

APPENDIX P – CONTRACTOR CRANE (OR ALTERNATE MACHINE USED TO LIFT  
SUSPENDED LOAD) AND RIGGING GEAR REQUIREMENTS

<b>CERTIFICATE OF COMPLIANCE</b>	
This certificate shall be signed by an official of the company that provides cranes (or multi-purpose machines, material handling equipment, or construction equipment used to lift loads suspended by rigging gear) or rigging gear for any application under this contract. Post a completed certificate on each crane or alternate machine (or in the contractor's on-site office for rigging operations) brought onto Navy property.	
CONTRACTING OFFICER'S POINT OF CONTACT (Government Representative)	PHONE
PRIME CONTRACTOR/PHONE	CONTRACT NUMBER
CRANE OR ALTERNATE MACHINE SUPPLIER/PHONE (if different from prime contractor)	CRANE OR ALTERNATE MACHINE NUMBER (i.e., ID number)
CRANE OR ALTERNATE MACHINE MANUFACTURER/TYPE/CAPACITY	
CRANE OR ALTERNATE MACHINE OPERATOR'S NAME(S)	
<p>I certify that</p> <ol style="list-style-type: none"> <li>The above noted crane or alternate machine and all rigging gear conform to applicable OSHA regulations (host country regulations for naval activities in foreign countries) and applicable ASME B30 standards. The following OSHA regulations and ASME standards apply: _____</li> <li>The operators noted above have been trained and are qualified for the operation of the above noted crane(s) or alternate machine(s).</li> <li>The operators noted above have been trained not to bypass safety devices during lifting operations.</li> <li>The operators, riggers and company officials are aware of the actions required in the event of an accident as specified in the contract.</li> </ol>	
COMPANY OFFICIAL SIGNATURE	DATE
COMPANY OFFICIAL NAME/TITLE	
<p><b>POST ON CRANE (OR ALTERNATE MACHINE)</b> (IN CAB OR VEHICLE) (or in the contractor's on-site office for rigging operations)</p>	

FIGURE P-1

## CONTRACTOR CRANE OR RIGGING OPERATION CHECKLIST

		YES	NO
1	Is the Certificate of Compliance, P-1, in the operator's cab (or in the contractor's on-site office for rigging operations) with the current operator's name listed?		
2	Is the crane/machine transited to and from the job site correctly? Are the OEM instructions for travel being followed?		
2	Does the operator know the weight of the load to be lifted?		
3	Is the load to be lifted within the crane/machine manufacturer's rated capacity in its present configuration?		
4	Are outriggers or stabilizers required?		
5	If outriggers are required, are outriggers fully extended and down, and the crane load off the wheels?		
6	Is the crane/machine level and on firm ground, if the ground is not firm is the crane/machine blocked?		
7	If blocking is required, is the entire surface of the outrigger pad supported and is the blocking material of sufficient strength to safely support the loaded outrigger pad?		
8	If outriggers are not used, is the crane/machine rated for on-rubber lifts by the manufacturer's load chart? If stabilizers are used and not outriggers and the wheels are not off the ground is this the correct setup in accordance with the OEM?		
9	Is the swing radius of the crane counterweight clear of people and obstructions and accessible areas within the swing area barricaded to prevent injury or damage?		
10	Has the hook been centered over the load in such a manner to minimize swing?		
11	Is the load well secured and balanced in the sling or lifting device before it is lifted more than a few inches?		
12	Is the lift and swing path clear of obstructions?		
13	If rotation of the load being lifted is hazardous, is a tag or restraint line being used?		
14	Are personnel prevented from standing or passing under a suspended load?		
15	Is the operator's attention diverted?		
16	Are proper signals being used at all times? Is the operator responding properly to the signals? Are radios used for blind lifts?		
17	Is the load lifted a few inches to ensure it is secure and balanced?		
18	Are empty hooks lashed or otherwise secured during travel to prevent swinging?		
19	Does the operator remain at the controls while the load is suspended?		
20	Do the operations ensure that side loading is prohibited?		
21	Are personnel prevented from riding on a load?		
22	Are start and stop motions in a smooth fluid motion (no sudden acceleration or deceleration)?		
23	If operating near electric power lines, are the rules and guidelines understood and adhered to?		
24	Is the lift a critical lift?		
25	If so, are all regulations understood and check-off sheets initialed and signed off?		
25.1	Are any overhead power lines in the vicinity?		
25.2	If so, are complex lift rules and 1926.550(a)(15) being followed?		
26	If pick and carry operations are allowed and performed, are OEM directions followed (e.g. rotation lock engaged, boom centered over front or rear, etc.)?		
26	When the crane/machine is left unattended, is it in a safe condition?		
27	Is rigging gear undamaged and acceptable for the application?		

FIGURE P-2 (1 of 2)

28	Does rigging gear meet applicable ASME or host country standards (e.g. ASME B30.9 for slings, B30.10 for hooks, B30.26 for hardware such as shackles, safety hoist rings, eyebolts, etc, B30.20 for below the hook lifting devices, etc.)?		
29	Is the rigging gear inspected prior to use?		
30	Is chafing gear used to protect slings (especially synthetic slings) and equipment from damage due to sharp corners and edges?		
31	Is the rigging gear used in accordance with its working load limit? Is the load limit visible?		
32	Are positive latching devices used on crane and rigging hooks, or are the hooks "moused"?		
Contractor:		Subcontractor:	
Location:			Date:
Notes:			
Signature of Contracting Officer's Representative:			

FIGURE P-2 (2 of 2)