

5. Crane-in/Crane-out

*Amended April 2010
Amended June 2012
Amended March 2013
Amended September 2013
Amended October 2013
Amended November 2013
Amended April 2015
Amended May 2015
October 2017*

This policy has been established by the Directors of the SYC to emphasize safe practices.

- 5.1 The boats of Members In Good Standing are eligible to be Craned in or out. The boats of Members not in good standing, and/or who have not signed a liability waiver, and/or who have not provided satisfactory proof of insurance coverage, will not be craned in or out.
- 5.2 During crane-in or crane-out personal protective equipment for assigned tasks is mandatory.
- 5.3 Boat owners are required to be in attendance at crane-in and crane-out and assist as directed by the Harbourmaster. If unable to attend personally, the owner must appoint a designate who is knowledgeable in the placement of the boat on the cradle. An Owner may only be delegated for one other boat.
- 5.4 It is the owner's responsibility to notify the Harbourmaster of the delegated individual at a minimum of two weeks prior to crane in or crane out. Boats without owner or delegate present will not be craned in or out.
- 5.5 During crane in/out, the owner or delegate will be assigned to a work task by the Harbourmaster for an expected duration of 6-8 hours.
- 5.6 While his/her boat is being craned in/out the owner/delegate shall be in attendance, but is expected to return to his/her task/assignment upon completion.
- 5.7 Bow and stern lines (of 30-35 ft in length of sufficient diameter and type and with no knots (minimum 3/8th in in diameter, polypropylene is not accepted)), and subject to the Harbourmaster's approval shall be attached to allow towing and guiding of the vessel into its position.
- 5.8 All boats shall have marks indicating the positions for the slings.
- 5.9 All boats shall be craned in or out with masts down.
- 5.10 In order to prevent all boats from slipping within the slings, once the slings are set in position, lines joining the two slings will be attached on at least one side of the boat before the lift commences.
- 5.11 Sufficient fenders should be attached to both starboard and port sides.
- 5.12 It is preferred that the bottom be completely painted prior to crane in; not to be touched up during the lift from the cradle. However, if necessary, the boat will be lifted approximately one (1) foot and only the owner (delegate) is allowed to paint the cradle pad areas.
- 5.13 It is the responsibility of the owner (delegate) to ensure that mooring lines are properly installed prior to crane in, and removed prior to docks out. It is the responsibility of the owner (delegate) during crane in to ensure that the boat is secured to the dock and not taking on water (sea cocks closed). Dock captains will ensure that owners remove cleats and steps from the dock prior to docks out. It is the responsibility of the boat owners to remove cleats and steps from the dock prior to docks out.

- 5.14 Many boat owners run ¼” or ½” polypropylene lines (pilot lines) from the mooring balls to the dock along each side of the vessel. This holds the mooring ball in position reference to the dock and can aid in positioning the boat. All pilot lines must be removed prior to crane out.
- 5.15 Cradles
- 5.15.1 All cradles, newly accepted into SYC, must be manufactured professionally of metal, not home built.
 - 5.15.2 The Harbourmaster shall inspect all cradles, and identify those cradles not approved for use. He/she shall advise the owners of the reasons for withholding approval.
 - 5.15.3 Each cradle must have the boat’s and owner’s names and the bow and stern ends clearly indicated. Those not marked will NOT be moved at cradle set up.
 - 5.15.4 The use of freestanding jack stands, pylons or supports is permitted only to supplement or reinforce approved cradles.
 - 5.15.5 Owners/delegates are responsible for the final leveling and cradle set-up to ensure minimum cradle crew involvement.
- 5.16 Masts, Raising/Lowering: It is the responsibility of Boat Owners to ensure their masts are raised/lowered in a safe manner. It is required that Boat Owners:
- 5.16.1 Understand the structure and limitations of their own boat, or if not, ensure that one member of the crew takes responsibility for the undertaking.
 - 5.16.2 Ensure that one member of the crew is cognizant of the operation of the mast crane.
 - 5.16.3 Recruit a crew consisting of 3 or more people, depending on the size and weight of the mast.
 - 5.16.4 All masts rigging and deck mounted equipment (booms dinghies, etc...) must be securely attached to the boat before crane in or out if applicable.
 - 5.16.5 It is the owner’s responsibility to ensure that their boat is properly prepared for stepping or unstepping prior to arriving at the mast crane. Experience has shown that a properly prepared vessel will clear the mast crane within an hour or less. Boats should not be left unattended at the mast crane dock.
 - 5.16.6 Each season, the Board will appoint a Mast Crane captain, who will be tasked with scheduling “Member Craning Assist” days after each crane-in & before each crane-out.
 - 5.16.7 The Mast Crane Captain will solicit members to assist owners who require assistance with their mast.
 - 5.16.8 Any member may request this assistance; however, priority will be given to new members and to boats with larger, heavier masts, double spreaders, boats with long keel-stepped masts and to owners who have significant difficulties for physical or lack-of-expertise reasons. This assistance will not be offered outside the days scheduled. It is the owners’ responsibility to follow up with available volunteers to schedule and complete their mast operation.

