

ROPES, CHAINS, AND SLINGS

cal department. The former should be able to detect those links which have become visibly unsafe because of overloading, faulty rigging, or other unsafe practices. The latter should make a thorough inspection.

A link-by-link inspection should be made to detect the following.

- 1 Bent links
- 2 Cracks in weld areas, in shoulders, or in any other section of link
- 3 Transverse nicks and gouges
- 4 Corrosion pits
- 5 Elongation caused by stretching (Fig. 21-8) can only be caused by overloading. The best way to detect such elongation and also link wear is by a visual link-by-link inspection. Overall sling length measurements or even measurements of 1- to 3-ft lengths are inadequate because not all links are affected uniformly. Likewise caliper readings only over several links can miss such a condition. See Table 21-K and Fig. 21-9.

Unless full and adequate facilities for repair are available, chain showing faults by inspection should be returned to the manufacturer for reconditioning.

Alloy steel chains and heat-treated carbon steel sling chains should never be annealed or normalized because these processes

reduce the hardness and, therefore, greatly reduce the strength.

Safe practices

In the use of chains, recognized safe practices will do much to prevent failures.

1. Never splice a chain by inserting a bolt between two links.
2. Never put a strain on a kinked chain. Workmen should be trained to take up the slack slowly and see that every link in the chain seats properly.
3. Do not use a hammer to force a hook over a chain link.
4. Permanent identification tags are usually attached to chain slings by the manufacturer. Tags should never be removed.
5. Remember that decreasing the angle between the legs of a chain sling and the horizontal increases the load in the legs.
6. Use chain attachments (rings, shackles, couplings, and end links) designed for use with the chain to which they are fastened.
7. See that the load is always properly set in the bowl of the hook. Loading on or toward the point (except in the case of grab hooks or others especially designed for the purpose) overloads the hook and leads to spreading and possible failure.

References

- American Petroleum Institute, 50 West 50th St., New York City. *Recommended Practice on Application, Care, and Use of Wire Rope for Oil-Field Service*, Code No. API-RP-9B.
- American Society for Testing and Materials, 1916 Race St., Philadelphia, Pa.
Standard Methods of Testing and Tolerances for Rope Made from Bast and Leaf Fibers D738-52
Specification for Alloy Steel Chain A391-58.
Tentative Specification for Carbon Steel Chain A413-57T.
- American Standards Association, 10 East 40th St., New York City.
Safety Code for Cranes, Derricks and Hoists B30-2.
Safety Color Code for Marking Physical Hazards and the Identification of Certain Equipment Z33.1.
- Wire Rope for Mines* M11.
Safety Code for Elevators, Dumbwaiters, and Escalators A17.1.
- Electric Controller and Manufacturing Company, 2704 East 79th St., Cleveland, Ohio. *How to Operate a Crane*. Booklet 920.
- National Association of Chain Manufacturers, 111 West Washington St., Chicago, Ill.
- National Fire Protection Association, 60 Batterymarch St., Boston, Mass.
National Electrical Code, Standard No. 70.
Flammable Liquids Code, Standard No. 30.
- National Safety Council, 425 North Michigan Ave., Chicago, Ill.
Industrial Data Sheets
Alloy Steel Chains for Overhead Lifting, Data Sheet 478.
Recommended Loads for Wire Rope Slings, Data Sheet 380.
Safe Use of Manila Rope Slings, Data Sheet 259.
- US Department of the Interior, Bureau of Mines, Washington, D.C. *Safe Practices in Mine Hoisting*, Circular 61.