



NORFOLK BROADS YACHT CLUB

Crane Terms of Use & Guidelines

BE SAFE! – OPERATING A CRANE IS SERIOUS BUSINESS

Crane operation is a serious responsibility which should never be taken lightly. A properly trained crane operator will never approach another crane operator during a lift unless he/she observes a hazardous situation which requires immediate cessation of the lift. People with poor peripheral vision or diminished capacity due to ingestion of pain relievers, decongestant or other medication which may impair their mental acuity should not operate any crane. The use of alcohol or other intoxicants by crane operator is strictly forbidden and will result in loss of crane operator privileges.

The crane operator is fully responsible for the equipment and people around the crane.

This crane is rated for 1 ton. It has powered up/down and manual rotation. Please familiarise yourself with crane operation before use.

OPERATOR DOS AND DON'TS

- Do not eat or drink
- Do not sleep
- Never divert attention when there is a load
- Practical jokes are forbidden
- Do not use alcohol or other intoxicants
- Do not operate if taking medication

Safety Instructions

- Do not lift people and never ride the hoisting load
- Do not lift load over people. No one shall be under the hoisting load
- Make sure the sling is well balanced. Avoid tip loading, and loading on hook latch
- Never lift the load over the rated capacity
- Do not operate with kinked, twisted or damaged cable or strops
- Avoid side pull or end pull, and quick reversal operations
- Never leave the suspended load unattended
- Make sure you take up slack slowly

BEFORE OPERATING THE CRANE

- Never operate if a “DO NOT OPERATE” tag is attached
- Inspect crane and all rigging before moving load
- If inspection reveals any damage or crane is not operating properly, do not use the crane; report the problem to the Club Secretary
- Make sure access and pathway is clear
- Use the correct straps for your boat

OPERATING THE CRANE

- Don't lift your boat alone. Bring two crew members to help
- Don't operate with twisted or kinked straps

- Lift and lower loads vertically. An unbalanced load is dangerous. Make sure the rigging/strong-back/spreaders are centered over the load, both fore and aft and starboard and port
- Apply power steadily to avoid jerking especially when rotating. Stopping and starting causes boat to swing due to its weight. In addition, jogging the motor on the crane (repeatedly turning on and off) causes undue wear and tear on the motors.
- The up and down buttons are fixed speed.
- Take your time, go only as fast as you are comfortable
- Never lift people or loads over people
- Use a bow and stern line to control the motion of the boat
- The crane will automatically shut down if the Up stop is activated
- An unattended active crane is dangerous

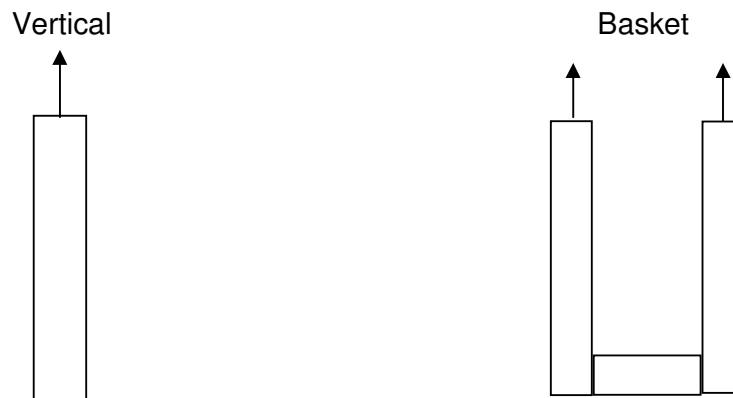
STORING THE CRANE

- Move the hook to its full up location
- Close and lock control box
- Point the boom towards the Dinghy dyke

ALSO

- Backing into the lift area, lifting the boat and then pulling the trailer out from under the boat is often the fastest and best way to launch your boat
- If others are waiting to use the lift, please finish using the lift as soon as possible
- Straps must have a tag stating their lift capacity
- Boats with sharp bows and sterns require a line between the two straps
- Do not use a lifting ring unless you are familiar with the characteristics of lifting your boat with the ring

Sling Position



Crane lifts require the use of slings. Slings are generally made of nylon or wire mesh. Nylon slings have the advantage of being easy to wrap around a load but can be easily cut or damaged if used improperly. Wire slings should have no more than two wires out of nine broken. Discard all damaged slings immediately.

Rigging slings may be utilised in three basic manners. Each sling carries with it a label with rated weight limit capacities for vertical or basket configurations. The basket configuration, which is analogous to using a spreader bar to distribute the weight on two legs instead of a single vertical sling, represents the highest rated capacity. This basket configuration is roughly twice as strong as the vertical configuration. A typical example

would be a basket configuration with a 7200 lbs capacity would have a vertical capacity limit of only 3600 lbs. Taking a single sling and using it in the choker configuration would further degrade the capacity of the sling, dropping the rate of capacity of 3600 lbs in the vertical position to 2900 lbs in the choker position. Thus, in addition to the sling angle, sling position must be considered for all crane lifts.

NBYC CRANE TERMS OF USE AND GUIDELINES

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DECLARATION

Norfolk Broads Yacht Club (NBYC) shall not be liable for any damages of any kind arising from the use of the NBYC hoist crane (Crane) or slipway cradle (Cradle), including but not limited to direct, indirect, incidental, punitive and subsequent damages.

To the fullest extent permitted by the law, Norfolk Broads Yacht Club (NBYC) hereby excludes all warranties regarding the 'Crane or cradle', including warranties that might otherwise be implied as to quality performance, or fitness for purpose. Norfolk Broads Yacht Club (NBYC) shall have no liability for any claim whether arising in contract, tort or otherwise, from your use of, or inability to use the Crane or Cradle.

I confirm that I have read and agreed to the above instructions and terms of use and consider myself a competent and a practised operator in the use of the NBYC Crane.

I agree to indemnify and hold harmless the Norfolk Broads Yacht Club (NBYC) from ANY claim or demand, including but not limited to lawyers' fees, made by any party due to or arising from use of NBYC, or violation of the NBYC Crane terms of use (as above), or the violation of the rights of another person.

Signed

Date

(Print name)

Witness

Date

(Print name)