

TBYC Launch and Haul Policy

Updated March 2022

- 1) The launching and hauling of a boat is the responsibility of the owner. *Members who have not launched or hauled a boat previously, using club equipment, shall advise the Operator of this fact.*
- 2) The club provides a travel lift and slip at the mission Property, which will handle vessels up to fifteen (15) foot beam and twenty (20) US tons displacement. *There is no guarantee that by belonging to the Club a member's boat will be launched, hauled or lifted.*
- 3) The Executive shall set the fees for the various uses of the travel lift.
- 4) The travel lift is only to be operated by Operators designated as qualified by the Executive.
- 5) The Operator reserves the right to refuse to lift, launch or haul any boat under conditions deemed by the Operator to be unsafe.
- 6) The Thunder Bay Yacht Club is not responsible for any damage to a boat as a result of it being launched, hauled, lifted or moved for any reason. All boats are required to have liability and property damage insurance before any lift, move, launch or haul will be approved.
- 7) The Member shall arrange for a minimum of two (2) additional persons to assist with a launch, haul, lift, or move. At the discretion of the Operator, they will not be launched, hauled, lifted, or moved unless these helpers are available.
- 8) It is expected that Club members will assist members to launch and haul when requested, and assist members who have not hauled or launched a boat previously.
- 9) The Member is responsible for making arrangements for a launch or haul-out by using the online booking system available through the Member portal of the TBYC Website. Members unable to access the online system may contact the Facility Manager or Launch & Haul Director for assistance with booking a launch or haul.
- 10) Boats not ready when called during their scheduled time window shall be re-scheduled for another day at the expense of the boat owner. At the discretion of the Operator or the Launch & Haul Director, a boat may be lifted out of the scheduled order to accommodate unexpected delays or circumstances. However, if a boat is not ready when scheduled, there is no guarantee that it will be launched or hauled on the same day.

- 11) Prior to launch or haul, storage areas will be clean and free of debris, with grass trimmed, prior to a lift.
- 12) At haul out, sufficient cribbing and/or stands shall be prepared and at the ready. Cradles should be stable and positioned correctly to receive the boat. Support pads should maintain the proper angle and not require a person to hold them in place while a boat is being lowered.
- 13) It is the boat owner's responsibility, to ensure the lifting points on the hull are clearly marked and visible prior to lifting.
- 14) Prior to lifting, the boat owner or their representative is responsible for ensuring for the correct positioning and securing of the slings. The TBYC, its representatives, the lift Operator or any assistants will not be responsible for slings that have been incorrectly positioned on the boat, or damage resulting from it. Slings, when removed from the hull, shall be attached back to the travel lift by the member, their representative or their helpers.
- 15) No boat shall be lifted if a stay, halyard, or any other part of the boat will make contact with the travel lift, other than the hull and slings. All sailboats will have their forestay or backstay disconnected prior to entering the launch slip, or before the lift approaches their cradle. Whichever stay is closest to the crossbar of the travel lift must be disconnected prior to being lifted. At the sole discretion of the Operator, exceptions may be made for sailboats known to be without conflict.
- 16) A time limit of 30 minutes is allowed for each launch or haul. Any member who exceeds this time limit shall be charged an additional fee. The TBYC will take into consideration member's experience, weather and TBYC equipment breakdown, before assessing this fee. Undue delays include such things as: failure to have a cradle, trailer or blocking ready, improper placing of slings, not having rigging loosened. Not more than five minutes is allowed for painting of areas under the cradle pads during launching, unless prior arrangements have been made.
- 17) A boat shall not move into the haul out slip until notified by the Operator or their assistant. Boat owners not familiar with the travel lift slip should be aware of the current, which may be encountered near the slip.
- 18) The boat operator shall enter the slip at a speed that ensures control of the boat at all times. If weather, wind, or current make it impossible to maintain control, the boat operator shall not enter the slip. The boat owner is responsible for the cost to repair any damage to TBYC launch and haul equipment, or facilities, incurred as a result of the operation of their boat.
- 19) When launching, the slings shall not be lowered before the hull has been checked for the ingress of water.

- 20) Any boat that is taking on water, whose engine will not start, is unable to propel itself, or is experiencing any other issue that prevents it from leaving the launch slip after being lowered, will be allowed a maximum of 10 minutes to resolve the problem, after which it will be returned to its storage area, cradle, or trailer and the owner will be required to rebook the launch time at their own expense. The lift Operator may exercise discretion regarding this time limit if it is felt a solution is imminent, but will not unduly delay others waiting to launch. A boat unable to leave the launch slip (such as a wooden boat requiring an extended soak time) will not be left in the slings unless prior arrangements have been made with the Launch and Haul Director, or Facility Manager.
- 21) Pursuant to Federal Regulations, boats shall have engines and exhaust systems pumped clean of winter antifreeze of any kind (pink or green) prior to being launched. No Exceptions.
- 22) Boats may be lifted temporarily for repairs depending upon other scheduled usage. The travel lift may be used for the lifting of engines, moving of cradles, etc., at a time when the travel lift is not in use for launch and haul.
- 23) The boat owner is required to provide sufficient support for the boat if it will be left hanging in the slings during repairs. For safety reasons, the travel lift will not be depended on as the sole method of supporting a boat when work is being done to it, with the exception of specific approved maintenance tasks or to quickly paint areas covered by support pads when on the hard. Arrangements shall be made with the Launch and Haul Director, or Facility Manager, for all additional lift services.
- 24) At haul out, sufficient cribbing and/or stands shall be prepared and at the ready. Cradles should be stable and positioned correctly to receive the boat. Support pads should maintain the proper angle and not require a person to hold them in place while a boat is being lowered.
- 25) With the approval of the Launch and Haul Director, or Facility Manager, a non-member's boat may be lifted for emergency repairs.

Raising and Lowering of Masts

- 26) The maximum load that may be placed on the mast hoist is 500 lbs.
- 27) The mast hoist is for lifting masts only. Members will not use the hoist to lift any other item without prior written approval from the Launch & Haul Director or Facility Manager. This includes, but is not limited to, dinghies and engines.
- 28) It is strictly forbidden to lift people with the mast hoist at any time, and for any reason.

- 29) Persons who have not used the TBYC mast hoist, or who have no prior experience stepping a mast, must be assisted by an experienced person. A Mast Stepping and Hoist Usage guide is available in the Documents section of the website.
- 30) The member is responsible for ensuring that adequate assistance is available for the safe raising or lowering of a mast.
- 31) The TBYC recommends using proper lifting slings and hardware for any lifting. If a member chooses to use ropes instead, or as part of the rigging, they should be in good repair, of sufficient strength and affixed with correct knots. The TBYC will not be liable for any damage to boats or masts while using the mast hoist.
- 32) If during the hoisting operation the cable is allowed to run to the top of the hoist it is the responsibility of the member to arrange for its retrieval, at their own cost and in a timely fashion.
- 33) The member shall notify the Launch and Haul Director of any mechanical or safety deficiencies related to the hoist. The member shall place a note on the winch to notify others of any problems.
- 34) The member must report any damage to the Facility Manager or Launch & Haul Director immediately, and clearly flag, sign, or otherwise mark the damage so it is obvious to other users. The member is responsible for the cost to repair any damage they cause to the mast crane, winch, or dock as a result of using the mast hoist.
- 35) Before entering the mast hoist slip, the mast shall be made ready to be lowered by having all booms and sails removed in advance.
- 36) Consideration shall be given to other persons waiting to use the mast hoist. If there is a delay during raising or lowering of the mast, the boat should be moved to another dock to allow others to use the hoist. Once the mast is in place and sufficient rigging is attached to support it, the boat should be moved to another dock to complete the rigging.
- 37) *Boats shall not be left overnight or unattended in the mast hoist slip.*
- 38) Mast carts shall be returned to the mast rack area after use.
- 39) Antennae and spreaders shall be removed from a mast when it is stored on a rack.
- 40) Masts shall be clearly labeled with the boat name, or owner's name, when stored on a rack. Marking inside the base of the mast is acceptable.