

The New Zealand LIFT FAX

The New Zealand Lift Fax is produced bi-monthly for the NZ lift industry. Just send your email address to LEC to subscribe.

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05/2008

WHAT'S GOING UP or DOWN THIS MONTH:

LIFTPORT PLANS ELEVATOR PROJECT ON THE MOON:

The LiftPort Group, headed by former National Aeronautics and Space Agency researcher Michael Laine, plans to build a space elevator on the moon within eight years.

According to www.space.com, the company plans to first create a floating balloon platform tethered to the ground so that a robot can climb 1.2 mi. into the sky. Laine said the company had a breakthrough that will allow it to build a space elevator on the moon using existing technology and a single-launch rocket solution that has "Sputnik-like simplicity."

JIM WHYTE RETURNS TO NZ:

After spending time with Otis in Brisbane, Jim Whyte has returned to NZ to take up a role with Dave Gardner working for Thyssen Krupp in Auckland as their Service, Spares and Upgrade specialist.

<http://www.thyssenkruppelevator.com.au>

Although Jim enjoyed his time with Otis in Brisbane, it seems security of tenure is not on the Otis Australasian management agenda!

Ph: 9 379 7798 jim.whyte@tkea.com.au



EDITORIAL: FAREWELL TO AN INDUSTRY STALWART?:

I picked up the book off my bedside table and pulled up the duvet close around my face to keep out the still present chills of an early spring evening. I opened the volume to my book marked Chapter 4 - 'Going Home and Entering the Elevator Business'.

The book, titled 'More Ups than Downs', was retracing the life experiences of one born in the Bronx, and from his early memories in Utica New York to the hard life's experiences in the 30's of having to be entrepreneurial to 'make a bob' to be able to survive. On the inside cover of the book was the sure but slightly age wavering signature of the author; William C Sturgeon, 4-8-12.

Now I first met Bill Sturgeon in Boston in 1996 at an Elevator Trade Fair, but previous to that, through our involvement in the lift industry and his then vocation as Owner/Editor of the Elevator World industry Magazine, had seen us correspond after he had shown interest in this NZLift Fax. From our first correspondence I had felt a kindred spirit, which has kept me writing of the lift industry up to this day. Bill had ended up like many of his era in the thick of WWII, and was seconded into the early era of Radar operations after damaging his ear drums salvage diving in the Navy, but eventually he rose from a 'Grunt' to a 2nd Lieutenant during the War in the Pacific and at Iwo Jima. During this service, he even witnessed the first Atom Bomb test. But it was on his return from the War in 1945 that Bill with wife Mary Sands and now 2 year old daughter Ricia, established his career of which he was to become renown - in the US Elevator Industry. By the time I had entered the industry in 1966, Bill had accumulated a wealth of knowledge, firstly in his fathers elevator manufacturing company Mobile Elevator Co, secondly in the wider industry through the IUEC Union and NAEC Elevator Association, and finally in 1953 as Editor and chief of the new industry publication - Elevator World. But sadly I am to report, that just two months on from receiving Bill's fascinating story, I was to hear from his family that at the great age of 95, on the 11th of October 2012, Bill passed away. Farewell my friend!

PETER LOADER TAKES ON AUCKLAND:

With family growing up and a daughter now in the Navy in Devonport, Pete Loader has transferred to Otis Auckland to take up the role as their **Service Accounts representative**. Peter.loader@otis.com
09 355 6603 (Desk) - 09 355 6696 (Fax) - 027 498 1918 (Mobile)

STILL TO GO:

As at the end of September 2012, 2 years since the Christchurch earthquakes began, there are still 12 major buildings to be demolished to enable the rebuild to begin. This is after 862 demolitions completed and 58 still underway. With partial demolitions added the total reaches 1350 partly or fully demolished building complete over the two years. (Press Sept 29th 2012)

Those major buildings still to be razed are:-

Clarendon Tower- Landsborough House - ANZ Building - Government Life Building - Farmers Parking Building - Westpac Building - BNZ Building - Holiday Inn - Te Waipounamu House - Price Waterhouse Cooper Building - Majestic House - Inland Revenue Building.

Those Major Buildings still Uncertain are:-

Telecom Building - Heritage Hotel - 159 Manchester St - Hotel All Seasons - Oaks Smartstay Apts - Town Hall - 137 Armagh - Manchester St Carpark - Forsyth Barr Building.

Those Major Buildings Surviving are: -

Ibis Hotel - Rydges Hotel - Press House - Rondervous Hotel - Novotel - New Regent St - Westende Jewellers Building - Alice's Building - Heritage Hotel's Govt Building.

ACCIDENTS & GOVERNANCE PARALLELS:

In a build up to the Building Compliance Conference planned for February 22nd 2013, my good friend Rosmary Killip of Building Networks Ltd made notice to the Royal Commissions set up to investigate accidents like that of the West Coast mine disasters. She proposed the question as to the usefulness of such investigations, if in the end press releases are made highlighting the deficiencies in austerity management and governance of these higher risk industries, profits are put before people, and reports end up on shelves to gather dust.

1992 has been singled out as a turning point in good Governance of risk industries with the deregulation of the centralized inspectorate structure, following introduction of the 1991 Building Act. The 1991 Building Act saw Government step back from the workforce of directly regulating risk industries by introducing a performance standard to be achieved in all areas of the building process. This required building owners and local councils to ensure safe processes were established during the certification of design and installation under the Consent process. The owners responsibility was to employ suitable engineering, architectural and manufacturing knowledge to confirm and achieve the desired performance and the Council responsibility was to administer the processes.

But as the Royal Commission into the Pyke River mine accident has identified, deregulation of the past centralized compliance structure without closely monitoring the effect in the market place, has enabled past safe processes to be undermined or even be overlooked in some key areas of the compliance process.

Interestingly, this has come about in an environment where commercial safety product sales and Occupational Safety and Health awareness has dominated our everyday experience in our society. The safety message over these past 20 years has been stronger than ever, so why is it that in our most obvious and controllable high risk industries these deficiencies are so evident?

From my experience of working in the potentially high public risk lift industry, I have seen both the change in Governance, as well as a cultural change to ensuring safe process.

The first was due to the reduction of front line experienced inspector numbers where the Department of Labour was deregulated and profit centered corporations and companies were encouraged by Government to provide a suitable inspection service. And as will any free market in this profit driven - high unemployment – computer dominated - financially obsessed era, labour cost has become the most abused variable, and subsequently competent inspector numbers have plummeted.

On top of this, the emphasis of on the job safety training has shifted from one-on-one exposure to peers, to classroom transfer of skills, where apprenticeship training has been replaced by corporate structured, academic, glossy fee paying seminars to accredit trainees.

The result has seen less inspectors doing more with:

- less one-on-one workplace experience.
- less time to complete inspections.
- less time to document results.
- less time to maintain prescribed equipment.
- less time to focus on outcomes.
- all with an exclusive focus on profit.

And so maybe it is not really a surprise after all, that past safe practice has quietly ebbed away to be replaced by blissful ignorance and shock!

SAD LOSS AT POWERGLIDE ELEVATORS LTD:

62 year old **John Vivian Dawson** had returned home to Matua for a few days R&R after installing lifts in the South Island for **Powerglide Elevators Ltd** and had decided to relax with a mate for the day with a run on their much loved motorbikes.

Sadly around 4pm on Friday 2nd November near Katakati while travelling back south toward Tauranga, his bike collided with a ute used by local telecommunication workers who had been laying cables near the side of State Highway 2.



John's buddy who was following him was understandably much shaken, and although CPR was given by ambulance crew at the scene, he did not revive.

John was an intricate part as a fabricator and installer of the growing local Tauranga Powerglide Elevators Ltd business and will be sadly missed by all who knew him. Our thoughts go out to his family and co-workers.

Building Compliance Conference 2013

Building Networks NZ Ltd

Friday, February 22, 2013 at 9:00 AM -

Saturday, February 23, 2013 to 3:00 PM

Auckland, New Zealand

Contact: christine@buildingnetworks.co.nz

Website: <http://www.buildingnetworks.co.nz/>

Elevator World Founder Dies:

Dear Friends of Elevator World,



William C. Sturgeon, founder of ELEVATOR WORLD, passed away on October 11, 2012, at the age of 95. He was born in the Bronx and grew up in Utica, New York, the oldest child of William D. Sturgeon and Katherine Mate Sturgeon. He was preceded in death by his wife of 45 years, the former Mary Sands Dreisback, a native of Mobile, Alabama; by a granddaughter, Lisa Kay

MacKinnon; and by a sister, Kay Sturgeon Smith. He leaves behind a loving family: a daughter, Ricia Hendrick (Jimmy); a grandson, T. Bruce MacKinnon (Dana); six great-grandchildren: Clint MacKinnon, Olivia MacKinnon, Mary Thomas MacKinnon, Eli MacKinnon, Lily Grace MacKinnon and Harbour MacKinnon, all of Mobile; a sister, Jeanne Blackburn of McAllen, Texas; five nieces, Chris Layfield, Valerie Blackburn, Adriene Coffey, Melissa Trimble, Kimberly Works; and a nephew, Jay Blackburn.

Sturgeon served in WWII in the Pacific Theater and returned to Mobile, where he had been stationed, to marry Mary Sands and help manage his father-in-law's small elevator company, Mobile Elevator Company. In the decades following the war, he built the company, founded the Mobile IUEC local 124, and eventually sold Mobile Elevator Company to Montgomery Elevator. In that time, he also helped found the National Association of Elevator Contractors (NAEC) where he served as a director, volunteer Executive Director and eventually President, and started ELEVATOR WORLD magazine (1953).

As editor of EW, Sturgeon traveled the world from China to Germany, to Italy and India and South America and he built a network of correspondents. He helped found the Canadian Elevator Contractors Association (CECA), the National Association of Elevator Safety Authorities (NAESA) and the British Lift Association, while assisting other magazines around the world that were starting to flourish. Continuing over the years in his quest for expanded cohesiveness and communication in the industry, he grew EW, worked with NEIEP on education of mechanics, and interviewed every major leader in the industry. In the early 1980s he conceived of the Bridgebuilders, a group of association leadership who could communicate with one another and cooperate on industry issues. From this group, the Elevator Escalator Safety Foundation was created, and Sturgeon served as the first campaign chair.

He worked with his daughter, Ricia, for 30 years and lived to see his grandson join the company and grow in his footsteps, an enormous path to follow. After his retirement in 1997 he created the only online museum for the elevator industry at www.theelevatormuseum.org. He continued to write for the magazine well into retirement. Sturgeon lived a rich and rewarding life, enjoying his family and a wealth of friends in many countries and in the elevator industry. He recently completed and published his memoir, *More Ups Than Downs*, a story of the life and times in which he lived. Sturgeon's wishes were to be cremated and scattered in the Pacific, where he served in the war and witnessed the first atom bomb test. There will be a memorial service held in Mobile, AL. for family and close friends. Sturgeon asked that memorials in his name be donated to the Elevator Escalator Safety Foundation, 362 Pinehill Dr., Mobile, AL 36606; www.eesf.org.

T Bruce MacKinnon

Electrical Rules Change Again:

From an environment where skills were ingrained on the job, where tradesmen were respected and knowledge was strived to be attained by peers, a confused web of verbose rules based more on vested interests – overly prescriptive standards that become obsolete the day they are written, and which have undermined the common sense of your local electrician and technician, to a point where the electrical trade has become a bureaucracy of pseudo science; product promotion, and site learned skills have become unqualifiedly unquantifiable.



There are critical things to learn to create a safe electrical work environment and practice, but these are lost in a mire of prescription and in an over arching importance being given to the fear of electricity.

The Catholic Cardinals would be proud of the unquestioned conformity of their disciples and tithe achieved through the preaching of their ministers, and so you wonder as the electrical licensing and disciplinary regime morphs once again to tighten its certifying and verification prowess, whether or not it too uses the same principles to reinforce the faith of its confused subjects.

Confusion reigns between the requirements for which forms need to be completed and what and when safety verification needs to be carried out.

It probably reflects this society that sees rhetoric; certificates of qualification and insurance as an easier means of achieving a safe electrical industry than 'on the job' experience and due-diligence.

And so by **1st July 2013** you had better ensure your **COC** is provided within 20 working days after connection to the person who contracted the work, or within 10 days to a host of other parties, and make sure your **ESC** is issued at least 20 days after connection to ensure your part of the installation is safe to use. I'm not sure if a prophylactic is necessary.

Of course if the work is **PEW**, no work can be treated as complete until a **COC** is presented, and any high-risk **PEW** also requires a record of inspection to be attached to the **COC**.

NUMONICS FOR NON ELECTRICIANS

COC =	Certificate of Compliance
ESC =	Electrical Safety Certificate
PEW =	Prescribed Electrical Work
Prophylactic =	Condom

I hope you have got all that, Phew!

KONE BROADENS CHOICE:

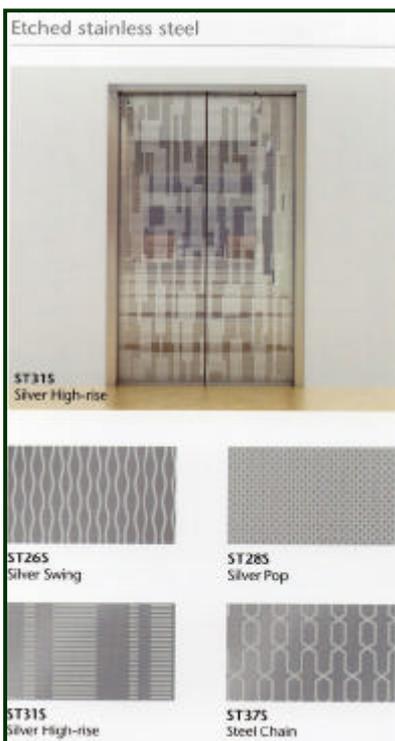
KONE has been promoting their upgraded Monospace platform to provide improved ride quality, noise isolation and braking system, along with a much wider range of selectable car finishes from which client can choose.



To reflect the material cost differences of these packages, Kone once again offers three collections of finish – **BASIC, STANDARD & PREMIUM.**

The new door range includes etched stainless steel, glass, painted steel, and with at least one rigidised stainless steel in a TS2 Flemish linen finish in Standard and Premium packages.

You are not limited to a set package, as you can accessorise by mixing and matching ceiling, walls and handrail finishes, as well as employing silver or gold brushed and mirror stainless steel with finishes.

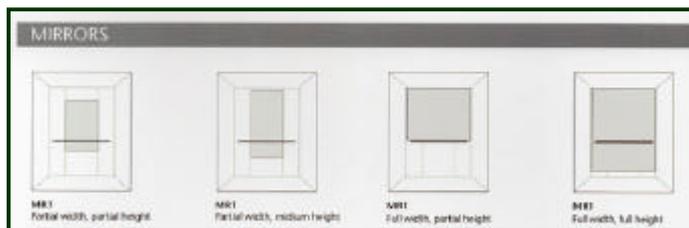


LED's and fluorescents dominate the ceiling lighting, and a wide range of patterned glass, timber veneer, printed stainless steel and metallic painted steel finishes are available to bring an added robust beauty to any wall finish.

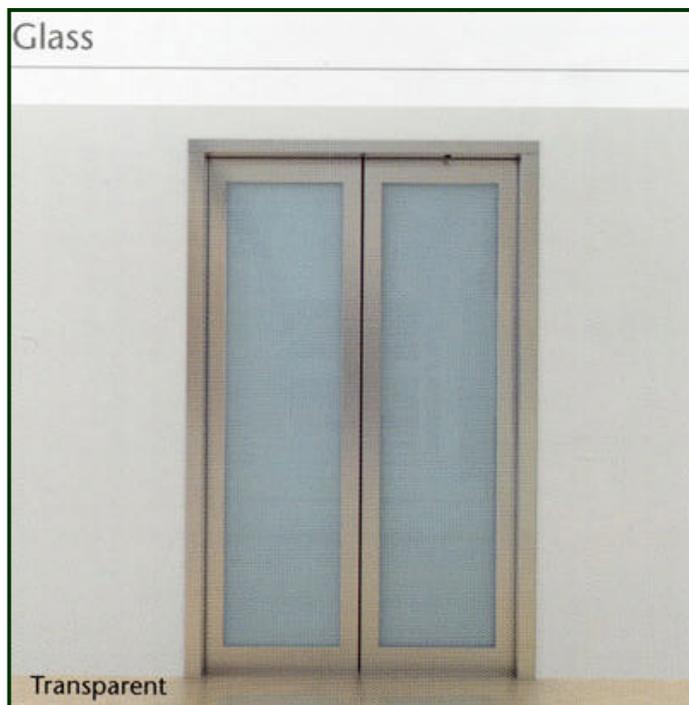
Easily updated Tenant directories, digital information screens, fold down seats, buffer rails and this assortment of mirrors can compliment any selection.



4 mirror layouts for rear and side walls form a feature in any car finish as well as lessen the feeling of being enclosed that some users experience in lifts.



Digital information screens can incorporate logo's associated with floor arrival levels, advertising or any digital internet information such as daily weather, stock movements etc.



Yes there is a cost for excellence, but KONE have focused on more flexibility in choice so that you can employ a simple functional building access package right through to a state of the art statement with which to present your building to your clients, and it can all be done on your office computer before you make your purchase.

www.kone.com

