

HAULOUT & RELAUNCH GUIDE

For many the prospect of hauling a vessel by travel lift is a daunting thought and in order that the exercise may be made less so, this guide has been compiled.

THE APPROACH

All vessels must enter the travel lift pen either bow first or stern first. It is important that the travel lift driver has prior knowledge of the choice as the position of the machine and its lifting belts varies with each method.

Bow First

A vessel entering should be traveling slowly in the centre of the pen. The travel lift driver will slow your boat down to a stop by moving the machine or its belts. Reverse gear should not be engaged unless there is imminent danger of collision with the rock wall as this may disrupt the submerged lifting belts or alter the course of the vessel. The skipper should remain on the helm and keep the engine running in neutral gear until advised to turn it off by the travel lift driver. The vessel will be gently held by the forward lifting belt until the aft belt has been placed. It will then be adjusted.

Stern First

A vessel entering stern first should follow the same rules as for bow first entry except that the skipper should bring the vessel to a stop when the stern lifting position is directly above the lifting belt. Once secured by this belt the second lifting belt will be placed at the forward lifting position.

GENERAL RULES

All vessel movements within the pen should be **slow** to avoid turbulence which may turn the lifting belts or cause them to be sucked into the props or thrusters.

The skipper is responsible for determining the lifting positions - not the travel lift staff.

The travel lift driving position frequently does not enable the driver to establish if the lifting belt is directly under the lifting position and the skipper or vessel crew should indicate the direction the lifting belt should move to ensure it is correctly placed. The simple placing of a foot or hand at the lifting position does not assist the driver in any way.

The role of the travel lift assistant is to hold a stationery vessel to facilitate the placing/removal of the lifting belts. **Navigation of the vessel remains at all times the sole responsibility of the skipper.**

Any special requirements such as the requirement to tie back the bow lifting belt, any intended subsequent removal of the rudder, engine etc, should be made known at the time of booking not when the vessel is presented for lifting.

The **Boatlifter Contract must be completed prior** to the presentation of the vessel for lifting.

All sailing vessels less than 25 tons in weight are lifted by the small travel lift and thus the following rules apply: if L.O.A exceeds 38 feet or a vessel has a bowsprit the forestay should be released to permit a bow entry in most cases. Alternatively, a stern entry may be considered providing there are no protrusions such as aerials, radar towers or wind vanes. If there are, then there may need to be removed and on some occasions the backstay may also need to be released. All such removals/releases must take place prior to the vessels presentation for haulout. If you are not sure which machine you will be lifted on, please contact the Travel Lift office.

RELAUNCH

Once the vessel has been returned to the water the engine may be started. Once the lifting belts have been lowered below the keel and rudder the travel lift driver will indicate when the vessel may depart.