



Introduction for Mike Jordan for Maritime Hall of Fame Induction

By Erik Soderberg

May 9, 2018

Good evening everyone.

To put things in perspective for everyone in the room, Mike is the Mike Jordan of crane engineering.

I am President of Liftech Consultants Inc., the company that Mike and Sue Jordan started 54 years ago that he still works at every day. Sue is here tonight with us, as well as Ken and Lisa, one of their three sons and daughters-in-law.

Thanks to Jim Anastasio of ZPMC for making the effort to nominate Mike for induction.

I have had the good fortune of working with Mike Jordan for 24 years and am honored to be introducing him.

Mike was born in Oakland, California, in 1934. As a child, he experienced the excitement surrounding the construction of the Bay and Golden Gate bridges, stoking his interest in structural engineering.

He received a Bachelor of Science in Civil Engineering in 1956 and a Master of Science in Civil Engineering in 1961 from the University of California, Berkeley. He met his wife Sue Jordan while attending college and they married in 1956.

While working for Hugh O' Neil after receiving his bachelor's degree and completing his Navy service, he participated in the design of the first ship-to-shore container crane structure and of the first container ship structure, providing significant contribution to the structural design of the first container crane, and is a named co-inventor of Matson's first containership.

Mike and Sue started Liftech in 1964 with a focus on marine structures, including container cranes and unusual structures.

Since then, Mike has worked on the design of thousands of structures, including wharves, floats, buildings, large diameter glulam domes, ship-mounted cranes, land-based cranes, and container cranes. Along the way, he has developed many innovations that have become standards. For example, while designing prestressed buildings he invented banded prestressing in floor slabs. Banding is now a standard and is recognized as a prestressing "milestone."

He is best known for his work in the container industry where, after being on the design team for the world's first ship-to-shore crane, he continued developing improvements to the A-frame crane that are now standards, including standard fatigue tolerant details, the trapezoidal girder, wire rope dampers, and many others. He designed the structure of the first low profile or shuttle boom container cranes. He was also on the design team for other systems, some yet to be built, such as APMT's FastNet system.

Less well known to the industry is Mike's philosophy and generosity in sharing his ideas. He avoids patenting ideas to allow the industry to use and improve them for the benefit of all. Related to this is his drive to help all parties working on a project, regardless of relationship.

Mike has helped the maritime industry greatly, and the industry has helped the world in turn. His ideas, knowledge, and standards will help generations to come. Thank you, Mike.

I am honored to present Mike his induction into the Maritime Hall of Fame.