

STRUCTURAL **MOVER**



International
Association
of Structural
Movers

VOLUME 38 | ISSUE 1 | JUNE 2020

*International Chimney Corp &
Expert House Movers Inc
team up to move the
Warner Grande Theater Wall*

INSIDE THIS ISSUE:

2020 AWARD COMPETITION WINNERS

IASM NEWS

| INDUSTRY NEWS

| FOUND ON FACEBOOK



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*Randy Telkamp
Telkamp Housemoving Inc*



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STRUCTURAL MOVER

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ABOUT THE COVER



International Chimney Corporation and Expert House Movers teamed up to move the Warner Grande Theater Wall in Milwaukee, Wisconsin in August 2019. The seven story, 625-ton wall was moved 35 feet and will be transformed into a new concert hall for the Milwaukee Symphony Orchestra. This project won the highly coveted Judges Award for an exceptional move in the 2020 IASM Awards Competition. Moving the wall intact in one single piece, rather than dismantling it, is required by the National Parks Service when receiving historic tax credits for renovating a historically designated building. Read about this incredible move on page 23.

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International Association
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Texas Association of Structural Movers
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Annual Membership Dues for the Current Year

Company Revenue	Dues	Miscellaneous	Dues
\$0 – \$500,000	\$395.00	Additional Company Representative	\$175.00
\$500,001 – \$1,000,000	\$495.00	Retired	\$175.00
\$1,000,001 – \$1,500,000	\$595.00		
\$1,500,000 – \$2,000,000	\$695.00		
\$2,000,001 – \$2,500,000	\$795.00		
\$2,500,001 – \$4,000,000	\$1,000.00		
\$4,000,001+	\$2,000.00		

MESSAGE

FROM THE PRESIDENT

Steve Hauck II



Greetings,

When an insurance agent once asked me if I wanted business interruption insurance, I thought I would never need it. What would ever interrupt my business aside from a slow economy? Frankly, I never thought about

the entire world experiencing a pandemic like we are today. Six months ago this is the last thing I would have ever saw coming.

For us in New Jersey, it is quite a big change. Our economy has gone into a complete shutdown. We are still allowed to work on construction projects, but have to keep less than five people on site at a time. It is hard to start new projects because building departments need an “essential” reason why the project must start. Additionally, getting materials has slowed tremendously due to factories shutting down. In New York, construction has completely stopped. That is a hard blow to the construction industry.

I am happy to hear that the construction industry in other parts of the country is not being impacted as badly by the pandemic. However, there is no denying that COVID-19 is disrupting everyone and everything in some way.

Canceling this year’s convention was painful. I know that all year long we all look forward to spending time with other movers. As the time of the convention comes closer, it consumes all conversation between myself and the other

attendees. The fact that this convention was to be held in Canada caused all of us to be overcome with excitement. Nevertheless, it was necessary to put the safety and wellbeing of our members first and we did what we had to do.

In trying times, I always look for the benefits and opportunities that can arise. I know for myself, we analyzed our entire company. We “trimmed the fat” and tightened up every area we could. We looked at our processes and systems and revised methods to be even more efficient. Adopting online meeting programs and adjusting to working from home has improved some areas as well. One of the upsides to this is less interruptions. Typically, in our office, if someone needs something from someone else, they walk over and interrupt them to ask for it. This is never an efficient way to do things. Now our staff is forced to obtain answers more autonomously, which is good training for everyone.

I am tremendously grateful that my loved ones and employees have all stayed safe and healthy. I hope this is the same for all of our members and members’ employees. I look forward to seeing everyone at the convention next year in Florida. I know it will be incredible!

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Hauck II". The signature is fluid and cursive, written over a white background.

Steve Hauck II
President IASM

HOUSEMOVING EQUIPMENT AUCTION

21680 471st Ave., Brookings, South Dakota

LUNCH ON GROUNDS

COVID-19 ALERT: We will follow CDC guidelines of social distancing at this auction.

LARGER ITEMS WILL BE AVAILABLE ON PROXIBID

TRUCKS:

2004 Kenworth: C-12 430@2100; 1650@1200; Transmission: Fuller RT016909ALL; 11-Speed; Aux Transmission AT1202; 121,860 Miles; Flipping Boom/ Hydraulic 5th Wheel (15" Lift, 4' Slide Function) AUX Hydraulic Ports for Dollies/Bolster; In-Cab Controls

2005 Peterbilt: Engine: Cat C-13, Eaton Fuller 8 Speed, Aux Transmission: Tremec 4 Speed Spicer; 90,360 Miles; Flipping Boom; Hydraulic 5th Wheel (19" Lift, 5' Slide Function) AUX Hydraulic Ports for Dollies/Bolster; In-Cab Controls; Wireless Remote Control

2015 Mack Custom: Engine: Mack MP8-505M 505Hp; Transmission: T310MLR 10 Speed Manual (Overdrive); 23,680 Miles; Flipping Boom; Hydraulic 5th Wheel (19" Lift, 4' Slide Function) AUX Hydraulic Ports for Dollies/Bolster; In-Cab Controls; Wireless Remote Control

2012 Ford F-350 Diesel SuperCab: 138,800 Miles; Original bed sold alongside current Aluminum Bed

2012 Ford F-350 Diesel SuperCab: 117,160 Miles; Original bed sold alongside current Aluminum Bed

1998 Ford F-150 Waldoch: 191,615 Miles

TRAILERS:

2006 Titan Gooseneck Trailer; Dimensions: 8'6" x 35'6" (44'6" Overall Length); Weight: 6230 LBS
2000 Delta MFG Gooseneck Trailer; Dimensions: 8'4" x 28'6" (37' Overall Length); Weight: 5700 LBS
2011 Dressen Custom Trailers Tilt-bed Trailer; Dimensions: 7' x 24' (29' Overall Length); Weight: 3700 LBS
PJ Trailer CH182 Flatbed Trailer; Dimensions: 7' x 18' (22' Overall Length); Weight: 2400 LBS
1990 HMDE Jacking Machine Trailer (Empty); Dimensions: 8' x 20' (28'6" Overall Length)
1993 HMDE Jacking Machine Trailer (Empty); Dimensions: 8' x 17' (25' Overall Length)

HMDE Dump Trailer; Dimensions: 7' x 10'6" (21' 6" Overall Length)

Double Drop-Deck Trailer; Dimensions: 8' x 63' (With Extended 15')

2001 Single Drop-Deck Trailer; Dimensions: 8' x 24' (31' 6" Overall Length); Weight: 13380 LBS

1976 HMDE Double Drop-Deck Trailer; Dimensions: 8' x 50'; Weight: 11910 LBS

1997 HMDE Jeep-Style 3-axle Trailer; Dimensions: 8' x 21' (33' Overall Length); Weight: 5120 LBS

1978 Binkley Trailer; Dimensions: 7' x 36' (43' Overall Length); 11940 LBS; Hydraulics with Lifting Function, Extendable Outriggers, Extendable Rear

HMDE Dump Trailer; Dimensions: 7' x 10'6" (21' 6" Overall Length)

BOBCAT SKID LOADERS:

2011 Bobcat T770 Skid Steer Track Loader; Hours: 625; Bobcat Auxiliary Hydraulics on Board, AC/Heater
2016 T770 Skid Steer Track Loader; Hours: 575; Counter-Weight Kit; 2 Speed Package; Bobcat Auxiliary Hydraulics on Board AC/Heater

DOLLIES:

Autosteer -

New: (2) 5-inch Cylinder-22.5 Tires No Hydraulic Steering
New: (2) 5-inch Cylinder-22.5 Tires with Hydraulic Steering
Used: (6) 5-inch Cylinder-22.5 Tires No Hydraulic Steering
Used: (2) 5-inch Cylinder-22.5 Tires with Hydraulic Steering

Baby Dollies -

Used: (2) 5-inch Cylinder-17.5 Tires No Hydraulic Steering
(2) TTS Power Dollies w/Hydraulic Tow & Steering; 5" Cylinder; 180 Ton Towing Capacity; 22.5 Tires; Sold w/Hydraulic Pumper Unit w/Lombardini LDW 2204 Diesel Engine; Kawasaki Hydraulic Pump

STEEL BEAMS (106):

30 Main Beams, 58 Crossbeams, 4 Extensions, 5 Cross Bolsters 7 Bolsters 2 Rolling Beams

TERMS: Cash. SD sales tax on all items except titled items.

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COMMENTS

FROM THE EXECUTIVE DIRECTOR / EDITOR

Tammie DeVooght Blaney



Signs of the Times

At nearly no other time in my life have I experienced so many surreal occurrences in such a short time. In February, as I was putting the final touches on the 38th Annual IASM Convention, I started reading about meetings being cancelled because of an odd virus. Meeting planning

friends were in contact with me to share resources for cancelling our event, if need be. It seemed totally improbable. Then a few weeks later, as borders shut down across the world, it got closer and closer. The first of March brought phone calls and emails asking our plans. By the second week, members inquired about cancelling parts of their registration. They were afraid to send their whole team to Canada in the off-chance that US members would not be able to easily get back into the states. Our first speaker cancelled on March 2nd because their company had restricted travel. Finally, the province of Calgary issued strict restrictions on events and that prohibited the IASM event from moving forward. Guided by the Canadian government's restrictions, the board determined our event must be cancelled.

Working through that cancellation process kept me so busy, I barely had time to read the strange news coming from all corners of the world about coronavirus cancellations. Then on March 15th, as I was working on rescheduling events, processing refunds and answering calls, the schools in my area shut down. Suddenly, I was tasked with teaching my 10 year old daughter her 4th grade lessons. Next, the University of Wisconsin closed all campuses in our state, sending my two college students home. March and April were trying times as my children and I all attempted to navigate the new education landscape.

An IASM member called from North Carolina. Their family has six children who all suddenly needed to be taught at home. Their company's owner had serious health problems and was over 60. Every day the company worried about his safety. (He is doing fine.)

I realized that day, as I often do, that my situation was easy compared to so many others.

Members called from several states to talk about their situations. Some were still working, others were shut down because of state restrictions. My brothers were scheduled to move a large home in Illinois on March 23rd. The state had issued restrictions on non-residents entering their state. Since all employees came from out of state, there was uncertainty if the move would still happen. When buildings are up, you all know, the goal is to get them moved and set down as quick as possible. Thankfully, the move went on. I was free to attend the move, since I was not in Calgary as I had expected. There was a large crowd watching the move, and more than one of them told me they were a little afraid of the police making them leave, since the state was under a lockdown.

The last week of April a member from New York called to say he had COVID-19, had left the hospital, and was going to hopefully recover at home. (He recovered and is doing well.) The realization that the coronavirus was impacting so many in our association was clear.

Finally, after the entire world had gone through similar levels of Safe at Home quarantine orders, the US started opening up, state by state. Then on May 25th, there was an unarmed black man who was killed during an arrest in Minneapolis, Minnesota. Peaceful protests demanding arrests broke out. Within days, the protests turned into riots. One of our board member's shop was only blocks from the looting and raging fires. After several days of the riots, he was forced to pack up his shop and move his equipment to the safety of another mover's yard. It didn't even seem real.

As we go to print with this issue, the riots have ended, but protests are still happening across the US and abroad. The economic impact of COVID-19 and the 2020 riots is almost unimaginable. The country is opened up to a very different place than we were in February. This year will surely be one for the history books.

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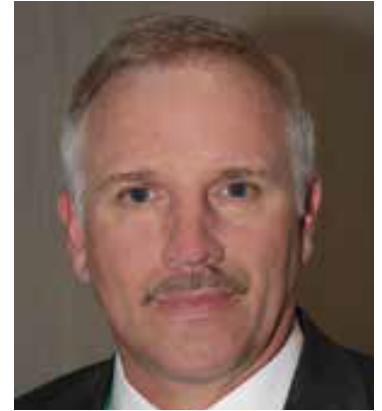
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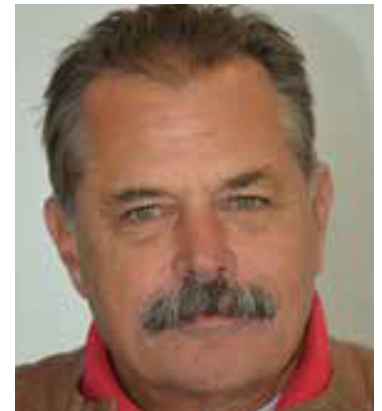
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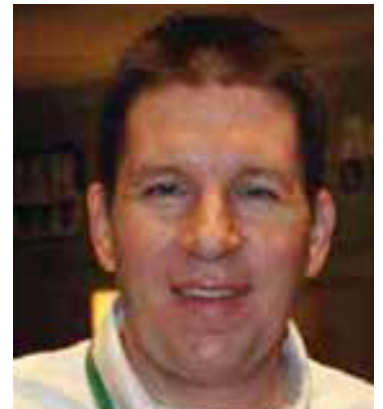
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IASM NEWS

IASM Convention Cancelled

The 2020 IASM Convention in Calgary was cancelled due to the coronavirus and restrictions on travel. This was the first time since the IASM was formed that the annual convention was cancelled.



We were all disappointed to miss our trip to Canada! Of course, the health and safety of our members was the board of director's number one priority when they made the difficult decision to

cancel. All registered participants received a full refund of their convention fees, unless they decided to donate those fees back to the association.

The IASM board met several times via phone before and after cancelling the convention to ensure that association business continued as usual. Per the IASM bylaws, director's terms were all extended until the next annual meeting in Orlando, Florida. Judging had already occurred for the annual awards competition and award winners were announced on the IASM Facebook page on Saturday, March 28. All winners will be featured in the next issue of **STRUCTURAL MOVER**. Scholarship winners were also selected and announced via Facebook.

Plans for the next convention are underway. Mark your calendars to meet us in Orlando, Florida, February 10 – 14, 2021 at the Caribe Royale All Suite Hotel.

COVID-19

When the world began shutting down in March as a result of the COVID-19 pandemic, the US government issued Safe at Home guidelines for Americans, as did other countries. During March through May, many countries were under quarantine orders, which shuttered schools and businesses worldwide and strictly limited travel, activities, and basically "normal" life. The rules imposed by government leaders across the globe were met with a mixture of bewilderment, anger, fear and frustration. Businesses closed in some areas, were deemed "essential" in others and remained open. Families struggled to adjust to teaching their children at home and working from home.

Nearly every country worldwide worked on ways to mitigate the financial losses caused by the novel coronavirus. Government

assistance was given to almost every group in their populations including individuals, elderly, disabled, and businesses. IASM shared information about programs that might help its members through their FACEBOOK page and IASM Newsletters. Below is a glimpse of the programs. Government programs were met with a mixture of gratitude and disdain, since in some cases it appeared to encourage people to refuse to go back to work.

CANADA

The federal government rolled out a massive aid package for businesses affected by COVID-19, including billions in wage subsidies and credit. The Canada Emergency Business Account and loan programs listed are part of the government's Business Credit Availability Program (BCAP) of \$65 billion in direct lending to small and medium-sized businesses. The BCAP will be administered by Export Development Canada (EDC) and the Business Development Bank of Canada (BDC), with loans coordinated through banks or other financial institutions.

The government also announced bridge financing for companies with more than \$300 million in revenue. Businesses can defer to September 1 taxes that become owing on or after March 18. GST payment and customs duties are extended to June 30. The CRA says it wouldn't contact small or medium businesses regarding post-assessment income tax and GST/HST audits for the next month.

Help for Individuals Included the Canada Emergency Response Benefit (CERB), which was a taxable benefit that provided \$2,000 a month for up to four months for workers who lost income as a result of the pandemic due to job loss, illness, quarantine, caring for others (including children) and work disruption.

UNITED STATES

In the US, a \$2 trillion dollar stimulus bill, the CARES Act, was an unprecedented law passed to prop up the economy and help businesses and families. The federal government created a new federal unemployment insurance benefit that added \$600 week to claims. Americans previously unable to access UI, were included in the new plan. The UI program was written to last for up to 39 weeks or until the employee was called back to work. Individuals received stimulus checks for \$1,200 per adult and \$500 for qualifying children. Rent and mortgage assistance programs were included.

Large corporations, including US airlines received federal subsidizes or “bailouts” and a main street lending program was offered that included emergency disaster grants and loans and the Paycheck Protection Program (PPP). PPP was designed to help businesses with less than 500 employees whose business had been interrupted or affected by the coronavirus. The program offered eight weeks of wages for existing staff, as long as they were not furloughed, and also included funding for rent and other items. The program was met with controversy when the funds were exhausted in three days and seemed to be distributed to very large corporations with available capital. The US Congress responded by releasing a second round of PPP funds and writing in stricter provisions. PPP was a loan that could be converted to a grant if funds were used for the allowable items.

WORLDWIDE

Many people began to feel “Quarantine fatigue,” and were ready for lockdown restrictions to be lifted and get back to work and life. As of June 10, over 2 million Americans had tested positive for COVID-19, with 115,000 deaths, with the most in New York, New Jersey and Michigan. In Canada, they had nearly 100,000 cases and 8,000 deaths. The UK, Italy, Spain and Germany had thousands of cases. As they emerged from strict quarantine, New Zealand was the first country to report they had eliminated the virus, after having 1,500 confirmed cases and 22 deaths.

The damage to economies has been dramatic and the remaining months of 2020 will likely include further COVID-19 issues related to all aspects of our lives including health (mental, physical, financial), travel, and business practices. As the year progresses, all nations have become much better equipped to deal with the crisis and to move forward.

US Members: Most IRS Returns, Payments, and Other Items Have Been Postponed to July 15



The IRS recently issued guidance which amplifies the relief provided in earlier notices and provides for an almost comprehensive

postponement to July 15, 2020, for federal income tax returns, payments, and other time-sensitive acts normally due between April 1, 2020, and July 15, 2020.

- Estate Tax Return (Form 706)
- Split-Interest Trust Information Return (Form 5227)
- Corporation Application for Quick Refund of Overpayment of Estimated Tax (Form 4466)

- Application for Change in Accounting Method (Form 3115)
- Return of Organization Exempt From Income Tax (Form 990)
- IRA Contribution Information (Form 5498 series)
- Income Tax Return of a Foreign Corporation (Form 1120-F)
- Fiscal-year or short-year returns
- Second quarter estimates

Elevation Website

As part of our 2020 conference agenda we were excited to unveil a new website, Elevate Our Nation, which was funded through a member company donation. We hope you like it as much as we do and ask that you help us share the message and spread the word about this website via social media, email signatures, etc.

During the Legislative visits in DC in the fall, one of the common themes was that of consistent messaging. Through the publications that have been produced by the IASM, we have taken great strides in generating a series of handouts that provide a clear and concise message on our positions. While these are great if you can get them in the hands of people affected by flooding, they are not easy to widely distribute. Our materials also are industry specific and will usually only be handed out by our members.

In board discussions, it was noted that there are many other industries that will benefit from the passing of the NFIP reauthorization bill, so we are exploring funding and partnerships with other like-minded industries.

Through discussions with an outside marketing firm, the idea of an independent website that can be shared across industries emerged.

You will notice the new website is short on actual photos of lifts. We ask you to send us photos of projects that show a before, during and after of some of your best lifts. We do ask that they not show the company names to help keep the site neutral but will Photoshop out logos if need be. Photos can be emailed to info@iasm.org.

Bottom line, we want more images up there (before, after, during) of actual IASM elevation jobs. Not only will this empower our message and its intended impact, it will equally deliver greater authenticity and ownership of the IASM's goal to ensure we can all capitalize on the opportunity represented by an evolved NFIP 2.0 (*one that will allow home owners to get the funding they need to elevate their homes whereas currently they do not*).

We have included a briefing note that explains some of the rationale of the site. Please visit our new site: <https://www.elevateournation.com>.



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Sea Level Rise in the Florida Keys

A recent article in the Miami Herald (February 20, 2020) confirmed what many IASM members have long known: to survive hurricanes and sea level rise in the Keys, they will need to begin a mixture of home buyouts and elevations. The IASM board along with IASM consultants and members have worked over the past four years with Florida state and federal representatives and local officials voicing the urgent need to protect the area from rising seas. In February, the Army Corps of Engineers outlined a 3 billion dollar strategy to protect the Florida Keys. The plan included a combination of elevating homes, business and essential buildings and a “retreat” in the form of government funded buyouts.

According to Susan Layton, the Corps chief of planning and policy for the Norfolk District, “you really cannot keep the water back, so really a lot of this project is how do we react to the water and live with the water to makes the Keys a viable place to live...for as many years as possible.”

BRIC Program

In May, IASM submitted comments to FEMA when they were solicited for their new Building Resilient Infrastructure and Communities (BRIC) program. Other IASM member companies also submitted comments on the program. The BRIC program, which will provide hazard mitigation assistance, was rolled out this year. Every year, 6% of every disaster’s total funding allocation will be put aside for BRIC, for mitigation projects in communities across the US. IASM continues to seek out connections that will help the industry attain more elevation and relocation work in both the aftermath of flood events and through pre-disaster mitigation programs.

BRIC PROGRAM BACKGROUND

A section of the Robert T. Stafford Disaster Relief and Emergency Assistance Act 10 (Stafford Act) authorized the Federal Emergency Management Agency (FEMA) to provide technical and financial assistance to states, territories, tribes, and local governments for pre-disaster hazard mitigation measures that are cost-effective and designed to reduce injuries, loss of life, and damage and destruction of property, including damage to critical services and facilities. In response, FEMA established the Pre-Disaster Mitigation (PDM) grant program. FEMA funded PDM using funds received through the annual appropriations process. The Disaster Recovery Reform Act of 2018 (DRRA) amended Section 203 of the Stafford Act. Through National Public Infrastructure Pre-Disaster Hazard Mitigation, FEMA will implement the amended authority by discontinuing the PDM grant program and establishing the Building Resilient Infrastructure and Communities (BRIC) grant

program via this policy, associated program-implementation materials, and subsequent notices of funding opportunity (NOFOs). FEMA will fund BRIC from a six-percent set-aside of estimated disaster expenses for each major disaster, as authorized by the DRRA amendments.

The purpose of this policy is to establish the framework and requirements for BRIC while allowing flexibility to promote continuous program improvement through priorities and criteria set forth in annual NOFOs. The BRIC program is designed to promote a national culture of preparedness and public safety through encouraging investments to protect our communities and infrastructure and through strengthening national mitigation capabilities to foster resilience. The BRIC program seeks to fund effective and innovative projects that will reduce risk and increase resilience and serve as a catalyst to encourage the whole community to invest in and adopt policies related to mitigation.

PRINCIPLES OF THE BRIC PROGRAM

1. Support state and local governments, tribes, and territories through capability- and capacity-building to enable them to identify mitigation actions and implement projects that reduce risks posed by natural hazards.
2. Encourage and enable innovation while allowing flexibility, consistency, and effectiveness.
3. Promote partnerships and enable high-impact investments to reduce risk from natural hazards with a focus on critical services and facilities, large-scale public infrastructure, public safety, public health, and communities.
4. Provide a significant opportunity to reduce future losses and minimize impacts on the Disaster Relief Fund (DRF).
5. Support the adoption and enforcement of building codes, standards, and policies that will protect the health, safety, and general welfare of the public and have long- lasting impacts on community risk-reduction, including for critical services and facilities and for future disaster costs.
6. Existing PDM grants will continue to be governed until they are closed out by the requirements set forth in the applicable version of FEMA’s Hazard Mitigation Assistance Guidance (HMA Guidance).

FUNDING

Outcome: The BRIC program will distribute funds annually and apply a federal/non- federal cost share.

1. Six-Percent Set-Aside – Not later than 180 days after each major disaster is declared under the Stafford Act and subject to funds availability, FEMA will calculate the estimated aggregate amount of grants to be made under

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sections of the Stafford Act for the major disaster and may set aside six percent of that amount from the DRF for deposit into the National Public Infrastructure Pre-Disaster Mitigation Fund to fund BRIC. The amount set aside shall not reduce the amounts otherwise made available under the referenced sections.

2. Available Funding Amount Determination – On an annual basis, FEMA will assess the amount of funding set aside for BRIC and determine what portion of that amount will be available during the following application period for the BRIC program. FEMA will announce its determination in the annual NOFO for the BRIC program.

COST SHARE

All financial assistance provided under BRIC will be subject to the following non-federal cost-sharing provisions:

1. Generally, FEMA may provide up to 75 percent of the cost of eligible mitigation activities under BRIC.
2. The non-federal cost share may consist of cash, donated or third-party in-kind services, materials, or any combination thereof. Applicants cannot apply other federal award funds toward the BRIC non-federal cost share unless the other federal statutory authority allows the funds to be used to meet cost-share requirements. FEMA encourages innovative use of public and private-sector partnerships to meet the non-federal cost share.
3. FEMA may provide up to 90 percent of the cost of eligible mitigation activities for small impoverished communities.

(Source: FEMA PROPOSED POLICY: Hazard Mitigation Assistance: Building Resilient Infrastructure and Communities)

Carolina House Movers Association, serving on the board of directors and leading as its president for 12 years. He was also a founding member of the International Association of Structural Movers (IASM) in 1982. In 1988, he joined the IASM board of directors, and served as its president in 1998. He retired from the house moving industry in 2003, and in 2006, the IASM honored him for outstanding achievement and service to the industry.

In addition to his wife, Connie Smith Pearsall, he is survived by two daughters and their husbands, Lynn P. and Michael Williams of Mount Olive, and Kathy P. and Bob Simms of Raleigh; a grandson and wife, Jordan and Caitlin Williams of Dudley; a granddaughter and her fiancé, Katelyn Williams and Justin Rectenwald of Athens, Ga.; and Maggie, his beloved golf course dog.

The family requests any memorials be directed to First Baptist Church, PO Box 239, Mount Olive, NC 28365.

James Monroe Cox, Sr



NMAN, SC- James "Jim" Monroe Cox Sr., 79, of Inman, SC, died Monday, March 9, 2020, at his home. Born January 20, 1941, in Charlotte, NC, he was the son of the late Gaston Monroe Cox and Myrtle LaFoy Cox.

A graduate of Fairforest High School, Mr. Cox attended Cecil's Business College and was the retired owner of Cox House Moving. He was a member of Landrum Presbyterian Church and attended Second Presbyterian Church in Spartanburg. He most enjoyed hunting, fishing, golf, and spending time with family. He was a 32nd Degree Mason and member of Fairforest Masonic Lodge #393 AFM as well as a Hejaz Shriner.

Survivors include his children, Jill Norman (Brian) of Greenville, SC and James Monroe Cox Jr. "Bruno" (Jodi) of Spartanburg, SC; grandchildren, Calli Cox, Carson Cox, Brody Cox, Brian Norman and Alex Norman; siblings, Joan Nohra, Danny Cox (Julia), and Mindy Foster (Tim), all of Spartanburg, SC; former wife, Ann Cox; and his caregiver, Sabrina Thomas. In addition to his parents, he was predeceased by a granddaughter, Cassidy Monroe Cox.

In lieu of flowers, memorials may be made to the American Cancer Society, 154 Milestone Way, Greenville, SC 29615; or Hospice Care of SC, 110 Dillon Drive, Spartanburg, SC 29307.

In Memory: IASM Friends We've Lost



Paul Pearsall



Mount Olive, NC-Paul Sherard Pearsall died peacefully, Wednesday, April 8, 2020 at home after a period of declining health.

A graveside service was held Saturday, April 11, at Maplewood Cemetery in Mount Olive, with the Rev. Dr. Dennis Atwood officiating.

For nearly all of his career, Paul owned and operated Pearsall House Moving. He was a member of the North

Disaster Recovery Work

It was just another day at work in August of 2012 when I was asked to attend an American Red Cross Shelter Manager Training. As a program manager to the Nassau County Office of Homeless and Housing Services on Long Island, I was selected as lead manager



Mike Raab

in the event Nassau County Community College would be activated as a shelter. To me, it was just another day of training to add to my resume. I enjoyed the class. It brought back memories of the training I received as a volunteer firefighter and emergency medical technician. I have always been a first responder... even spontaneous response.

Who would have ever known that two months later I would be in the Shelter Manager role at the college in anticipation of Sandy. Twelve hundred families followed evacuation orders and populated the largest shelter on Long Island. Although I had a leadership role at the shelter, I too was an evacuee. You see, for more than twenty four years I had lived in a waterfront home on the open water in Freeport, New York. It was a beautiful three bedroom home with a breath-taking view. I did not mind evacuating my house because no hurricane in my tenure of living on the water had ever brought more than a few inches of water to my back doorstep. With the anticipation of being at the shelter for only that night, I packed a simple change of clothes and a few supplies and I left my home and drove inland to the shelter.



Storm damage at Panama City Marina in 2019.

someone which road drain was clogged. The reply shocked me, "That's the ocean." I was a mile and a half north of the waterfront! I freaked out, then turned around and headed back to the college to deal with my responsibilities at the time which were the guests and staff in the shelter.

It was a rewarding experience to say the least. I was helping people when they were most vulnerable, being forced out of their homes with no control over when and what they would be going home to. I kind of related. A few days went by as I was helping people secure emergency housing and other immediate needs for my remaining neighbors in the shelter. Little did I know at the time that I would be returning to my home that was inundated by six feet of water. My boats were washed up on shore and destroyed, my hot tub was mangled, my 1969 Camaro convertible was submerged in my garage, all my contents were ruined including a lifetime of memorabilia, and even my house was knocked off its foundation. My life was devastated! In less than seven days, Sandy had grown to be one of the most damaging storms in American history, Super Storm Sandy.

After ten days at the shelter, I returned to my county office and began to build a checklist of what I needed to know post Sandy. Where was I going to live? Where was I going to get clothes? What about the losses? What about my possessions? What about my personal records and photos? What is going to happen to me? I knew nothing about grants. Was I insured? My list grew and grew. And the more I added to the list, the more I realized I was not alone! Thousands of people now faced what I was facing... recovery. Yet many people lacked resources and strategies to facilitate their return home. Return to what? Flooded homes with damaged roofs, fallen trees, downed power lines, closed gas stations and grocery stores, and the onset of mold.

It felt like weeks, but only days had gone by when I had a personal conversation with the County Executive. I explained that I was homeless and challenged in my own personal recovery and that I was planning my recovery. After a short discussion, Ed assigned me as his Storm Recovery Liaison. It was perfect. I could help myself and at the same time help so many others. There was just one catch; other than my salary, I had zero budget.

I began hosting meetings to bring stakeholders together. Hundreds of people attended these evening events. They came to learn. They came for answers. They came for help. Sandy was indiscriminate and destroyed homes and apartments of seniors, single moms, single dads, people with special needs, and regular men and women who worked paycheck to paycheck to enjoy owning



The Southern Baptist Church volunteered and mucked out Mr. Raab's home.



Raab's Backyard Post SANDY.



Raab outside his home which was destroyed by Sandy.

The shelter was packed that night. But thanks to the many wonderful people that staffed the shelter, all went as well as could be expected. After lights-out, I decided to drive home for a quick look at the tidal surge. As I traveled south on a local road, I came to a small traffic jam. Thinking that someone needed help, I got out of my car in the crazy rain to see what I could do. As I walked south for a few car lengths, I saw that there was water in the road. I asked

their own home. Some people had mortgages, some people did not have insurance, people lost their deeds and other important documents. Some lost their jobs. Some turned to drugs and alcohol, some divorced as some sustained domestic violence and financial stresses. But there was one thing in common. Long Islanders are strong and resilient people.

As the recovery began, I learned all about the resources necessary to facilitate the unique recoveries to come. I witnessed men and women crying, sleeping in their cars or on couches at the homes of friends and relatives; lives turned inside out. Some people lost everything.



Funding was secured through Long Island Volunteer Center for education sessions.

As the recovery proceeded, New York State announced NYRising. A Housing and Urban Development funded, state operated, community development block grant with its core mission to repair homes to livable conditions at the newest FEMA and Local Building Departments specifications and elevation. Elevation? What is that? What, you can lift a house?



Raab presenting Disaster Recovery Through Education at the Long Beach Library 2015.

Why, you ask? Lower future flood insurance premiums, confidence that your home will be safer for the next storm, free money? Yes, up to \$350,000.00 per home, and in some cases even more! And the money was given directly to the homeowner to use. NYRising funded blind people, elderly people, illiterate people, people that did not speak English, divorcees that had significant stresses, and other vulnerable citizens. People needed hand holding and the state responded with a personal assistance support program called Project Hope. The Hope Counselors were angels from heaven. They helped people focus on the task at hand. But Project Hope did not provide any construction training to homeowners.

Homeowners were funded with almost no guidance from NYRising other than to meet the goals set forth by the grant. The state did not want to manage 22,000 individual projects. NYRising wanted to be one step back from construction and vendors. So to that point, they abandoned an earlier vetting process to name contractors as "NYRising Authorized". Homeowners were on their own. They had to hire electricians, plumbers, carpenters, masons, painters, roofers, sprinkler installers, and yes, home elevation companies.

Before Sandy, Long Island had very few companies that could lift and/or move a home. They were local family businesses with good reputations, but could never meet the huge demand to elevate thousands of homes. Enter the out-of-state companies. It was a frenzy. More work than any individual company could handle. And in some cases the lift jobs were different on Long Island than other parts of the country, resulting in learning curves for some lifters. NYRising held numerous seminars for architects and contractors to attend to learn the requirements of the program. Many attended and some did not. It was a learning experience for all. Change was in play! What should the new elevation be? One foot, two feet, or

more in a freeboard? Freeport adopted a four foot freeboard on future and repaired homes.

As time went on, so did the construction. The confident folks moved ahead while most of the applicants continued to be challenged by funding and decision making.

A few months into recovery, I continued hosting trade shows, seminars, community events, and press conferences to increase awareness of the survival strategies toward a successful return home. Thousands of people attended my events, now copyrighted as "Disaster Recovery Through Education" which was a one and a half hour PowerPoint presentation on best-practices recovery strategies based on my experiences. These seminars covered a plethora of topics; health, family, NYRising Grants, FEMA's ICC, insurance, contractor vetting, record keeping, consumer affairs, home elevation, government obstacles (zoning), obtaining permits, and selecting the right General Contractor. I always ended with a Q&A session. Today, I travel the country providing Educational and Strategic Planning for pre-disaster planning and post disaster recovery strategies under Disaster Recovery Dynamics, LLC.

During my seven years as Recovery Liaison, I had the pleasure of meeting in person or by phone, most, if not all, the Home Elevation companies that worked on Long Island in response to Sandy.

Home elevation is an answer to the growing threat of global tidal rise. Mother Nature keeps throwing all she has at us. Rivers and lakes overflow, dams and dikes fail, land changes post fires and slides, and as we all know, Hurricanes and Tidal Elevation Contractors must take a seat at the table when discussing the future planning of coastal and other waterfront properties. Long term it makes sense to incur the costs of elevation rather than accept increasing annual flood insurance premiums.

Home Elevation is the Salvation to Inundation! It would be my pleasure to deploy to a flood affected area and present the advantages and process of home elevation to homeowners in need.



Panama Beach Bay County Florida after Hurricane Michael.



Assessing damage at Mexico Beach after Hurricane Michael.

Contact Mike:

Michael Raab
President, Disaster Recovery Dynamics, LLC
DISASTER RECOVERY THROUGH EDUCATION
13670 Kiltie Ct., Delray Beach, FL 33446
<https://www.disasterrecoverydynamics.com>
(561) 283-0200 or michaelraab@comcast.com

** Michael Raab was the Super Storm Sandy Recovery Liaison for Nassau County, Long Island New York. He holds a Bachelor's Degree in Business Administration and a Master's Degree in Education. He retired from Nassau County in July of 2018 and now lectures in Disaster Effected communities around the country. Mr. Raab graduated FEMA's Emergency Management Institute's Emergency Management Advanced Academy and is presently consulting with the American Red Cross government liaison to the County of West Palm Beach. "Disaster Recovery Through Education" continues to be presented thanks to sponsorships and government invitations. Thousands of families benefited by the work and knowledge that Mr. Raab provided. There truly is no place like home.*

NEW DIRECTOR PROFILE

John Jepsen
Jepsen Structural



STRUCTURAL MOVER will feature directors of the association periodically. The purpose of this is for members to become acquainted with the individuals elected by the membership to provide governance and management of the association.

Family



Family life is extremely busy. My wife Katie leads the charge at home. Our sons Alex (16) and Britt (10) keep us going non stop. Our boys are avid skiers and from the time the ski parks open, we are out. This year I ended up

assisting in coaching Britt's downhill ski team.

Professional Background

Growing up, I would hang around construction sites and could watch the workers for hours and was intrigued by every facet. As a boy, I was fortunate enough that one of my good friends had a father that was a general contractor. I started learning from him at a young age and my passion quickly grew. I then started working for him before most kids even thought of getting their first job.

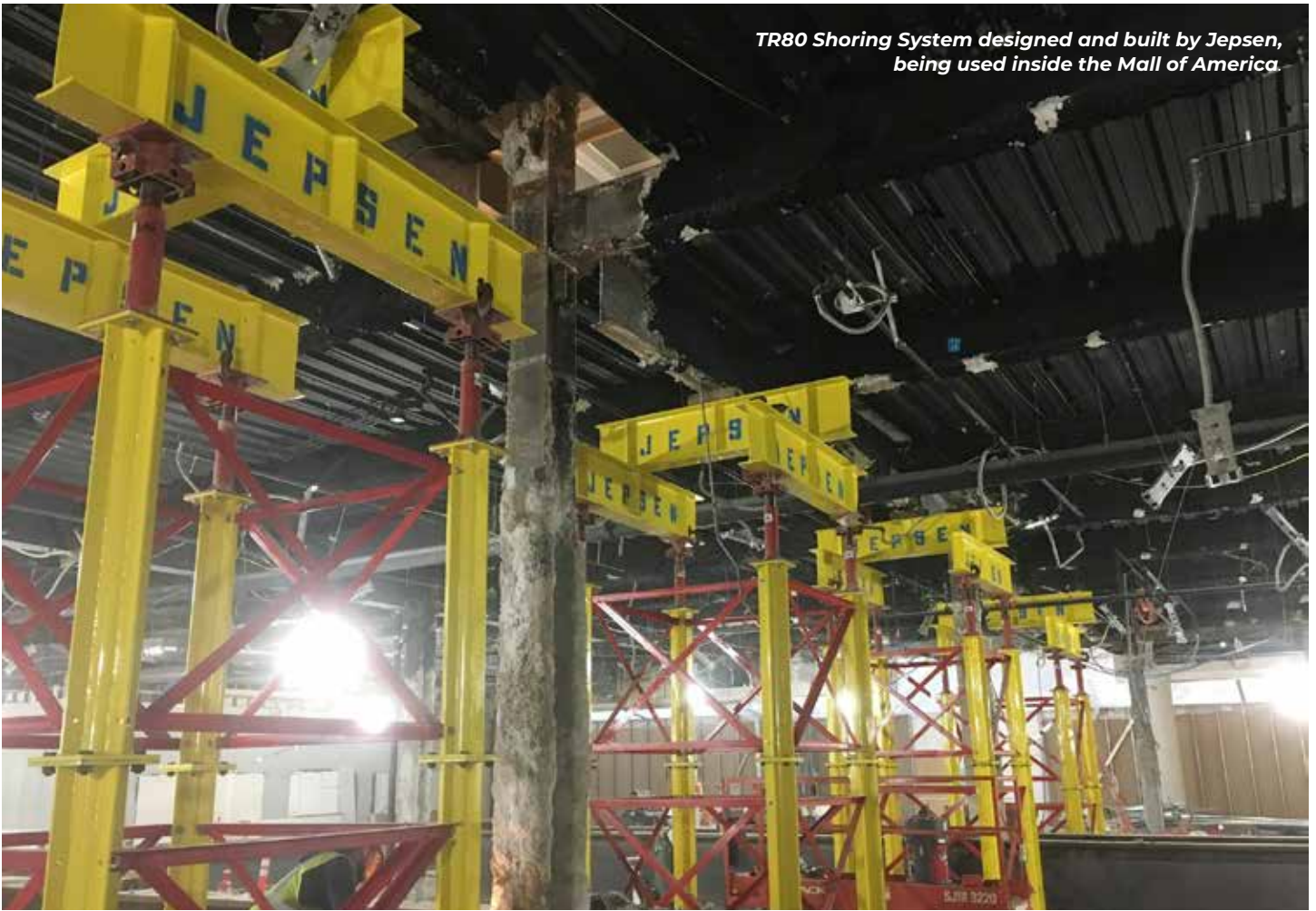
In 2004, I started my company Jepsen Structural. It was a fusion of framing, shoring, leveling and some moving. As my name and reputation grew, so did the jobs. I was able to shut down our carpentry division in 2015. This gave me the opportunity to focus on my passions, the shoring, lifting and moving. I quickly became the go to person in the area for anything heavy or complicated.

As we grew, so did our needs for heavy duty specialized equipment. This pushed us to create our own customized equipment. In 2018, we were hired for a complex shoring and pre-loading job inside the Mall of America. It was such a success that we are now the MOAs contractor for those specific needs. Along with our shoring, lifting and moving, Jepsen Structural does a fair amount of emergency structural shoring and stabilization work. In October 2019, I got a call from New Orleans. The Hard Rock Hotel had collapsed during construction, and they wanted Jepsen Structural and Davie's Shoring to look at the structure and give a proposal to the contractor. Unfortunately, we did not get the job. But our plan that we created is being used to stabilize and dismantle what is left of the building.



House being moved in South Minneapolis on power dollies.

TR80 Shoring System designed and built by Jepsen, being used inside the Mall of America.



IASM Connection

In 2016, I attended my first IASM conference in New Jersey. I received a warm welcome and felt right at home. I have made some great connections and learned so much since joining IASM. I am encouraged by what IASM can offer as an organization. It is an honor to be a part of this talented group of people who can truly help those affected by natural disasters, preserving historical structures, or outside of the box thinking to solve their structural problems.

In Closing

I am excited to get to know more members who share the same passion for this industry. IASM is a valuable tool for all of us to use as we continue to grow within our own businesses, and in turn will grow a stronger association.

John was elected to his first term as an IASM director in Grapevine, Texas in March 2019. Directors are elected by the membership at the annual convention and serve two-year terms.



Facade retention project.

IASM LIVING LEGEND



The Pat McCann Story

McCann's Building Movers Ltd

by Josh Wendland

The year was 1965 when Pat McCann was introduced to the House Moving way of life. He was 14 years old and his father Ronald "Doc" decided to make a change from being a heavy equipment operator to moving buildings. Doc's wife Edith continued her work as a stay at home mom/office manager. R. McCann Building Movers first contract was to move a construction camp at Mannix's Squaw Rapids Dam in northern Saskatchewan. They loaded up the old army jeep, a few beams, some dollies and began the steady climb uphill moving buildings. Sometimes the climb can feel pretty steep! The family included, Pat (14), Ron Jr. (12), Maureen (9), and Judy (8), who began their journeys moving buildings which, for the most part, would last a lifetime. Pat, Ron, and Judy all worked in the business up until Ron retired in May of 2018, and Judy's retirement in December of 2019. Pat continues to help out with certain aspects of the business. Pat's father "Doc" acquired his nickname during World War 2 as a tank operator that had a soft spot for helping injured animals as they would come across them. Doc was still coming into the office 5 to 6 days a week up until a week before he passed on June 15, 1996 at the age of 84.

As a boy, Pat had aspirations of firefighting, but quickly found his life's passion of moving buildings, which to this day is his daily motivation for rolling out of bed. He loves meeting new customers, reuniting with old ones and solving the day's next moving challenge.



House moved from Standard, Alberta to Hanna, Alberta and took two days because of utility companies involved.

Pat and his wife Lana celebrated 50 years of wedded bliss last August. They met as teenagers while drag racing at a red light. Lana's version is that she beat Pat and Pat will tell you that he let her win. I guess they both won the race that night and went on to enjoy a lifetime of racing together while creating a family and business that have stood the tests of time. Pat and Lana were blessed with three children, Catherine, Patrick (Pat Jr.), and Dwayne and five grandchildren.



House moved from Chestermere Alberta to Southwest Saskatchewan.

When asked what he thought life and business would be like, Pat responded "I thought it would be easier and simple to separate life from business but the business ended up being my life". While navigating his way through life, he realized how

to balance the two but running a family business is definitely not a 9 to 5 job. Pat was shaped by competition, which he stated is one of life's greatest teachers as well as the work ethic which Doc passed on and the ability to never give up in any situation.

High River Flood House 2013. Was moved around 350 KM took 3 days to move as it was moved with 3 other houses.



McCann's started out with one set of beams that were 12" X 12" X 40' long Douglas fir, a couple of dollies made out of 3 ton rear ends, four railroad jacks, some 6 X 8 railway ties as cribbing and a vintage army truck. Today McCann's operates three crews focusing on moving houses and acquiring houses which they can offer for sale. They have too many sets of main beams to count, all varieties of cross steel, semi loads of cribbing and a fleet of impressive pull trucks, support vehicles, dollies of all kinds. They employ a hard-working knowledgeable team that enjoys the satisfaction of saving houses from landfills, preserving the craftsmanship of previous generations and helping to provide housing at a fraction of the cost of building something new.

Two airplane hangers moved for Canard Shaw (Pioneer Acres). Canard was a building mover that retired many years ago.



McCann's find houses by working with developers and private customers as cities and towns expand, infrastructure is developed, and floods continue to affect areas. They typically don't make repairs to the houses and they try and sell them prior to moving them when time allows, otherwise they haul them back to the main yard to be stored until they are purchased, and the new lots prepared. Sometimes they also take the risk of setting the

house up to be sold on a piece of land, but they prefer selling them to be moved to any location. Moving RTM's (New Houses) is also a big portion of their work. They typically move 40 to 50 of them a year and up to as many as 70. When Pat was a young mover, the typical move was a few miles or across the yard and now they move houses 800 miles or more. They typically move the Calgary Stampede house which some lucky person wins. This house typically is transported in several pieces and looks like it is quite an impressive feat to move, assemble, show off during the Stampede and then reverse the whole process to move it to its new location. They also have many customers that come to them to move houses, buildings and historical structures. They also work with numerous contractors and homeowners to raise houses for foundation replacements.

Moved off a famous Canadian singers land, only about 40 km.



Their body of work is impressive to say the least. They are a true success story and one many movers can relate to and learn from. You name it and they have probably moved it, and trying to pull out a few moves to highlight is a difficult task. They have so many interesting and impressive projects under their belts that it was a near impossible task to pick a few without creating a thick magazine in what is supposed to be an article. *Continued...*

This 46x70, 3000 square foot home that we rescued out of the High River flood mitigation area.





Canadian Pacific Railroad bunk house was moved from one side of the tracks to the other.

It's one of the many tragedies that the conference had to be cancelled and we all missed out on all the wonders Calgary and all of Canada has to offer. McCann's was all set to host a yard tour and the conference which many of us were truly looking forward to enjoying and getting to know the McCann's Building Movers family even better. Pat McCann is a true Living Legend and shares a common story with many structural moving operations. Hats off to Pat and the McCann's Building Moving Ltd. Company.



High River Flood House 2013.



High River Flood Houses being moved.



Flood house moved in 2013.



Ready to Move (RTM) home from Nelson's Homes. Building moved about 25km with just protective wrap and stuccoed on site.



625-Ton Wall Moved

Milwaukee Theater Project

Expert House Movers Inc and

International Chimney Corporation –

A Symphony of Skill





As part of an ongoing restoration of the historic Warner Grand Theater, a roughly 625-ton brick, seven-story wall was moved in Milwaukee, Wisconsin, separating the wall from a building it had been connected to for 90 years. One aspect of the restoration of the downtown theater included the theater wall being moved 35 feet to expand the stage for the Milwaukee Symphony Orchestra's (MSO) future performances in the historic movie hall. Federal preservation officials informed MSO that the wall could not be demolished since the MSO wanted to use historic restoration tax credits to finance the project.

"Anytime you work on an old building or structure, you never can be certain of its as-built condition," said Tyler Finkle, International Chimney Corporation project manager. "During each project, the building reveals its secrets, which you have to adapt to one by one, as you deal with weather and site conditions that can vary. Wind was the main concern here, which is why our engineering department made sure to design a bracing system capable of high winds."

As part of the project, two cranes were on hand to assist in moving the 120 x 80-foot terracotta and brick veneer wall.

"The cranes elevated workers to access the bracing and enabled them to cut free the wall's skeletal steel. They also lifted and assembled steel from flatbed trucks into place beneath the wall. Typically, a large loader would be utilized. In this case, the site was such that space was limited."

The project was necessary because the stage at the Warner was not large enough to hold a full orchestra, and building it into the theater would have hampered sightlines and resulted in lost seats. According to Finkle, numerous steps had to be taken before the wall could be moved to its final destination.

“Selective demolition of the balconettes and parapet that were in need of a complete rebuild/ restoration took place. The stage was protected from the elements with a temporary wall. The roof was removed. Terra cotta and brick on the veneer were carefully labeled piece by piece and salvaged for reinstallation. Mortar was analyzed for a custom match. Wind bracing was installed. Weld testing was performed on the existing 1930s steel. The weight of the wall components was quantified and the center of gravity determined.”

According to Gabriel Matyiko, vice president, Expert House Movers Inc., one of the main concerns on the job was determining how to perform the work without using the standard equipment required for structural moving projects.

“Typically, we use skid steers, rubber tire loaders and tele-handlers to set steel and move our cribbing; however, on this project all our equipment had to be handled by cranes. Not only were we not able to operate our own equipment, but we also had to communicate with a trained crane signal man who then communicated with the crane operator, putting an extra layer between us and the job at hand. For this reason, our approach to placing steel and equipment completely changed. Adapting to that change, and still being productive and working within a schedule, was a big challenge.”



Matyiko said extensive preparation took place long before the wall move could take place.

“There were lots of rounds of questions regarding how the wall was built, move methods, the risk related to each one, issues with schedule, the projects surrounding the area of the wall to move, as well as the move path and what the soil conditions and underground steam tunnels would do to our move plan.”

“After six months of back-and-forth meetings, drawings, plan changes etc., we finally got to a point where we had a plan concrete enough to be able to put a price on the job. Once the price was agreed upon and the contract was signed, then hard talks regarding scheduling began.”

Final prep work also was crucial to successfully relocating the wall.



“The track beams that were laid down to roll on needed to be placed in exactly the correct way. Our margin for error for the final spotting of the wall above the new foundations was very small. The wall is confined to traveling along the track that was laid out in the months leading up to the move. If the track wasn't straight or was off one way or another, the wall would not hit its mark, and we would have very little in the way of being able to easily correct that, once on the spot.”

Matyiko said understanding the condition of the earth under the street, as well as the duct banks

and steam tunnels, was essential, because the entire area had to support the weight of the wall as it rolled off its original foundations and onto the new surface.

“All the space in-between had to be prepped to be able to adequately support the load along the track beams. Soil borings were made to know the condition of the ground. Bad soil was removed and gravel backfilled. Crane mats were laid down everywhere to disperse the load of the wall.”



“Our tolerance for settlement of the base under our roll beams was three inches. The hydraulic jacks mounted to our Hilman rollers would be able to compensate for that amount of settlement, and still maintain no added stress to the load frame supporting the wall.”

Matyiko explained one of the biggest concerns regarding the project was the high center of gravity of the wall, coupled with the potential for large wind loads and the limited amount of space crews had to mitigate those issues on a tight job site.

“With some structures, if you were to miscalculate a load or fail to support a portion of the building correctly, there’s the potential for some small amount of damage before you realize the issue and then correct the problem. However unfortunate the issue, it’s one that doesn’t normally cause a catastrophic failure to the structure.”

“Because of the high center of gravity and the issue of high amounts of possible wind loading, if those same missteps were to happen, a catastrophic failure of the wall would be a high probability. For

this reason, the margin of error on the support and load frame design, as well as the execution of that design, was very small. Every part of the scope of work was well thought out, and took into consideration the rest of the work that was happening to ensure that the risk to the wall was minimized at all times.”

Equipment used to move the wall included steel beams; wood cribbing; 36 Hilman heavy skates with 60-ton capacity; 36 hydraulic jacks with 60-ton capacity; three different JSJS unified jacking machines; and six hydraulic push rams with 3-foot stroke.

Matyiko added that the project was truly a team effort.

“C.D. Smith, their engineers, International Chimney and our team at Expert House Movers came together with the common goal of completing the move in a safe, efficient and expeditious manner. There was a great sense of accomplishment and relief that all went well, and everyone was satisfied with the outcome.”

Much of the aesthetics of the historic building and existing theater will remain intact. The total project is estimated to cost \$90 million and includes the construction of an adjacent lobby and reception building.

MSO is slated to open its new performance space in fall 2020, allowing it to move out of its current home at the Marcus Center of the Performing Arts





KB8 today with new truck.



KB8 interior.



Sometimes, to be safe, a man was needed on the roof to make sure power lines didn't catch on the shingles. (Winter 1954)



KB8 door decal.

Large two story house pulled with the KB8. A double bunk was required to handle the weight of this house. The frame of the truck was sitting right down on the axle during this move due to the weight of the building. (Winter 1955)



KB8 in 2003, prior to refurbishing.



Abe Reimer, my grandfather and founder of the company, cleaning up after another successful move. (1955-60)



Wood timber beams used from 1953-1970, in the early years of Reimer Building Movers



This two story house was raised over 6 feet high, at the new location, for construction of the basement. All the jacking was done with manual jacks.



KB8 exterior front

Reimer Building Movers Classic Truck

by Mark Reimer



One of the jacks used in the early years of Reimer Building Movers (1953). All jacking was done with manual jacks like this before a hydraulic system was purchased.



In 1954, my Grandfather bought his first proper pull truck for his new building moving operation. One year earlier, he had started Reimer Brothers Moving Contractors (now Reimer Building Movers) with his brother. They purchased one set of wooden timber beams, two single dollies and six manual jacks. However, one year into their endeavor, they realized the need for a better truck than the one they were using. So, they went out and bought an International KB-8 from a retiring mover. It was a magnificent improvement from the truck they had been operating with for the previous year! They used the KB-8 for six years before adding another newer and bigger truck.

In 2003, we had the old KB-8 restored for our company's 50th anniversary celebration. I was 18 years old at the time and remember the excitement of restoring this truck. My Grandfather had passed away six years prior so there was a lot of nostalgia in this project. For me personally, it strengthened the connection to the legacy he had left behind.

This spring we spent a couple months refurbishing and shining up the truck as we had planned to bring it to the annual conference in Calgary to put on display. Unfortunately, we were unable to do that due to the cancellation of the conference. However, I am happy that we still get to share this piece of our company history with all of you through the magazine. Perhaps we will be able to show the truck at a future conference in Canada.



Pea Island *National Wildlife Refuge Visitor's Center* **ELEVATED**

By Sharon Rule



Weather stories about events like ferocious rain storms, devastating tornadoes and hurricanes, and unprecedented, widespread flooding have dominated the news for the past several years. With this destructive weather, comes opportunities for house and building movers and lifters all over the world.

Imagine now, one area of the globe...the beautiful, always changing and evolving, **Outer Banks of North Carolina**. This area is hit regularly on both sides of the 200-mile-long string of barrier islands by strong winds and storm surges. The resulting ocean over wash from these weather events leave behind massive deposits of sediment, sand and gravel. Over time, these happenings extensively alter the landscape and threaten destruction to beaches, commercial buildings and homes along the shoreline.

The Pea Island National Wildlife Refuge Visitor's Center has been threatened more and more over the years because of these ocean over wash events. Through the efforts of the Coastal Wildlife Refuge Society, a non-profit organization that helps support and maintain national wildlife refuges all across the state, funds were raised in the fall of 2019 in order to hire two companies for this project, a building mover and a pilings contractor. The plan included several phases: first, the building would be elevated in the Spring of 2020 and then, once elevated, the next phase of the project would be to install new pilings while the building was up in the air. Then finally, the structure would be lowered onto the new pilings. Once complete, the building will be five feet higher than its original elevation. Naturally, the Society believes this project will stall further damage to the Center.

The building was built in 1995 and because of the storms and beach erosion that occurred over time, the Society felt that now was the time to address the situation and forge ahead with its plan to safeguard the building before more damage occurs. For phase one, Bray's House Moving, Inc., Camden, North Carolina, was hired for the task of raising the Refuge Center.

In April, 2020, Bray's crews went to work and completed the elevation process which allowed the piling company to install the new pilings at the Center. Once the piling phase is completed, Brays will lower the building onto its new foundation and it will be open for business this upcoming summer.



The Visitor's Center is unique and an important part of the Refuge Area in many ways. The area is brimming with opportunities to observe over 400 species of birds that live or migrate through the area over the course of a year, and through the efforts of their well trained, knowledgeable and entertaining staff at the Center, birders get all the information they need to make their visit rewarding. Starting at the Visitor's Center, hikers can explore on their own or join in regularly scheduled treks to various points of interest throughout the miles and miles of the Refuge. Family and children's events are also planned throughout the year so that visiting this area can be a wonderful place to plan a fun-filled family trip.

Due to the exceptional and expert work done by Bray's House Moving, Inc., the Coastal Wildlife Refuge Society members are happy that the Pea Island National Wildlife Visitor's Center can welcome visitors and provide enhanced experiences to the public for years to come.

AWARDS COMMITTEE



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IASM 2020 1st Place Awards

JUDGES AWARD

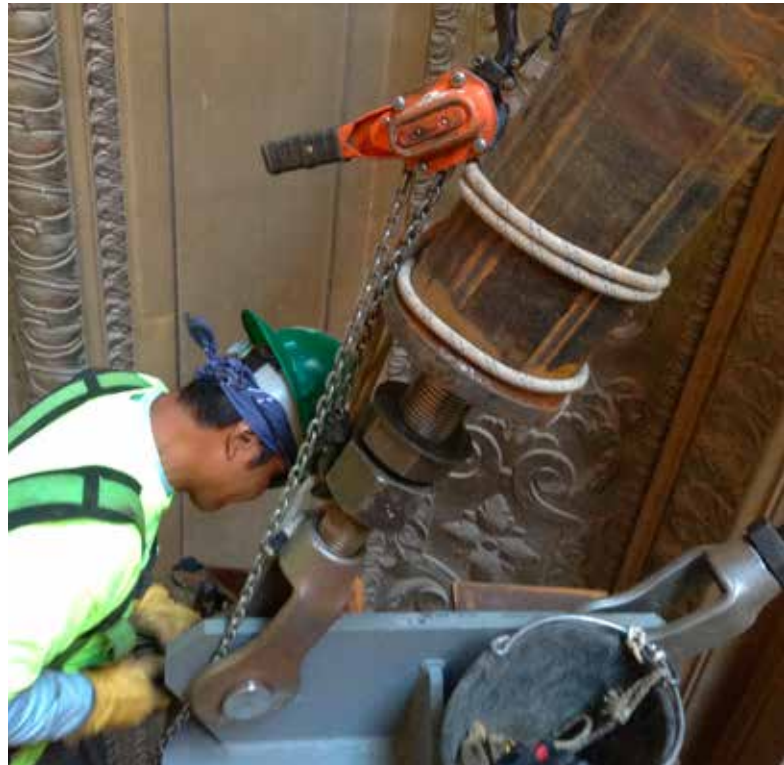
International Chimney Corp & Expert House Movers

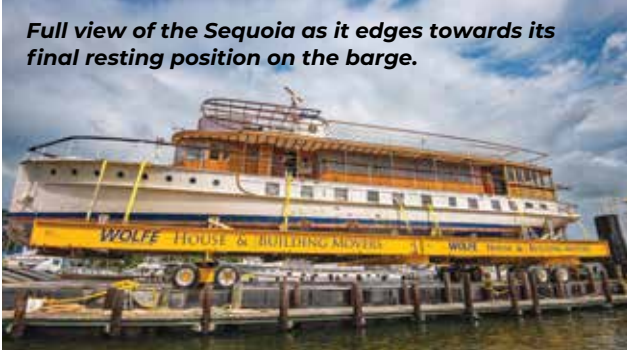
Williamsville, New York & Bay Shore, New York

Warner Grande Theater Wall Move Milwaukee, Wisconsin

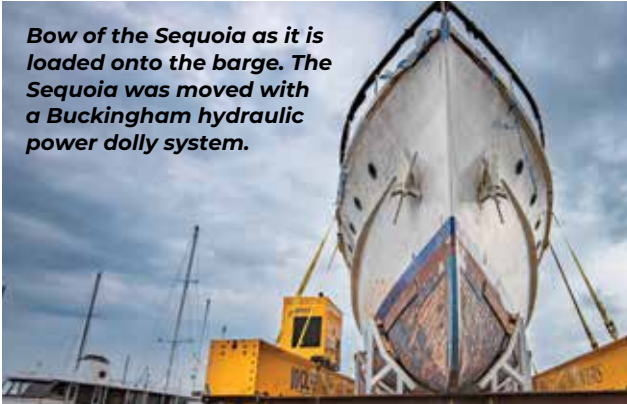
The move was done in three days, although they were on-site for five months. The project took place in the summer of 2019. The structure was moved because of historical significance due to theater rehabilitation and expansion.

*The theater was 80 feet tall, 100 feet long,
13 inches wide, and weighed 590 tons.
It was moved 35 feet.*

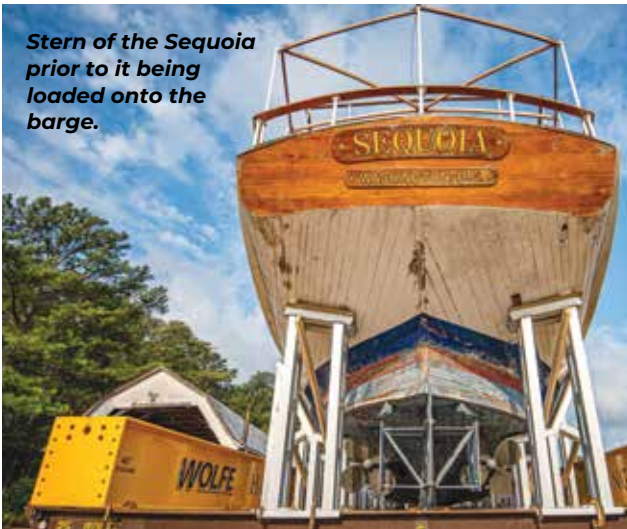




Full view of the Sequoia as it edges towards its final resting position on the barge.



Bow of the Sequoia as it is loaded onto the barge. The Sequoia was moved with a Buckingham hydraulic power dolly system.



Stern of the Sequoia prior to it being loaded onto the barge.



Aerial photo of the Sequoia fully loaded onto the barge.

HONOR CATEGORY

Historical Significance

Wolfe House Movers, LLC

Bernville, Pennsylvania

U.S.S. Sequoia (Presidential Yacht) Relocation Deltaville, Virginia to Belfast, Maine

The Presidential Yacht also known as “America’s Most Famous Boat”, hosted Presidents and their families from the Herbert Hoover administration to Jimmy Carter’s. The yacht was moved onto a barge in September 2019 and made its journey up the east coast. Stops in both Maryland and Connecticut took place and the Sequoia came to its final destination in Maine in October 2019. Poor weather conditions and stops contributed to the longer travel time. Moving on and off the barge took several hours at each location. The yacht was moved to a ship works company who will be overseeing the restoration process of the historical yacht. The yacht had been sitting in a local shipyard in Virginia as owners and buyers were locked in legal battles. The new owners have decided once the yacht is restored it will be returned to Washington, DC where it will host tours and voyages.

The structure was 25 feet tall, 104 feet long, 18 feet wide, and weighed 91 tons. .

HONOR CATEGORY

Most Innovative Move

DeVooght House & Building Movers

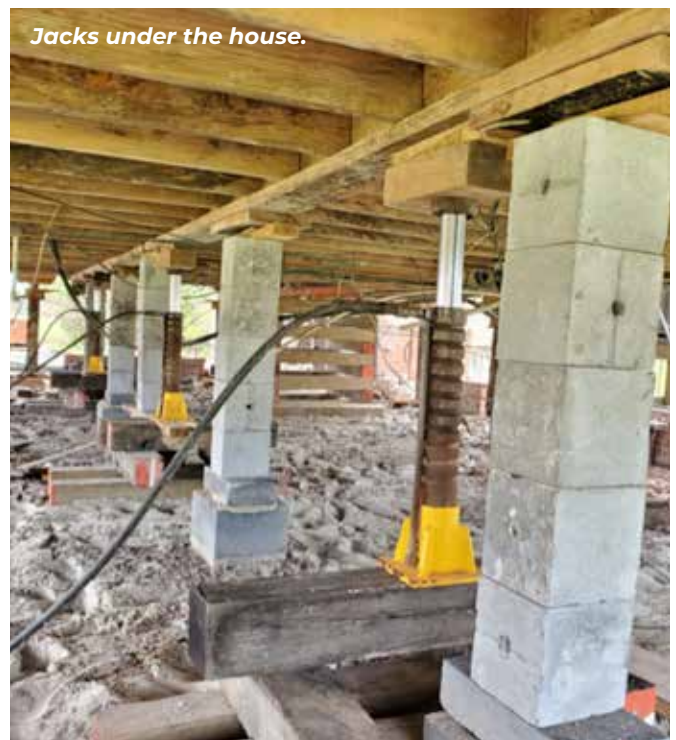
Brick, New Jersey

The Kiwi Lift

Williston, North Carolina

The project took place in June 2019. The home was located in a flood plain and had been flooded, therefore the house needed to be lifted to extend the foundation. The home was lifted using a new process that involves no steel beams and no wood cribbing under the house, although cribbing was used to support the elevated carport posts. DeVooght developed this process in 2019 as they needed to rethink the lifting process to make it more affordable for homeowners and to reduce prep, lift, and set-down time on-site. They were able to accomplish those goals and have utilized this unique lifting method on about fifteen percent of their lifts in North and South Carolina. This home was lifted with 22 Kiwi Jacks, paired with five regular house lifting jacks, powered by their 24-jack JSJS unified lift system. After the main house was lifted about 40 inches, they moved onto the carport structure and extended the roof's support posts. They then set 22 segmented piles under the house as a temporary foundation. With a traditional steel and cribbing lift method, this house would have needed 16 cross beams and two main beams. By lifting the house with this revised steel and cribbing free technique, it cut the length of the lift from five days to just two days.

The structure was 17 feet tall, 60 feet long, 26 feet wide, and weighed 40 tons.



HONOR CATEGORY

Most Unusual Move

Toothman Structure Movers

Springfield, Tennessee

The Ex-Wife

Franklin, Kentucky

The project happened in August and September of 2019. They had about two weeks actually on the job. The Toothman's have seen a lot of reasons to move a house, but this was by far the most unusual. The house was the customer's cheating ex-wife's home that he had once owned and lived in. The customer and his new wife were building a new home across a large field and were in eyesight of the ex-wife's house. Due to the new wife and ex-wife not liking each other very much, a deal was struck to move the ex-wife and her house about three-fourths of a mile across a field and to another road. Toothman did not have to deal with any power lines for this move which allowed them to put the truck under the house.

The house was 28 feet tall, 63 feet long, 45 feet wide, and weighed 120 tons.



HONOR CATEGORY

Good Samaritan

Patterson Structural Moving and Shoring, LLC

New Orleans, Louisiana

Gehman

Gainesville, Florida

The project took place in November 2019 and took three weeks to complete. T&T House Moving nominated Jeremy Patterson with Patterson Structural Moving as he is an amazing house mover and friend who is willing to lend a hand whether it be equipment, labor, or advice. T&T had a project in Gainesville and needed to borrow Patterson's JSJS 19 jack unified. Jeremy did not hesitate to allow them to use his, nor would he accept any compensation for the use of it. T&T wanted to show Jeremy how much they appreciate his devotion to the industry.





OPEN CATEGORY

Heaviest Building Moved NOT on Rubber Tires

Progressive Construction of Long Island

Long Island, New York

Davis Church

Davis, North Carolina

The project began in December 2018 and ended in May 2019. The building was elevated due to flooding. Progressive had to pump over four million gallons of water to get the structure elevated.

The church was 42 feet tall, 192 feet long, 78 feet wide, and weighed 960 thousand pounds.



OPEN CATEGORY

Heaviest Building Moved ON Rubber Tires

Dodson House Moving

San Antonio, Texas

King Stone Building

San Antonio, Texas

The project originally started in late 2018 around November, and was a long and tedious process with many moving parts from other contractors. The completion date was early September 2019. The property that the building was on was purchased, and one of the agreements to the sell was the relocation of the historical building. It was constructed in 1880 and was a facility for the Junior League of San Antonio from 1929 to the present. It is used as a banquet hall and a gathering place for fundraisers. The building was constructed with limestone that came from the quarry where the San Antonio Zoo is now located.

The building was 30 feet tall, 53 feet long, 60 feet wide, and weighed 600 tons.





OPEN CATEGORY

Heaviest Structure Moved NOT on Rubber Tires

Jepsen Structural

Minneapolis, Minnesota

317 Hilton Hotel

Minneapolis, Minnesota



The project took place in September 2019 and took one week to complete. The elevators in the building never went to the basement level of the nine story building. The building was being converted to a hotel and at least one elevator needed to be able to run to the basement. This meant one of the interior columns would be undermined for the new elevator pit. The column needed to be shored and jacked up a fourth of an inch. The column that was shored and jacked had 426 tons on it, and was a 12-inch by 13-inch area. They used four 150-ton hydraulic locking ring jacks. Supplying the hydraulic power to those jacks they used a JSJS electric power pack with digital gauges. The cribbing had to sit on 16 micro piles that were drilled ten feet into bedrock.

The structure was 128 feet tall, 100 feet long, and 120 feet wide.



OPEN CATEGORY

Heaviest Structure Moved ON Rubber Tires

International Chimney Corporation & Expert House Movers

Williamsville, New York & Bay Shore, New York
Mackenzie House- Wayne State University
Detroit, Michigan

The project began in January 2019 and was finished in August 2019. The actual move occurred in two mobilizations. The structure was moved due to historical significance and an expansion project. This was a two part move off of a foundation, and onto a new hybrid reinforced concrete, CMU, and brick foundation.

The structure was moved 560 feet, was 48 feet tall, 67 feet long, 36 feet wide, and weighed 459 tons.





OPEN CATEGORY

Longest Distance Moved on Land

Emmert International

Clackamas, Oregon

Vessel Move

Texas to Nevada

The move took place in the winter of 2019 and took thirty days. The structure is a state of the art bio mass fuel refinery.

It was moved 1,950 miles, was 16 feet tall, 278 feet long, 18 feet wide, and weighed over 777 thousand pounds.



OPEN CATEGORY

Longest Structure Moved NOT on Rubber Tires

Toothman Structure Movers

Springfield, Tennessee

Dollar General

Mount Juliet, Tennessee

The lift took two days to complete and was done in August of 2019. The front of the building was demolished in order to make more room for a parking lot, and they lifted the building four feet to accommodate its new purpose. The owners of the structure wanted to put a new Dollar General location in their building. In order for the warehouse to meet Dollar General's standards it needed a couple more feet of height

The structure was 15 feet tall, 150 feet long, 70 feet wide, and weighed 80 tons.



Driving down a slope and turning 90 degrees.



OPEN CATEGORY

Longest Structure Moved ON Rubber Tires

Minty's Moving Ltd

Onanole, Manitoba, Canada

Pole Shed Move

Snow Lake, Manitoba, Canada

The move took place in December 2019 and took three days to complete. The pole shed was moved to make room to build a new processing plant.

The structure was moved 980 feet, was 20 feet tall, 100 feet long, 40 feet wide, and weighed 70 thousand pounds.

Pole shed is ready to go, loaded on their prime moving truck and scissor lifting dollies.



OPEN CATEGORY

Most Square Footage on One Level

McCann's Building Movers Ltd

Calgary, Alberta, Canada

SBI Second Floor Roof Raise

Calgary, Alberta, Canada

The project took place in December 2019. It took five days to prep, set up, and tear. The actual lift and set down took four hours. This was a new build and the builder misread the blueprints and the roof was not tall enough to accommodate the second floor gymnasium. McCann's used 12 jacks and three main beams, and the beams had to be craned through a second story window.

The structure was lifted 48 inches up, was 110 feet long, 48 feet wide, and weighed 100 tons.





OPEN CATEGORY

Tallest Structure Moved ON Rubber Tires

Laurie McCulloch Building Moving

Whitby, Ontario, Canada

Port Colborne Apartment Move

Port Colborne, Ontario, Canada

The move was done in spring 2019. The building was in the way of a condo development and the owner negotiated the ability to move it. It had been relocated once before in the 1980's but only had a small crawl space. This time it was placed on a full nine-foot basement to allow for two more units in the basement. Shortly before the move, the lot was flooded by a water-main break and was submerged in five feet of water. Multiple loads of gravel were required to fill in the basement to allow the move. A planned utility upgrade in the area meant that they could not wait for it to dry.

The structure was moved one block. It was 51 feet tall, 60 feet long, 35 feet wide, and weighed 150 tons.



OPEN CATEGORY

Widest Structure Moved NOT on Rubber Tires

Payne Construction Services

Center Strafford, New Hampshire

Bobby Lane

Connecticut

The lift occurred in August 2019 and took ten working days to complete. The house was lifted due to a failing foundation that was creating structural problems. The house was lifted with an attached garage and large fireplace centered on the back of the house.

The home was 25 feet tall, 90 feet long, 48 feet wide, and weighed 130 tons.





OPEN CATEGORY

Tallest Structure Moved NOT on Rubber Tires

McConnell Building Movers

Millet, Alberta, Canada

Waddington House

Grande Prairie, Alberta, Canada



The project took a little over nine days in August of 2019. The creek bank was sliding down which created a 20-foot-deep sinkhole behind the house. The owner felt he had no choice but to move it away from the creek bank. The house had all concrete ICF walls. The foundation was saw cut and they slid the house 200 feet, and a grade drop of eight feet to the top of the new foundation. They used 18 jacks with their nine jack JSJS machine.

The house was 34 feet tall, 66 feet long, 48 feet wide, and weighed 175 tons. The home was moved a total of 200 feet.



OPEN CATEGORY

Widest Structure Moved ON Rubber Tires

Thein Structural Moving and Heavy Hauling

Clara City, Minnesota

80 x 96 Steel Warehouse

Laurens, Iowa

The move took place in August 2019 and was moved two blocks due to property development. The building was moved to the new location and sat for three weeks. Due to rain the foundation installation was delayed.

The structure was 21 feet tall, 96 feet long, 80 feet wide, and weighed 80 tons.





UNDER \$30,000 CATEGORY

Heaviest Structure Moved

SJ Hauck Construction, LLC

Egg Harbor Township, New Jersey

The Griscom House

Cape May, New Jersey

The lift took place in November 2019 and took five days to pre-lift and lift. The beach home is located in a flood zone and was undergoing a renovation. When appraised above 50% of the home's value, by code the home was required to be elevated. This home was built in 1880 and purchased in 1934 by Milton and Marie Griscom. The historic property is now owned and operated by their granddaughter who rents the nine-bedroom house to families and visitors year round.

The home was lifted a total of eight and a half feet high. The structure was 45 feet tall, 66 feet long, 38 feet wide, and weighed 154 tons.



UNDER \$30,000 CATEGORY

Heaviest Structure Moved ON Rubber Tires

Anderson Building Movers

Paynesville, Minnesota

Dave Reigstad

Kandiyohi, Minnesota

The move took six days to complete in September 2019. The structure was moved as the owners built a new house but did not want to tear this one down.

The home was moved 10 miles. It was 35 feet tall when loaded, 70 feet long, 44 feet wide, and weighed 232 thousand pounds.



UNDER \$30,000 CATEGORY

Longest Structure Moved

McCann's Building Movers Ltd

Calgary, Alberta, Canada

Canadian Pacific Rail Bunk House

Banff, Alberta, Canada

The project took place in May 2019 and took four days total. The structure was moved from one side of the railroad tracks to the other to accommodate the new railway museum being built at the information center in Banff. The railroad track had to be shut down for the move, and there was a sharp right turn with a signal in the way. They used hydraulic steering dollies to make the turn.

The structure was 16 feet tall, 94 feet long, 30 feet wide, weighed 95 tons and was moved a total of 1,600 feet.



UNDER \$30,000 CATEGORY

Widest Structure Moved

DeVooght House & Building Movers

Brick, New Jersey

Lake Lift

Oriental, North Carolina

The 135-ton home was lifted in August 2019 and took five days to elevate. The home is located on a river and needed to be lifted to get out of the floodplain. The home was lifted seven feet high and set on 17 wood cribbing towers. They also lifted a fireplace and a separate chimney, as well as a front porch and rear porch slab.

The structure was 20 feet tall, 55 feet long, 75 feet wide, and weighed 135 tons.



UNDER \$30,000 CATEGORY

Tallest Structure Moved

Anderson Building Movers

Prince Albert, Saskatchewan, Canada

Marcelin Eaton Home

Marcelin, Saskatchewan, Canada

The home was moved off of the original foundation between September 4-6, 2019. The home was then left on steel and blocks until October 29, and was set down on a new basement on November 1, 2019. The structure is a 1912 Eatons Home that was sitting on foreclosed land. The new land owners intended to build a new home in the exact location of this home.

The home was 34 feet tall when loaded, 26 feet long, 22 feet wide, weighed 120 thousand pounds, and was moved a total of 186 miles.





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FOUND ON FACEBOOK

In this issue, featured are several historic buildings that were lifted or moved by IASM members. Each of these company's commitment to preserving history ensures they leave a legacy with the important preservation projects we are showcasing. The expertise is evident in the photos.

Payne Construction Services, Inc

Clinton, Connecticut



Moving History: 45x75 historic carriage barn/home 115 tons. Next the building will be transported a few thousand feet and placed in its new home.

American-Lowe Building Movers

Jacksonville, Georgia



The Magnolia Plantation is an historic business and is visited by both tourists and locals. The building is 68' by 132' with a slab floor and columns.

FOUND ON FACEBOOK

Jewett Builders, Inc

Pittson, Maine



Historical building. Jacking, excavating and putting in new foundation.



MCF House Movers, LLC

Petersburg, Indiana



Moving History: This 200 ton, two story brick structure, built in 1938, was moved approximately 300 feet to make room for new construction.

FOUND ON FACEBOOK

Geddes Building Movers, Inc

Bow, New Hampshire



Moving History: This crew set up and jacked five feet to save this old barn from falling over the hill. A new concrete foundation was poured before setting back down.

Balagna House Moving, Inc

Farmington, Illinois



Moving History: Across mid-America.

Facebook quote from an admirer: "Yet another great job by the Balagna's!!! (Beautiful house)."

FOUND ON FACEBOOK

House moved through combined efforts of
AJS Construction Building Moving and Leveling

Lutz, Florida

T and T House Moving and Heavy Rigging, LLC

Green Cove Springs, Florida.



Moving History: Downtown Daytona's (Florida) Josie Rogers House. They finished moving the 140 yr old, 80 ton Dr. Josie Rogers house and spotted it over a structural slab that was prepped and poured by Michael David Knapp and his AJS crew.

DeVooght House Lifters of NJ

Brick, New Jersey



Moving history in Joliet, Illinois. Moving an historic, 169-year-old structure three city blocks was a painstaking process that took 15 hours but created an unforgettable sight for locals. The building weighed 1.2 million pounds.

FOUND ON FACEBOOK

Deitz House Moving Engineers, Inc

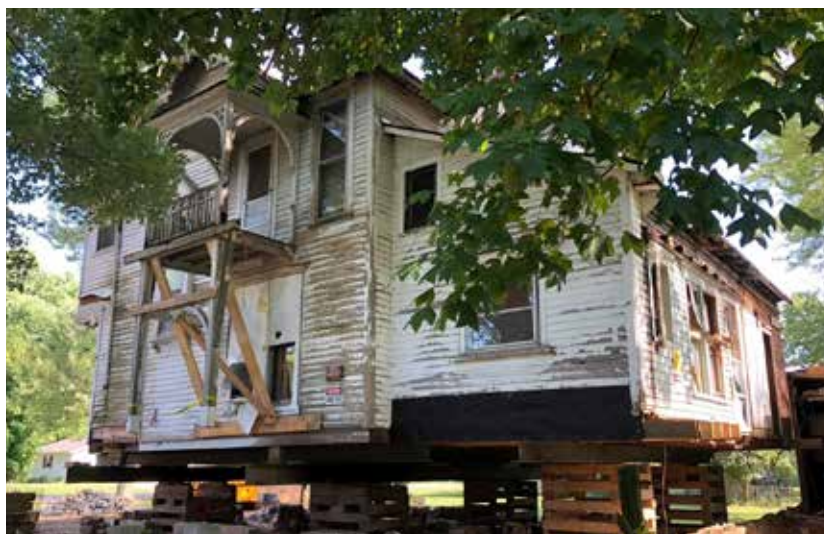
Muskegon, Michigan



Moving History: Amazing to think this house was built during horse and buggy days.

Lykowski Construction, Inc.

South Bend, Indiana



Lifting History: This historic house in Plymouth, Indiana is sitting in a flood plain. The owner is elevating the house so it will stay dry the next time it floods.

The MatJack Advantage

For over 25 years Matjacks have been providing house movers the lift necessary to get the job done quickly and efficiently. A single Matjack airbag can lift 40 tons up to 12" with only 1" clearance. Various size Matjacks are available to move or shift any load necessary.

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"Every mover has special equipment he reaches for in a specific situation, myself included. However, I find Matjacks so versatile they are taken onto every jobsite and I cannot imagine my crew being complete without them. The awkward and dirty weather-related conditions we so often find ourselves in are certainly easier to deal with using Matjacks."

*L. McCulloch
Owner of McCulloch Building Movers
Whitby, Ontario*

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House Moving MUSEUM

Fort Worth, Texas

Antique Truck



The museum could use some more dollies and especially the bunk on top of the dollies, original oak jack handles and help getting artifacts transported across your state and headed to the museum.

Tax deduction needed? You may qualify because the House Moving Museum is a recognized 501(c)3 not-for-profit organization. Therefore, all items delivered to the museum at the owner's cost can be appraised and a tax credit certificate issued. Call for details.

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Our Structural Moving Skates are designed to assist you, the structural mover, in maximizing your efficiency and maneuverability on all of your moves. Each Skate is equipped with adjustable width guide rollers to capture a wide array of beam flange sizes to keep you rolling on track, and in line, with an inside adjustable width of 8-1/4" to 16-1/4". HM Series Structural Moving Skates have 360° continuous rotation for multidirectional moves along the x or y axis and are easily divided into two fully functional halves for single directional use.



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25 Tons Capacity Ea.



HM-50
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HM-100
100 Tons Capacity Ea.

Beam Moving Skates

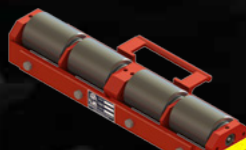
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BR-3
9 Tons Capacity Ea.



BR-3-CAM
9 Tons Capacity Ea.



BR-4
12 Tons Capacity Ea.



BR-4-CAM
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