



# ROYAL SOUTHERN — YACHT CLUB —

## Crane Instruction Procedure



### Specification

Description of the equipment	Safe working Load
<b>3.2T POWER SLEW SWING JIB</b>	<b>3.2T</b>

**The crane is relatively simple and safe to use provided some basic facts are understood.**

1. Before any lifting operation make sure area around the crane is clear.
2. Move safety barriers into place to segregate crane operators from the general public before moving boats to and from the berth.
3. The crane must only be operated by members who are trained and certified by the Sailing Office. Annual refresher training is mandatory.
4. The weight of the load to be lifted must be known prior to the operation. With ribs and day-boats this can be gleaned from the manufacturer's specifications, with reasonable estimates for fuel and additional equipment added on. Do not forget to add in the weight of the lifting spreader beams, if used (250kg).
5. It is advised that a lifting operation is usually a two-man operation, however, if the operator is sufficiently skilled, the task simple and the conditions favourable, it is reasonable for it to be a single-handed operation. In this situation always advise the bosun and ask that he keeps a weather eye on the operation.
6. Do not lift a boat with personnel on board. Do not attempt to operate the crane whilst in the boat being lifted.

7. When the Club's spreader beam is being used, with long strops "in basket" under the boat being lifted, always rig 'cage' ropes to prevent the boat sliding out of the strops.
8. Ensure the boat to be lifted is free of bilge water and, if launching, that the bung is fitted.
9. Always ensure the crane is being used to lift vertically. Do not attempt to drag any load by slewing or travelling the winch car along the beam.
10. Before lifting, have ropes forward and aft on the boat to use as taglines. These can be used to prevent the vessel swinging out of control or rotating under the hook. These ropes are often the vessel's painters. Ensure that personnel handling taglines remain on the same side of the vessel and at right angles to it.
11. When lifting a yacht fitted with a mast, be aware that the mast and spreaders could come into contact with the crane beam, damaging them or the hoist.
12. Prior to lifting, look at the prevailing weather conditions and any obstructions likely to interfere with the operation. Consider the lift from start to finish and if others are involved, talk through how you want it to be accomplished. Be specific and clarify who is in charge.
13. On completion of the lifting operation, stow the crane with the boom inside and parallel to the quay wall. This will prevent either yachts or high loads manoeuvring in the car park from coming into contact with it. Hoist the winch chain until the electric cut off kicks in and then move it down a foot. Travel the winch car and stow close to the main pillar.
14. If a crane operator uses his own lifting equipment below the crane hook, it is their responsibility to ensure that such equipment is fit for purpose and complies with current legislation.
15. Where possible it is preferable to use dedicated integral lifting points on the boat to be lifted. These must be bolted through the hull with suitable load spreading washers and nuts.
16. UNDER NO CIRCUMSTANCES ATTEMPT TO LIFT A VESSEL USING SCREWED ON EYEPADS OR CLEATS
17. When using integral lifting points, the owner will require a dedicated lifting sling arrangement to be made in order that the vessel is lifted horizontally. If using one's own lifting equipment (slings, shackles, rings) these must be certified for the load to be lifted.
18. Ensure the forward and aft mooring ropes are of sufficient length to be used as taglines. If not have ropes available to replace/lengthen them.
19. When lifting a boat with a mast, always make sure that the mast is not on the same side of the jib as the hoist motor.