

**USAGE RULES AND PROCEDURES FOR ALL NSC  
CRANES**

**NOTICE**

**AS PER NSC BY-LAW No.1, PARAGRAPH 3.5  
USE THIS CRANE AT YOUR OWN RISK**

**BY USING THIS CRANE YOU VOLUNTARILY  
ACCEPT ALL RISKS ASSOCIATED WITH ITS USE  
OR OPERATION.**

**USERS OF THIS CRANE ACCEPT ALL LIABILITY  
FOR ANY PROPERTY DAMAGE, PERSONAL  
INJURY OR DEATH, HOWEVER CAUSED DURING  
ITS USE OR OPERATION AND RELEASE NSC  
FROM ANY AND ALL LIABILITY WITH  
RESPECT TO USE OF SAME.**

- ◆ **If you are not 100% sure of the proper procedure ask for assistance**
- ◆ **Load limits - No boats over 10,000 lbs on north or south lifting cranes / Nothing over 300 lbs on south masting crane & 1,000 lbs on north masting crane**
- ◆ **Do Not Use at times of high gusts or wind velocities/more than 60 kph**
- ◆ **Do not use while under the influence of drugs or alcohol**
- ◆ **Follow the procedures as described on the website & elsewhere**
- ◆ **3 able bodied people minimum required for using the cranes**
- ◆ **NEVER work under boat unless boat is supported by chained jack stands, trailer or cradle. NEVER WHEN SUSPENDED BY STRAPS ALONE.**
- ◆ **NEVER leave boat unattended in slings**
- ◆ **NEVER stand or walk under a suspended boat.**
- ◆ **Insure boats stay horizontal/as close to level fore & aft as possible during lifting. If not, lower & reposition slings as necessary**
- ◆ **NEVER use Boat crane or Masting Crane to lift or hoist a person**

#### **Part 1 - HAUL-OUT / SOUTH CRANE**

1. Inspect all lifting equipment and report any suspect equipment immediately.
2. Back in trailer, center line of trailer in line with marks on concrete.
3. Secure the boat in the well, bow out. The boat MUST be backed into the well & secured with 4 lines, one to each corner of the well.
4. Unlash transverse lifting bar (yellow) & hoist with electric crane controller. Hoist lifting arm to a height that will clear your boat (mast is already down) when you swing the crane boom & lifting arm over your boat which is floating in the well, bow pointed out.
5. Insure the lifting bar is oriented across the boat ONLY. NEVER aligned along the boat, bow to stern.
6. Attach slings to hooks on one end of lifting bar, making sure safety clip closes. Slings will sink, quickly! Then pass forward sling around & under bow of boat & back to the hook on the other end of the lifting bar, making sure not to have any twists in the sling. Then pass the aft sling under the rudder & stern of the boat & around to the hook on the other end of the lifting bar. Again make sure the sling is not twisted. Make sure aft sling is not under keel, propeller or sail drive. Lifting point marks on side of hull are helpful, if you don't have any, mark position of sling on hull before next launch (see below Launch item 7).

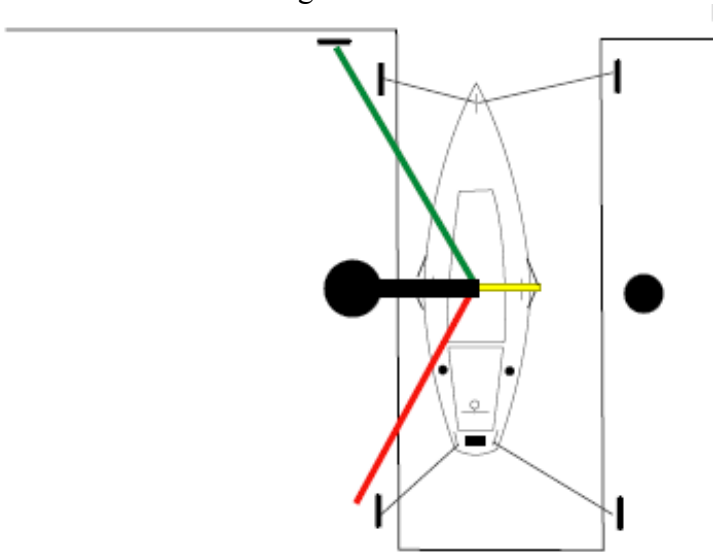
7. Have one crew member hold the aft sling back towards the stern to the lifting point & another crew member hold the forward sling forward to the lifting point. Take up the slack by hoisting the boat, but do not lift the boat out of the water. Lift only to a point at which the boat's weight stops the straps from slipping.
8. Crew members to come off boat at this time. Absolutely no one aboard during lift.
9. Hoist boat just clear of water to determine correct balance. The boat must be horizontal or nearly so when raised out of the water. If the boat appears to be well balanced, make sure that slings have cleared drive shafts & rudders so you don't lift the boat on the drive shaft or outdrive.
10. If all is OK, continue to lift it; otherwise, put the boat into the water again & reposition the slings. Return to Step 7.

**Diagram 1 – PLAN VIEW Ready to hoist**

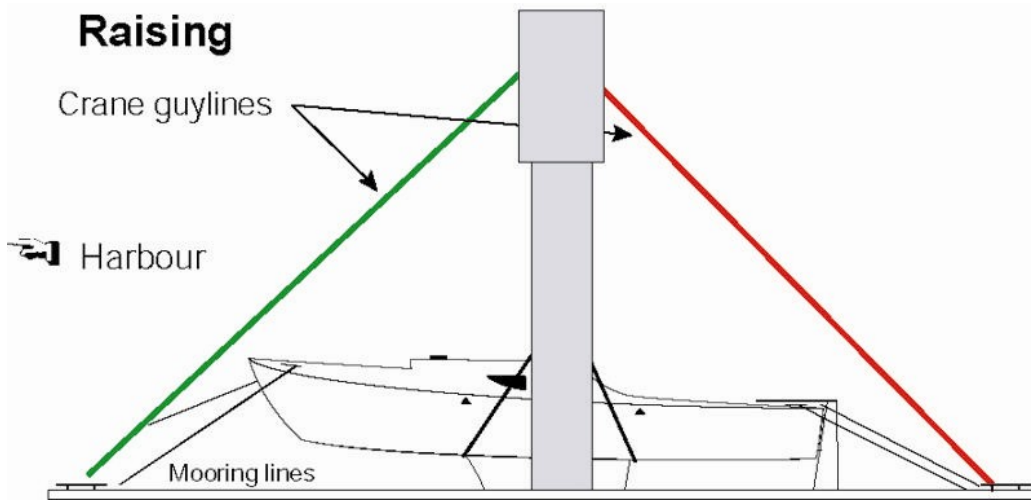
Green & red = crane control lines

Grey = boat mooring lines

Yellow = transverse lifting bar

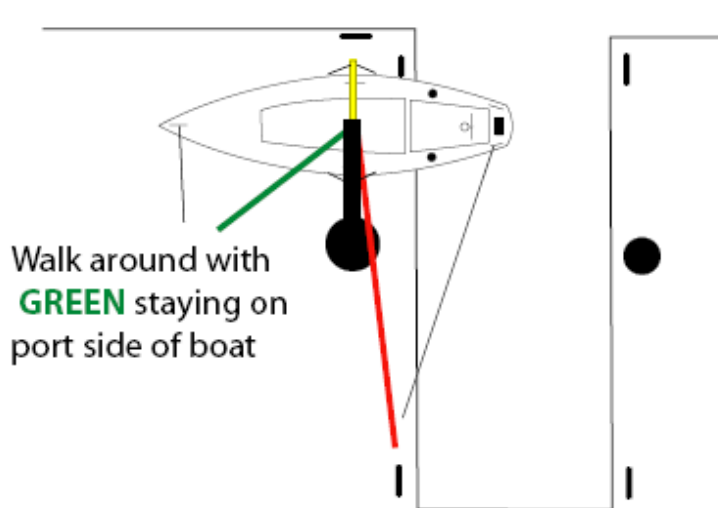


**Diagram 2 – SIDE VIEW Hoisting up out of the well**



11. Insure that Crane control lines and Boat mooring lines are kept on the same side of the boat as the crane arm at all times, both launching and hauling out.
12. Hoist the boat up carefully to clear the well.

Diagram 3 – PLAN VIEW - once boat clears the well, swing counter-clockwise to trailer/cradle. Here the boat has been rotated 90° on its way towards trailer/cradle



13. Keep Boat oriented at right angles to the crane arm and watch for interference with the masting crane and its lines during the following operation.
14. Move the crane boom & lifting arm from over the boat well, 180° degrees counter clockwise until it is over the trailer using the rope guys. Control this motion by putting a turn around the cleats on the wall. When the boat is centered on the trailer, lower in a continuous controlled manner. Do not introduce jerking movement by stopping and starting the crane motor.
15. When the boat is sitting on the trailer pads, stop the lowering. Go aboard by ladder & remove the slings carefully to ensure you don't drop them on crew.

Diagram 4 – END VIEW - boat 90° rotated towards trailer

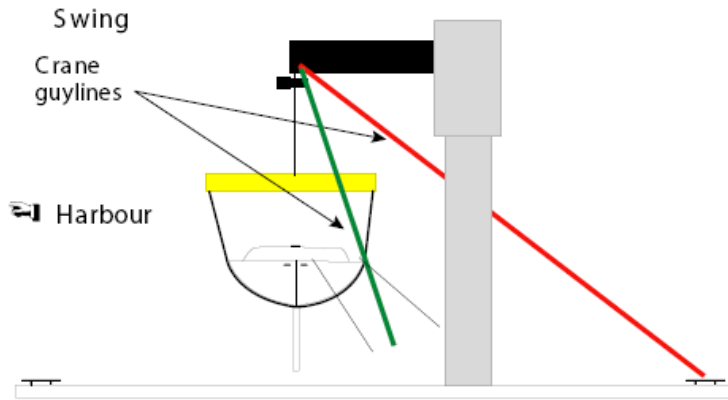


Diagram 5 – SIDE VIEW boat suspended over trailer being lowered on trailer pads

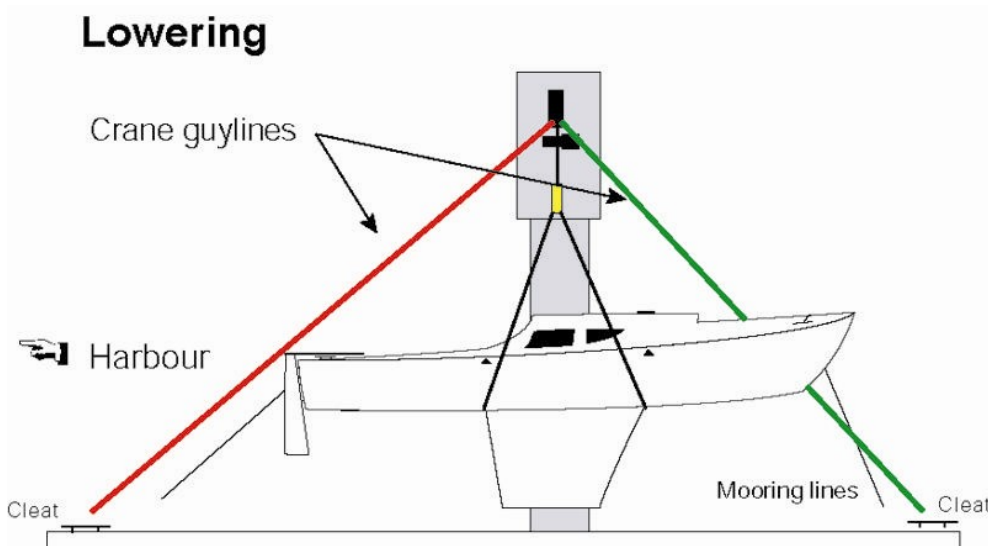
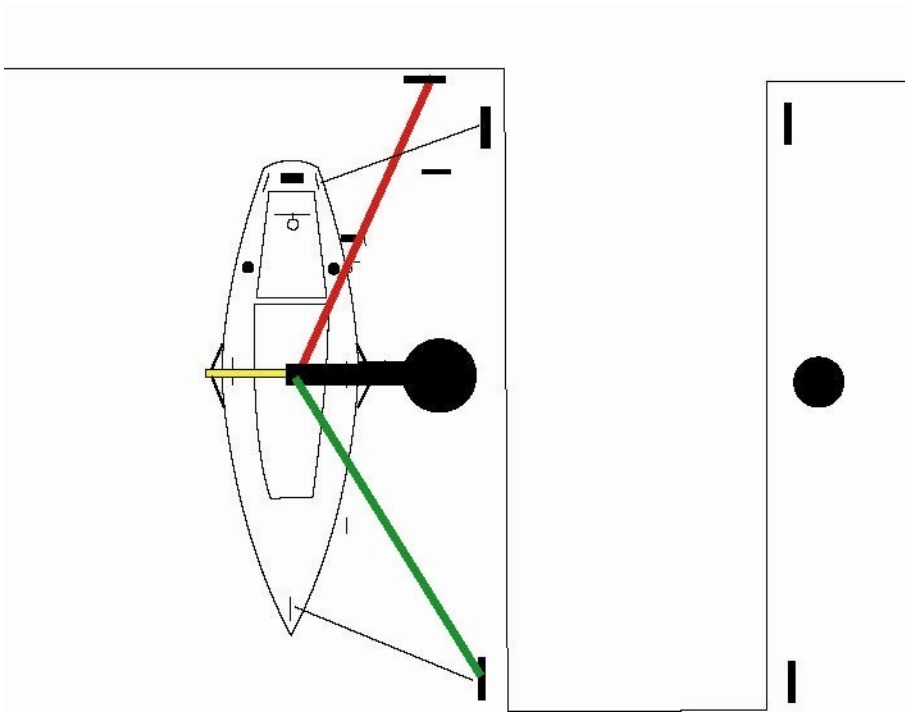


Diagram 6 – PLAN VIEW – swinging boat counter clockwise onto trailer/cradle



16. Lower lifting arm, remove slings and lay out along walkway in order to dry.

17. Park trailer in designated area or take it home.

### **Part 1 – Launch / SOUTH Crane**

1. Inspect all lifting equipment and report any suspect equipment immediately.
2. Back in trailer/cradle, center line of trailer in line with marks on concrete crane pad.
3. Unlash transverse lifting bar (yellow) & hoist with electric crane controller. Hoist lifting arm to a height that will clear your boat when you swing the crane boom & lifting arm over your boat which is on its trailer/cradle.
4. Insure the lifting bar is oriented across the boat ONLY. NEVER aligned along the boat, bow to stern.
5. You need one person to climb up a ladder onto your boat while it is sitting on its trailer/cradle. You need at least 2 people on the ground on either side of the boat to pass the slings to the person on the boat. Attach slings to hooks on lifting bar on one side of the boat making sure safety clip closes. Then pass forward sling around & under bow of boat & back to the hook on the other end of the lifting arm making sure not to have any twists in the sling. Then pass the aft sling under the rudder & stern of the boat & around to the hook on the other end of the lifting bar. Make sure that sling is not under drive shaft, propeller or sail drive Again make sure the sling is not twisted.
6. Have the crew come down from the boat. No one is to be onboard during the lift.
7. Have one crew member hold the aft sling back towards the stern to the lifting point & another crew member hold the forward sling forward to the lifting point. This can be done standing on the ground beside the trailer/cradle or up on the boat.

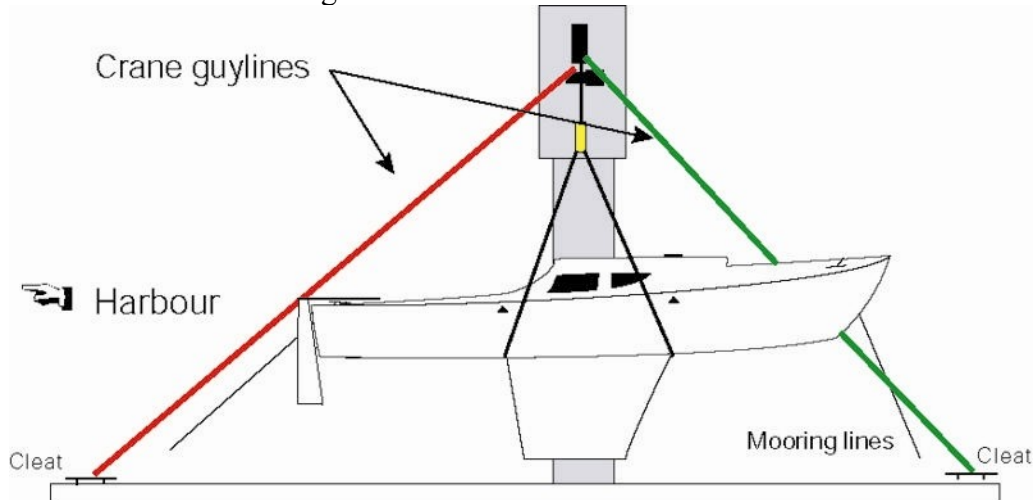
8. Hoist boat just clear of the trailer/cradle to determine correct balance. The boat must be horizontal or nearly so when raised off the trailer/cradle. If the boat appears to be well balanced, make sure that slings have cleared drive shafts & rudders so you don't lift the boat on the drive shaft. Mark the correct lifting points for the slings so they are clearly visible for next time.
9. If all is OK, continue to lift it off; otherwise put the boat onto the trailer/cradle again & reposition the slings. Take up the slack by hoisting the boat, continue at step 7.

**Diagram 1 – SIDE VIEW - Ready to hoist**

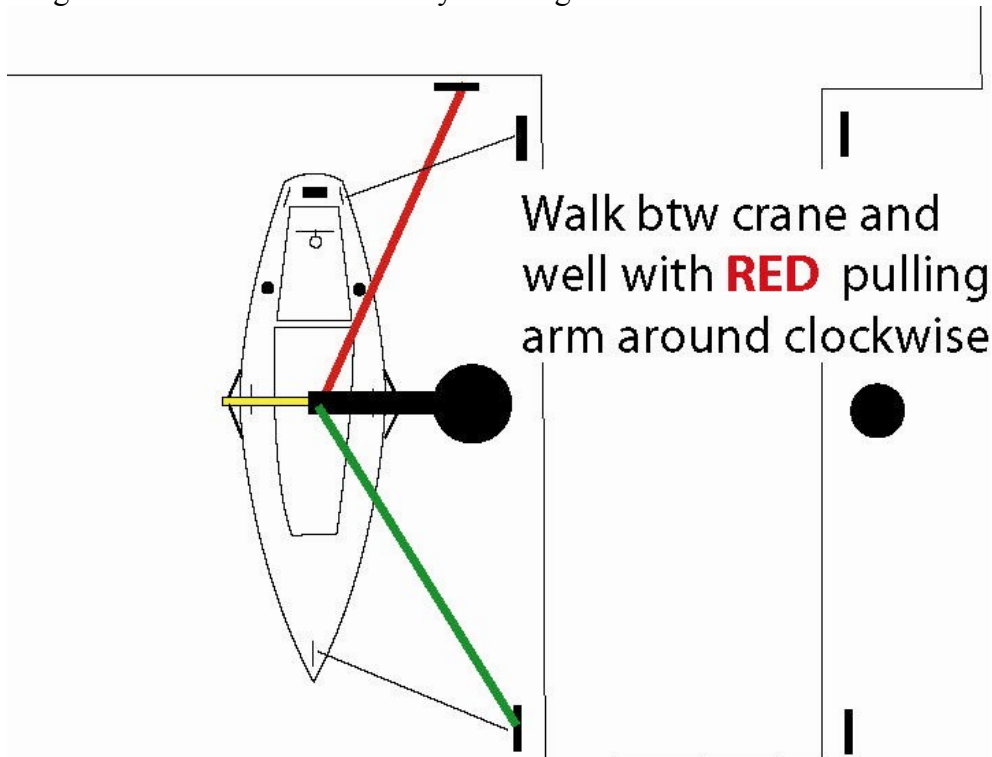
Green & red = crane control lines

Grey = boat control lines

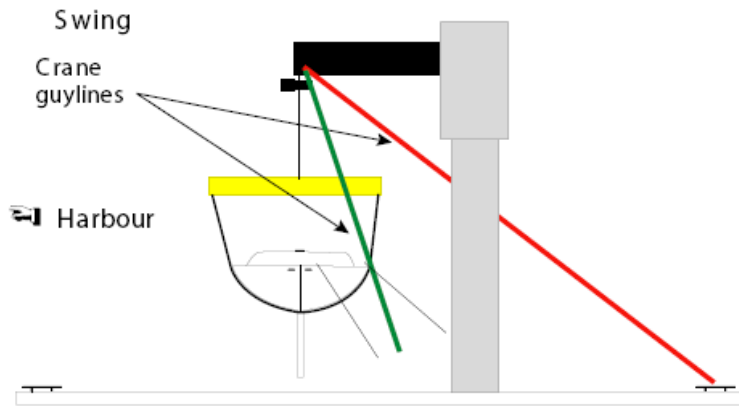
Yellow = transverse lifting bar



**Diagram 2 – PLAN VIEW – ready to swing boat clockwise over well**



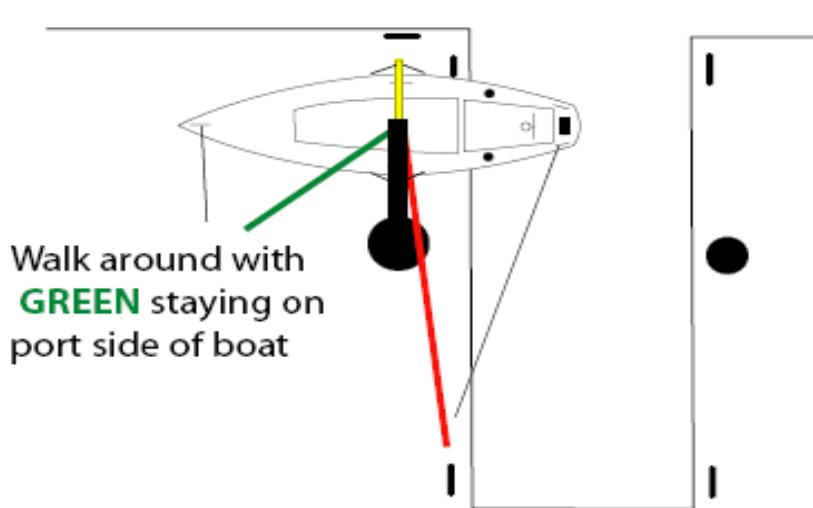
**Diagram 3 – END VIEW boat 90° rotated towards well**



10. Insure that Crane control lines and Boat control lines are kept on the same side of the boat as the crane arm at all times, both launching and hauling out..

11. Hoist the boat up carefully to clear the trailer/cradle

Diagram 4 – PLAN VIEW - once boat clears the trailer/cradle, swing clockwise over well. Here the boat has been rotated 90' on its way towards well



12. Keep Boat oriented at right angles to the crane arm and watch for interference with the masting crane and its lines while rotating the boat & crane arm. .

13. Move the arm from over the trailer, 180' degrees clockwise until it is over the boat well using the crane control lines/rope guys. Control this motion by putting a turn around the cleats on the wall. When the boat is centered over the well, lower in a continuous controlled manner by pressing the down button on the crane controller. Do not introduce jerking movement by stopping and starting the crane motor.

14. When the boat is sitting in the water in the well, stop the lowering. Go aboard & check for leaks. If leaking, fix or haulout to repair. If dry, remove the slings carefully to ensure you don't drop them in the water. They sink quickly!

Diagram 5 – SIDE VIEW boat being lowered into well

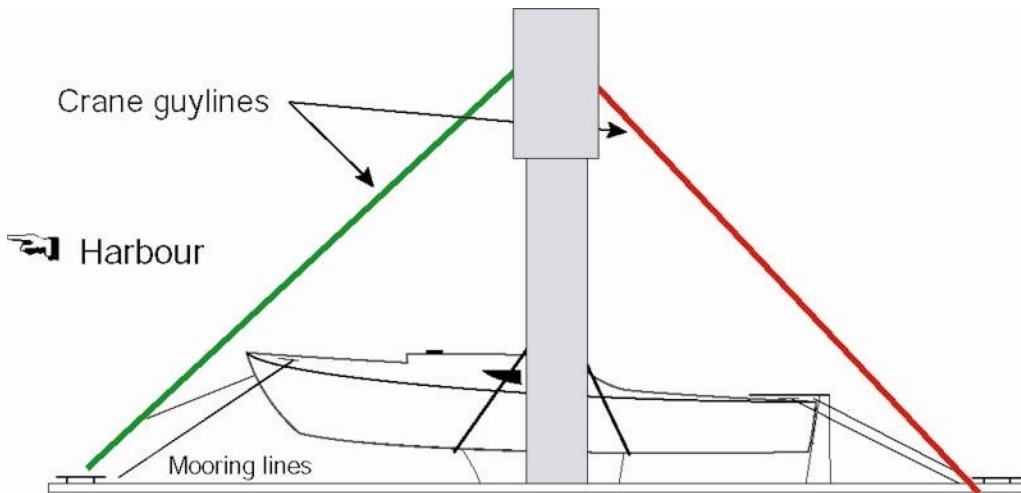
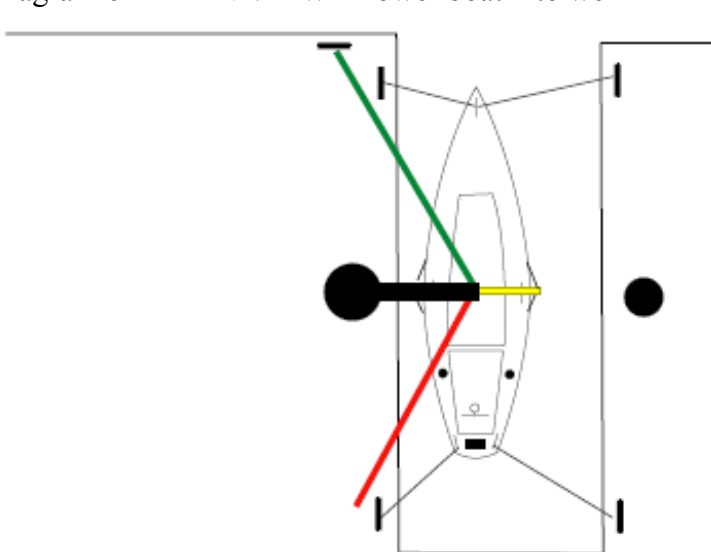


Diagram 6 – PLAN VIEW - Lower boat into well



15. Secure the boat in the well. It will now be bow out. The boat should be secured with 4 lines in the well, one to each corner of the well particularly if masting.
16. Lower lifting arm, remove slings and lay out along walkway in order to dry.
17. Park trailer in designated area or take it home for the summer.

## Part 2 - HAUL-OUT & LAUNCH /NORTH CRANE

The North Crane has a maximum weight restriction of 10,000 lbs, identical to the south crane. The rotation of the Crane Arm on the North Crane is operated by an electric motor, controlled by a switch at the base of the North Crane. There are no crane arm control lines as there are for the South Crane. The use of the North Crane for both haulout and launch is identical to that of the South Crane with the exception that the rotation of the North Crane Arm is controlled electrically, not by crane control lines.