

See memo
17/9/53 - 352/38

I assume that in
conjunction with
Eng^g Staff all necessary
action has been taken
to bring this valuable
report to the ~~attention~~
knowledge of the
actual operators
of this equipment.

If not, please co
arrange.

Mr. Baldwin
4th 53

Mr. Baldwin. The above refers
to HQ. Development Committee Report
No 23 - High Head. Pl
bring up at our next meeting
on 14th.

This will be on the
Agenda I think. Pl.
As that this note is
brought up with it. 28/9

Mr. Baldwin

Copies of the Report
are circulated as routine
to Conservators RDS's by the
Secretary of the H.D. M.D.C.
If any action is considered
necessary to emphasize to
Conservators the need to
bring the Report to the notice
of the actual operators, do
you not think this might
more suitably be achieved
by mention at the Conservators'
meeting on Sept 11th?

If not, we can include a
suitable note in the minutes
of our own note on 14th.

Mr. Baldwin

I think it would be
better done through M.D.C.
minutes - in Conservation minutes
an issue for long!!

419.

Mr. Baldwin
Pl. let me have
this note with the
note papers in
due course. 28/9

4/9/53

Also circulated
to Director, Mr. Ryle
Mr. MacKenzie

1. Brig. Batten ^{Sabb 14/8}
2. Mr. ~~for Batten~~ 12/8
3. Mr. M.C. Richardson ^{13/8}
4. Mr. F.G. Baldwin for M.D.C.

516/5

H.Q. Mechanical Development Committee Report No. 23

on

The sequence of operations for loading with the HIAB Hoist

ORIGIN

The first HIAB Hoists were imported into this country in 1950 by the Forestry Commission. Six were put on trial and the results were published in Report No. 9. The value of this equipment in the handling of timber and other loads was quickly appreciated and many more hoists have now been imported.

OBSERVATIONS

1. As in the case of all machinery, the use of the HIAB Hoist can only be justified if it results in a saving in the cost of the operation of loading through a reduction in the number of men and/or the time required. In order to guide operators in the use of this equipment for loading forest produce the following notes are given.
2. The team should consist of two men, the lorry driver and his mate, who draw up the lorry in a convenient position alongside the load to be picked up. For poles over 20 feet in length the lorry should be fitted with a trailer. They then act as a team as follows:-

- (a) Adjust the jib to a convenient length to suit the load. Bolsters and side stanchions are assumed to be in position.
- (b) The driver (No.1) standing on the lorry behind the cab operates the controls so that the jib is at the bottom of its travel and the mate (No.2) standing on the ground has the maximum length of free cable available.
- (c) No.2 then wraps the cable round the load judging the point of balance so that the butts of the poles are just raised first. See Photograph No.1.
- (d) No.1 raises the jib until the load is lifted off the ground. If No.2 has judged his point of attachment correctly the butts will lift first, but it should be so near to the point of balance that No.2 can quite easily lean on the butts as they come up and bring the tops of the poles into the air. (See Photograph 2.)

18/6/53
(e) No.2 manoeuvres the butts until the tops are approximately over the position in which he wants to place them on the lorry. No.1 may need to assist here by traversing the jib a little. No.2 releases the butts and the tops fall into place. (See Photograph 3.)

(f) The butts will then be up above No.2's head. No.1 traverses the jib until the load is in the correct position and then lowers it. Photograph 4. The hook is then unfastened by No.1 and the cable pulled from under the load by raising the jib. The cable is then free to repeat the operation.

Heavier logs up to half a ton in weight can be lifted in exactly the same way except that they will be lifted singly and since they are usually shorter the trailer may not be required. (See Photograph 5.)

In order to save one man having to climb on and off the lorry to unhook the cable after loading and do any final positioning by hand, No.1 will usually find it convenient to stand on the lorry behind the driver's cab throughout the operation. He can then do the unhooking. For the positioning of logs both on and off the lorry the Swedish handling tongs covered by Report No.16 will be found to be most useful.

No.2 will find that a short crowbar about 3 feet long with a small hook on the end will be a great help in feeding the cable under the load on the ground. Only in very exceptional circumstances should it be necessary to use more than two men to load with a H.I.A.B. Hoist.

R.G. SHAW.

Machinery Research Officer

18.6.53.



1.

No. 2 has attached the cable just to the butt end of the point of balance. He stands by whilst No. 1 operates the controls to raise the butts.



2.

No. 2 is now pressing the butts down to raise the tops above the height of the side stanchion. No. 1 is at the same time lifting and traversing the jib.



3.

Having placed the tops in position No. 2 has released the butts whilst No. 1 raises and traverses them over the stanchion.



4.

Having traversed until the load is over the correct point on the lorry, No. 1 drops the load in position.



5.

Heavy logs up to 10 cwts. can be loaded singly in the same way. Here No. 2 is pressing down on the butt whilst No. 1 lifts and traverses as at Photograph 2.