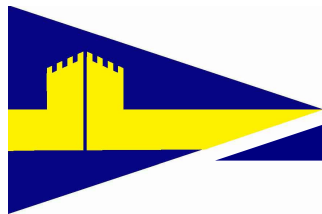


## GENERAL and SAFETY NOTES FOR LIFTING IN OR OUT OF THE YARD

<b>Version Number</b>	<b>Author</b>	<b>Date</b>	<b>Approved By</b>	<b>Date</b>
One	Jim Watson	10.03.09	Exec Committee	10.03.09
Two	Jim Watson	01/10/09	Exec Committee	
Three	Jim Watson	03/10/09	Exec Committee	13.10.09



## CREW

Crew to be there at the START of lifting. Do not assume that because you are at the back of the yard, or on the bottom of the slipway you will be last out.

Minimum of two crew required at the time of lift, to man stabilising lines. Get assistance if on your own. Help others; after all, it might be you who are short of crew next time.

One crew must remain available to get on board to connect and release strops at both yard and slipway ends of the lift.

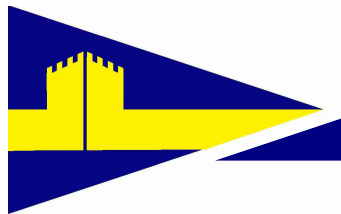
All Crew to wear a hard hat and high visibility jacket whilst operating around the crane.

**NO CREW TO REMAIN ON BOARD DURING THE ACTUAL LIFTING/TRANSPORTING.**

## PREPARATION and SAFETY

Think "**SAFETY**" all the time. Every single person has a duty of care.

1. If A Wet lift attach bow and stern lines securely. Ensure they are long enough and substantial enough. Take care not to let them become a tripping hazard.
2. Have a ladder long enough to get on board when the boat is on the ground and get someone to stand on the bottom rung to stabilise the ladder when in use.
3. If guardrails are loosened take special care not to slip and fall overboard when moving around the deck, which may be slippery due to the mud deposits.
4. If there are special problems with the placement of your boat e.g. legs requiring hard ground, going away on a lorry, etc., then let the Bosun and/or Boat Handling Officer and/or Sub Lift Marshall know well **before** the boat is moved.
5. Ensure that everything on or in the boat is well secured for the lift, especially heavy items that are on deck, like masts and booms.
6. Ensure that any gas stored on your boat is secured and switched off at the valve.
7. Remove unsecured fuel tanks and old paint containers that could be a fire hazard.
8. Switch off all electrical supplies at the battery.
9. Please clean up the yard area under and around your boat and remove anything which might form a trip hazard; it is unfair to leave this chore to others.
10. Be helpful to other crews. Be aware of back strains and take care to lift only within your capacity, with the back straight and taking the strain with your legs.
11. Be aware of movement around you and keep clear of the Sub lift and tractor/trailer combination blind spots where the drivers may not be able to see you.
12. In the event of an injury, remember that a first aid kit is kept in the clubhouse lobby. Many members are trained in First Aid. Indeed, you are all encouraged to take the one day First Aid course which the club organises from time to time. Certificates are valid for three years.
13. In the event of Fire, evacuate the area using the prescribed routes if safe to do so.



## ON THE DAY

Good preparation is the name of the game.

Do not leave anything until the last minute and please **be there at the start.**

Wear your high visibility jacket and hard hat when moving around the Sub Lift

When securing strops to the Sub Lift ensure they are properly engaged – are not twisted – strops are to be routed where they do not cause stress to the guard rails and will not bear on obstructions or equipment and fittings on the deck or hull.

Make sure the strops are not snagging when the slack is taken up

Move away from the boat and Sub Lift carefully once the slack is taken up

Play fair and clean your hull prior to strops being fitted.

Tell your family and friends who are not involved in the boat movement to stay out of the yard.

Do not load or unload your boat on the day of lifting.

**REMEMBER – THINK “SAFETY” - EVERYONE HAS A DUTY OF CARE.**

## FINALLY

Take a good look at all the Club documents on the Download section of the Web Site to ensure that you are fully aware of what we are going to do and how we do it.