above

7. Select the best answer. If a heavy load shall be inched into an exact vertical position, should the final adjustment be made by raising or lowering? Why?

   A. By lowering. When hoisting, the load may inadvertently lower while the controls are moved from neutral to a hoist speed high enough to support and raise the load.
   B. By hoisting. When lowering, the speed may not be controllable.
   C. By hoisting. When hoisting, the load may lower before the speed is high enough to lift the load.

NOTES

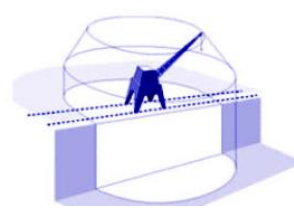
CRANE AND RIGGING ACCIDENTS

Welcome
Welcome to Crane and Rigging Accidents.

Learning Objectives
Upon successful completion of this module you will be able to identify the elements in the crane and rigging operating envelopes, define a crane accident, define a rigging accident, near miss, and unplanned occurrence, identify the primary causes of accidents, and explain the procedures to follow when an accident occurs.

Accident Categories
There are two general categories of accidents: crane accidents and rigging accidents. Crane accidents are those that occur during operation of a category 1, 2, 3, or 4 crane. Rigging accidents are those that occur when gear and equipment identified in section 14 is used by itself in a weight handling operation, i.e., without category 1 through 4 cranes, or when covered gear is used with multi-purpose machines, MHE (e.g., forklifts), and equipment covered by NAVFAC P-300 in a weight handling operation. In addition, accidents that occur during the operation of entertainment hoists shall be classified as rigging accidents.

Significant Accidents
A significant accident is an accident that typically has a greater potential to result in serious injury or substantial property damage.
The following accident types are considered significant accidents: injuries (regardless of severity), overloads, dropped loads, two-blocks, crane derailments, or contact with overhead electrical power lines.
Other types of accidents that result in OPNAV Class A, B, C, or D reporting thresholds for material property damage are also considered significant accidents.

Crane Operating Envelope


In order to define a crane accident, you must first understand the crane operating envelope.
The operating envelope consists of any of the following elements: the crane (except a crane being operated in transit as defined in NAVFAC P-307 appendix A), the operator, the riggers, signal persons, and crane walker, other personnel involved in the operation, the rigging gear between the hook and the load, the load, the crane's supporting structure (ground, rail, etc.), and the lift procedure.

Rigging Operating Envelope

The operating envelope around any rigging or other section 14 equipment operation includes the rigging gear or miscellaneous equipment identified in section 14, the user of the gear or equipment (including operators of multi-purpose machines, MHE, and construction equipment), other personnel involved in the operation, the load, the gear or equipment's supporting structure (padeyes, ship's structure, building structure, etc.), the load's rigging path, and the rigging or lift procedure.

Knowledge Check

1. Select all that apply. The crane operating envelope includes the crane, the operator, the riggers, the crane walkers, and …

   A. The load
   B. Rigging gear between the hook and the load
   C. The area where the load will be landed
   D. Any supporting structures

2. Select all that apply. The rigging operating envelope contains the rigging gear and miscellaneous equipment covered by P-307 section 14, the load itself and …

   A. The gear or equipment’s supporting structure
   B. The crane removal procedure
   C. Other personnel involved in the operation
   D. The rigging procedure
   E. The user of the gear or equipment
   F. The load rigging path

Near Miss

A near miss is an unplanned event during a weight handling operation that did not result in a definable accident but easily had the potential to do so. Only a break in the chain of events prevented an accident. Simply put, a near miss is an accident that almost took place. The difference between a near miss and an accident (serious or otherwise) is often a fraction of an inch or a split second of time. A near miss report is used to learn from situations where an accident "almost" happened so that the real event can be averted.

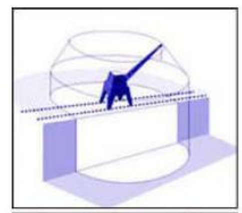
Unplanned Occurrence

An "unplanned occurrence" describes an event that does not meet the definition of a crane or rigging accident but results in injury or damage to a crane, crane component, or related equipment due to an event not directly related to a weight handling operation. Examples include, but are not limited to, injury or damage caused by weather, damage to a parked or stationary crane caused by another moving object (e.g. vehicle, forklift), and flooding or fire damage.

Near Miss Reporting

Near Misses and unplanned occurrences that do not fall under the crane and rigging accident definitions shall be reported using figure 12-2 (available on the Navy Crane Center website).
These reports shall be submitted in accordance with NAVFAC P-307 section 12 within 30 days of the event.

Crane Accident



A crane accident occurs when any of the elements in the crane operating envelope fails to perform correctly during a crane operation including operation during maintenance or testing, resulting in any of the following: personnel injury or death, material or equipment damage, dropped load (including any part of the load or rigging gear and any item lifted with the load or rigging gear), derailment, two-blocking, overload (including load tests when the nominal test load is exceeded), or collision (avoidable contact between the load, crane, and/or other objects).

Rigging Accidents

A rigging accident occurs when any of the elements in the operating envelope fails to perform correctly during a rigging operation resulting in any of the following: personnel injury or death, material or equipment damage that requires the damaged item to be repaired because it can no longer perform its intended function, dropped load (including any part of the load or rigging gear and any item lifted with the load or rigging gear), two-blocking of cranes and powered hoists identified in section 14, or overload (including load tests when the test load tolerance is exceeded).
Note: A dropped load, two-blocking, and overload are considered accidents even though no material damage or injury occurs.

Damaged Rigging Gear

When damage to rigging gear is discovered during an inspection or when damaged rigging gear is returned to the gear room, and an accident is suspected, the gear shall be immediately removed from service and a comprehensive investigation initiated.

For a suspected accident, the activity shall follow the investigation and reporting requirements of NAVFAC P-307, section 12, promptly perform a comprehensive investigation, and prepare a Crane and Rigging Accident Report and forward a copy to the Navy Crane Center (Code 06) within 30 days of the accident.

Local Weight Handling Equipment accident reporting procedures shall also be followed.

Accident Examples

Some common examples of accidents are: dropped loads, injuries from a shifting load, failure of rigging gear resulting in a dropped load, overloads, and improperly secured loads falling from pallets.

Accident Exception

A component failure (e.g., motor burnout, gear tooth failure, bearing failure) shall be considered an accident only if damage to the load or another component occurs as a result of the failure.

Accident Causes

In most cases, crane accidents result from personnel error and can be avoided. Most crane accidents are caused by: inattention to the task, poor judgment, bad communication, team members having too much confidence in their abilities, or operating the crane too fast.

Operator Responsibilities

The operator can play a significant role in eliminating human error and accidents. Drugs and alcohol can affect a person's capability to think, reason, or react in normal situations and can certainly lead to serious accidents. Operators must always consult their physicians regarding effects of prescription drugs before operating equipment, and recognize that medications often affect people differently. An operator is responsible for evaluating his or her physical and emotional fitness.

WHE Accident Response

Upon having an accident or having seen evidence of damage, the crane team, riggers, equipment users, etc., shall stop all operations and notify immediate supervisor(s). If there is impending danger to the equipment or personnel, place the crane and/or load in a safe position prior to notifying supervision. Ensure the accident scene is secured and undisturbed so as to facilitate the investigation. The supervisor shall review the situation and take any further emergency action. The supervisor shall notify management personnel as well as the activity safety office.

Crane Accident Actions

If a crane accident occurs, personnel must take the following actions:
Stop operations as soon as possible, however don't stop at the expense of safety.
In some circumstances, for example, if a crane is involved in a collision as a load is being lowered, the operator should first land the load, then, follow the accident response procedure.
Don't try to correct the problem unless life or limb is in danger.
Call, or have someone call 911 if an injury occurs.
Secure the crane.
Secure power as required.
If danger exists to the crane or personnel, place the crane and load in a safe position.
Notify supervision as soon as safely possible.
Ensure that the accident scene is preserved to aid the investigation.

Notification and Reporting

For accidents involving a fatality, inpatient hospitalization, overturned crane, collapsed boom, or any other major damage to the crane, load, or adjacent property, notify the Navy Crane Center by e-mail as soon as practical, but not later than eight hours following the accident. Notification for all other accidents shall be made as soon as practical but no later than three working days after the accident.
For each suspected accident, activities shall promptly perform an investigation, prepare a crane and rigging accident report using figure 12-1 (available on the Navy Crane Center web site), and forward a copy to the Navy Crane Center (Code 06) within 30 days of the accident.

Contractor Accident Reporting Procedures

The contractor shall: notify the contracting officer as soon as practical, but not later than four hours, after any WHE accident, secure the accident site and protect evidence until released by the contracting officer, and conduct an investigation to establish the root cause(s) of any WHE accident, near miss, or unplanned occurrence.
Crane operations shall not proceed until the cause is determined and corrective actions have been implemented to the satisfaction of the contracting officer.
The contractor shall provide the contracting officer a report for an accident or near miss within 30 days using the appropriate form provided in NAVFAC P-307 section 12 consisting of a summary of circumstances, an explanation of causes, photographs (if available), and corrective actions taken.

Contracting Officer Reporting Procedures

The contracting officer shall notify the host activity of any WHE accident upon notification by the contractor. Additionally, the contracting officer shall notify the Navy Crane Center, by e-mail (nfsh_ncc_accident@navy.mil), of an accident involving a fatality, in-patient hospitalization, overturned crane, collapsed boom, or any other major damage to the crane or adjacent property as soon as possible, preferably within 8 hours of notification by the contractor. For all other accidents, notify the Navy Crane Center as soon as practical but no later than three working days after the accident.

The contracting officer shall provide the Navy Crane Center and host activity a copy of every accident and near miss report, regardless of severity, upon receipt from the contractor.

The contracting officer or designated weight handling representative shall sign all crane and rigging accident and near miss reports to indicate that they are satisfied that the contractor's investigation and corrective action are sufficient.

Knowledge Check

1. Select the best answer. During maintenance the rigging gear between the crane hook and the load fails and results in equipment damage. This is reported as a:

    A. Operator error
    B. Rigging gear deficiency
    C. Crane accident
    D. Rigger error

2. Select the best answer. During crane operations the load shifts. The operator reacts quickly and saves the load but causes the crane to derail. This is reported as a:

    A. Crane accident
    B. Load configuration error
    C. Crane walker’s error
    D. Operator error

3. Select the best answer. When rigging gear covered by P-307 Section 14 fails while suspended from a structure and drops the load it is a:

    A. Load configuration error
    B. Rigging accident
    C. Crane accident
    D. Rigging error

4. Select the best answer. If component failure occurs, such as motor burnout, and does not result in damage, the component failure is considered:

   A. A non-accident
   B. A rigging accident
   C. A crane accident
   D. Crane maintenance's responsibility

5. Select the best answer. To whom or to what are the majority of crane accidents attributed?

   A. Weather conditions
   B. Riggers or signalmen
   C. Crane operators
   D. Personnel error
   E. Equipment failure

6. Select all that apply. Over-confidence and poor judgment among team members can contribute to crane and rigging accidents. Select additional factors that can contribute to accidents:

   A. Inattention to the task
   B. The crane operating envelope
   C. Operating the crane too fast
   D. Engineering lift specifications

7. Select the best answer. If you have an accident with a crane or you find damage and suspect an accident has happened, your first step is to:

   A. Stop operations as soon as safely possible
   B. Secure the crane and power as required
   C. Call emergency services if anyone is injured
   D. Notify your supervisor immediately

NOTES

CATEGORY 3 CRANE SAFETY COURSE EVALUATION

Student Name: ____

Command/Activity/Organization:

____

Instructor: ______________________________ Date: ____________________

Directions: To assist in evaluating the effectiveness of this course, we would like your reaction to this class. Do not rate questions you consider not applicable.

Please rate the following items:	Excellent	Very Good	Good	Fair	Poor
Content of the course met your needs and expectations.					
Content was well organized.					
Materials/handouts were useful.					
Exercises/skill practices were helpful.					
Training aids (slides, videos, etc) were used effectively.					
Instructor presented the material in a manner, which was easy to understand.					
Instructor was knowledgeable and comfortable with the material.					
Instructor handled questions effectively.					
Instructor covered all topics completely.					
Probability that you will use ideas from the course in your work.					
Your opinion of the course.					
Your overall opinion of the training facilities.					

What were the key strengths of the training? How could the training be improved? Other comments?

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List other training topics in which you are interested: ______________________________

____

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Note: If you would like a staff member to follow up and discuss this training, please provide your phone number____