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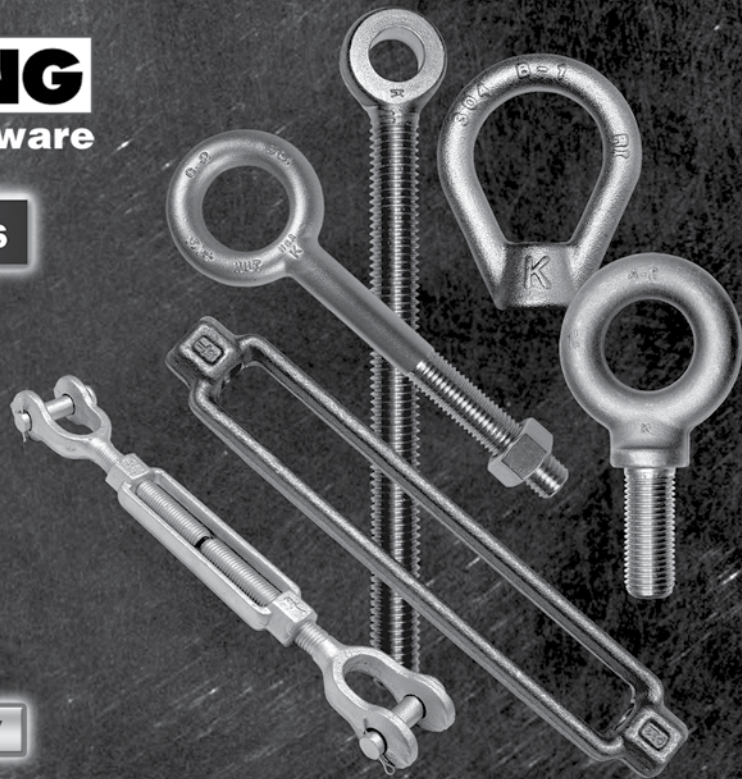
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ments that we now have incorporated into our inspection method as well. Some of these additions are the Deficiency Review List and the pressure relief valves level checks.

The OSHA and US Navy standards require us to start by reviewing the

crane record file. This includes evaluating if the manufacturer's recommended PMs are being performed, major repairs are recorded, new rope is installed with certificates and modifications meet Professional Engineers approval. Also, any accidents during the last period are recorded.

This file is referred to as the "Historic Crane File" and every crane should have one in a folder as a hard copy for review. What amazes me is the amount of records kept that never get reviewed. One might ask, "why spend so much money to collect records that no one looks at to determine trends?" The answer is that we should be reviewing these documents more often. The erection/operation manuals are reviewed to verify they are accurate for the crane's configuration. The physical inspection starts after a thorough record review.

The "system approach" inspection

When the physical inspection starts, we use the "system approach" that logically follows the crane's configurations to perform the inspection in the most efficient manner possible. As stated above, we first find a spot away from hazards where the boom can be laid down and the luffing ropes slackened (if it's a conventional crane). Now, we start at ground level and progress upward.

After visual inspection of the crane has been concluded and notes taken, the "functional no load" examination begins. You operate the crane to check



Figures 7. The ropes must be relaxed to check the sheaves.

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