



## AUTUMN BOAT HANDLING OPERATIONS 2009

Dear Member,

This year will be the first that we have used the Sub Lift to move boats into and out of the water, so it will be a new experience to all of us. As a consequence, all of our procedures and processes have been re-written and I do ask that you take the time to read and understand all of the documents before you boat is moved.

During training we found the Sub Lift to be a very versatile, stable and slow moving piece of equipment, well suited to our needs. But the boat handling team do need your cooperation and assistance to make the lift successful and safe.

Safety is our main concern. To this end we will require all members involved in the movement and lift, to wear a hard hat and high visibility jacket (supplied by the Club). Those not involved will be required to remain outside of the working exclusion zone for their own safety. Cars and other movements in the yard will be suspended whilst the Sub Lift is operating.

Members are asked to ensure that they secure any equipment on their decks to prevent it falling and causing injury prior to the lift starting.

In basic terms, we will be undertaking two types of lift; wet and dry.

The 'wet' lift will involve the Sub Lift being driven into the water at high tide and submerged between the bottom of the slipway and upper dolphin. But be aware that it can only remain submerged for about 20 minutes in total. The boat to be lifted will then be called in to motor up to the Sub Lift and cut its engine. The handling team will then manoeuvre the boat into the Sub Lift and secure it using the strop slings and hydraulic lifting rams. It is important that you tell the handling team if you have any underwater protrusions on the hull where the strops are positioned to avoid damage. Once secure the Sub Lift will reverse up the slipway and into the yard and lower the boat onto a cradle or stand.

The 'dry' lift will require you to position and secure your boat (fore and aft – port and starboard) to a predetermined location on the slipway at high water. As the tide falls, this will leave boats in a line astern configuration, bow pointing towards the top of the slipway, along the centre of the slipway ready to be 'lifted' from 'dry'. It is important that members take up the allocated positions which have been calculated to accommodate draft and tide height. Boats will require 4 securing lines (fore and aft on the port side and fore and aft on the starboard side) fixed to marked risers either side of the slipway. Please do not get too near to the upper dolphin – the Sub Lift needs at least 0.5m space for access, either side of your boat. Once 'dry', you are all asked to clean the barnacles from your hull where the strops will touch – A scraper will be provided for this purpose. (You are also advised to bring two lengths of old carpet to protect your hull paintwork from the strops). You will need to be present when the 'dry' lift starts from the top of the slipway. Each boat will be lifted in turn as the water falls away and secure using the strop slings and hydraulic lifting rams. The Sub Lift will transport the boat into the yard where members are required to prepare blocks and/or stands.

Please co-operate with the team who have given up their time to help you.

Jim Watson,  
Boat Handling Officer

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