

THE DEVONPORT YACHT CLUB (INC.)
HAULAGE MANUAL



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THE DEVONPORT YACHT CLUB (INC.) HAULAGE MANUAL

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1. SCOPE

This manual covers all boat movements and other work where the Club's winch gear is involved.

It covers all aspects of work where Club gear is used for the normal haulage of boats or maintenance work on the Club site.

IT DOES NOT COVER BOAT OWNERS OR CONTRACTORS who move boats on or off the Club area using gear that does not belong to the Club, or who use Club gear without prior arrangement and permission in writing for such an activity.

2. HAULAGE POLICY

The Devonport Yacht Clubs' Haulage Rules are described on the Club's website. This Policy describes the Eligibility, the Haulage Application Process, Use of Facilities, Environmental Constraints, Cradles, Haulage Costs and Penalties. It is to read in conjunction with the DYC Health and Safety Manual (DYC_DOC_002) and Haulage Hazard Register. (DYC_DOC_008)

DISCLAIMER

NOTWITHSTANDING ANYTHING THAT MAY BE IMPLIED OR STATED IN THIS MANUAL, IT MUST BE CLEARLY UNDERSTOOD THAT ALL HAULAGE AT THE CLUB IS AT THE BOAT OWNERS' RISK TO ALL PARTIES.

THE ACT OF SIGNING THE HAULAGE APPLICATION FORM MEANS THAT THE BOAT OWNER ACKNOWLEDGES THIS FACT.

HAULAGE IS A VOLUNTARY OPERATION BY CLUB MEMBERS MOVING BOATS IS A HAZARDOUS OPERATION AND THE CLUB ACCEPTS NO LIABILITY FOR DAMAGE OR ACCIDENTS

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3. INTRODUCTION

The purpose of this manual is to give clarity and definition to haulage. It will endeavour to set out the duties and or actions in each section and the responsibilities for the actions and or duties.

The haulage system in this club works entirely on a voluntary basis. It requires new members who wish to haul or move boats to become conversant with the club gear and systems. This is best done by the new boat owner who has not hauled before to give a hand with the haulage of a boat belonging to an experienced club member or to enlist the aid of an experienced club member when the new member's boat is hauled or moved. This can be likened to the buddy system.

It is the boat owner's responsibility to gain this knowledge and to ensure the safety of the people who are moving the member's boat.

The responsibility for haulage for the club rests with the designated flag officer who accepts this responsibility at the first committee meeting after the annual general meeting. **The flag officer's authority may be delegated** to a person hereafter called "Haulage Master" to operate the years programme. That **flag officer cannot delegate his responsibility** to ensure as smooth a system as possible operates bearing in mind it is a voluntary one. Therefore, the Haulage Master at sometimes may also be the flag officer but this should be clarified through the first club newsletter after the AGM.

No boat movement of any description will take place on the section without the current official Devonport Yacht Club haulage application form being signed and physically held by the Haulage Master prior to the boat's movement.

Anyone one who either consents to or moves a boat without the above form being signed accepts total responsibilities for any problems that may arise.

4. BOAT OWNERS RESPONSIBILITY

It is the responsibility of the boat owner to become familiar with this Manual and the DYC Health & Safety Manual so that the boat owner knows what haulage at the Club involves.

1. The boat owner is required to read this manual before any physical operation takes place.
2. The boat owner will comply with all sections and the flag officer is the final arbitrator in any disputes.

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3. Safety of the people involved in the movement of the boat, if no senior club people are directly assisting in the cradle area, rests with the boat owner. (The Haulage Operator at the winch cannot operate the winch and be in the cradle area at the same time and it is the policy of the Club that two Haulage Operators are present for all boat movements.)
4. The Haulage Operator will nominate persons to provide the necessary visual signals to him throughout the haulage operation. This person may be the second Haulage Operator overseeing the haulage at the boat and advising the Boatowner or some other person experienced in haulage operations.
5. The Boat owner will complete a written application for haulage before his boat is hauled.
6. The Boat owner will assemble his cradle for inspection within a reasonable time before the boat is hauled to allow inspection and any faults fixed before the boat is hauled. Failure to comply may render the haulage application for the boat invalid.
7. The placement of the boat on the section will be at the discretion of the Haulage Master. The requested uphaul dates and downhaul dates will be confirmed or varied by the Haulage Master as circumstances dictate.

Remember you are not the first to haul here. Haulage has been happening here since the late 1800's

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5. HEALTH AND SAFETY

Devonport Yacht Club has a documented Health and Safety policy and procedure. Boat owners will agree to comply with the requirements of this policy.
(DYC_DOC_002)

Before the haulage of a boat is begun the owner must read the policy and complete the on-line Health and Safety induction form.

Minimum Personal safety gear that should be used during haulage operations consists of leather gloves and sturdy shoes.

Before haulage operations commence, a safety briefing shall take place advising any hazards and safety barriers plus notice boards advising of the restricted haulage area are to be put in place.

You will immediately notify the Haulage Master of any hazards which you observe or become aware of on the site that have not been identified in the hazard register (**H&S Manual Appendix 6. DYC Haulage Hazard Register**) and complete the notification form (**H&S Manual Appendix 10: Hazard Notification Form**).

All external contractors must be advised to DYC and approved prior to beginning work on the site, having completed the on-line H&S induction.

Persons not involved with haulage and children under 12 years of age should be kept out of the haulage area

Alcohol and or illegal substances should not be consumed before or during haulage operations by anyone involved with haulage.

THESE SLIPWAYS ARE AFFECTED BY THE WASH OF FAST BOATS. IF YOU HAVE NOT PREPARED CORRECTLY OR YOU ARE TOO SLOW GETTING THE BOAT INTO THE CRADLE AND THE BOAT OUT OF THE WATER AT UPHOUL YOUR BOAT MAY BE DAMAGED.

LIKewise AT LAUNCHING IF YOU ARE TOO SLOW GETTING THE BOAT OUT OF THE CRADLE YOUR BOAT MAY BE DAMAGED AND YOU MAY CAUSE DAMAGE TO THE CLUB'S GEAR.

ASK FOR HELP IF YOU ARE NOT SURE

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6. ENVIRONMENTAL PROTECTION

No contaminants are to be allowed to get into the storm water or the sea. This includes (but is not limited to) dirty bilge water, used oils, fuels, paint or thinners.

All spills are to be reported to the Haulage Master.

Any spills into water ways are to be dealt with in accordance with the Resource Management (Marine Pollution) Regulations 1998 and any subsequent amendments.

All spills must be attended to immediately to prevent tracking and the discharge of material to the Sea, Ground and/or Stormwater.

1. Eliminate the source of the spill immediately if it is safe to do so.
2. Contain the spill. Use the materials in the **SPILL KIT** located in the **Workshop** to contain the spill and control its flow.
3. After referring to the relevant Safety Data Sheet, clean up the spill promptly. It is important to clean up all spills quickly, even small ones, as they can easily flow into stormwater drains or be washed there by rain.
4. Store all waste generated from the spill clean-up in a bunded and covered area in sealed vessels (limiting emission of odorous or volatile compounds).
5. Should the spill escalate or enter the sea notify the Harbour Master Duty Officer ph. 09 362 0397 (ext 0) to report pollution.
6. Advise the Haulage Master who will contact a waste contractor who is licensed to dispose of the absorbents used in the spill clean-up.

7. CRADLES

It is intended that in the interests of safety wooden cradles be phased out of use at DYC. (Appendix C. Typical Cradle Design)

- a) Cradles will have hardwood timber affixed to each of the bearers. Softwood will not be used. (soft wood will grab the ways and gives the boat a jerky movement across the section when side hauling. This is dangerous if hands are used to put metal slides or ways under the boat.)
- b) Cradles will be braced with diagonals between the arms on each side. These diagonals should be steel angle or pipe to stiffen the arms.

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- c) The bearers will be similarly braced with diagonals to the outer edge of each bearer. Please note that points 2 and 3 are there to stop the cradle collapsing/deforming as it is hauled over uneven ground.
- d) Where a fin keel type boat is being hauled it is recommended that guides be attached to center bearer so that the keel is centred onto the bearer.
- e) A mark should be clearly defined on the boat to be hauled so that the owner and crew know where to position the boat in the cradle. This might be the mast, a side stay, window or other mark to line up with a cradle arm.
- f) A painted or taped draft marker is to be fixed to a forward cradle arm.

On cradles for boats with a fin or small, short keel the center bearer shall be faced with timber (soft wood) to prevent keel slipping during haulage or shall be made so that the keel is held in a channel.

Note: Cradles should use substantial fore and aft bearers and compression struts and the diagonals designed for use in tension. A typical cradle drawing is attached see **(Appendix C. Typical Cradle Design)**

CRADLES MUST BE PASSED **FIT FOR USE, SUITABLE FOR SIDEHAUL,** BY THE **HAULAGE MASTER** BEFORE THEY ARE USED **FOR UPHAUL OR CROSSING OF THE SECTION**

8. UPHAUL

- a) The trolley wheels should be greased before it goes into the water.
- b) The trolley slides should have tallow applied before the cradle is slid on to them.
- c) The corners of the cradle should be tied securely to the trolley, not the slides. It must be tied both **down and laterally** to ensure it holds in position on the trolley
- d) Have sufficient experienced crew on board to help with getting boat into cradle and making it secure.
- e) Ensure some of the cradle arms are above water so that you can see what you are doing.
- f) Plan ahead who does what as the boat approaches and enters the cradle. Position crew so they do not alter the trim as the boat settles in the cradle. This is very important with a fin keel type boat.

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- g) Have ropes ready to put on the forward arms of the cradle to the stern of the boat so the boat will stay in the cradle when haul-out begins. This should be done promptly so that haul-out can begin. (Do not try and put so many ties from boat to cradle at this point that it takes all day. Do not tie lines from one cradle arm to the other across the boat so that the boat lifts the cradle. The extra ties can be added after boat has hardened in the cradle.
- h) Some fin keel type boats may need slings ready on the cradle so that the boat does not tip. These can be adjusted along with extra ties straight after the boat is hard in cradle. Have a rope that is already fastened to the cradle to stop the boat tipping forward or backward.
- i) The Haulage Operator or his nominee is to tell the boats master when the boat is straight in the cradle. The Haulage Operators will respond to hand signals only. **Once the winch is working the Haulage Operator at the winch will not be able to hear the spoken word.**
- j) The boat owner should check the boat is sitting correctly in the cradle before the boat is clear of the water.

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9. DYC UNIVERSAL CRADLE

Important notes for users

- a) Know the measurements of the boat:
 - i. At the mast, to set the forward arms of the cradle
 - ii. The beam (widest point) to set the aft arms of the cradle
 - iii. The draft, to inform the winch operator where to position the cradle in the water.
- b) Attend the site before hauling to set the cradle for the boat. This is the owner's responsibility.
- c) Ensure ropes are to hand to tie boat to cradle forward arms.
- d) Have ropes ready to tie mast to forward arms if necessary to keep boat upright.
- e) Have adequate, able crew on board. Agile and able to tie knots.

10. SIDEHAUL

The Slipway winches may not be used for side-hauling unless there is no option and then only with the agreement of the Haulage Master.

THE BOAT OWNER MUST ORGANISE A MINIMUM OF TWO ABLE-BODIED PEOPLE WHO HAVE ALSO COMPLETED THE H&S INDUCTION TO HELP SIDE HAUL THEIR BOAT.

Unless you have the permission of the Haulage Master, you cannot leave your boat on the slip for any longer that it takes to water blast. This is to be done immediately that your boat has left the water. If other boats are being hauled on the same tide you may have to shift your boat off the slip to allow other boats to come up.

The boat owner shall:

- a) Using the gear trolley, layout the gear and winch wire under the direction of a Haulage Operator. (This job may be delegated by the Haulage Operator to an experienced club member)
- b) Refer to section **5. Health & Safety** re securing the operational area.
- c) Check haulage board for the correct positioning of the boat on the section.

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- d) Ensure they have sufficient wooden blocks (located in the dunnage locker) to put under each corner and centre of the cradle to allow the immediate removal of the ways / slides.

11. DOWNHAUL

- a) Refer to points a, b, c of the uphaul section.
- b) If the boat is held in the cradle by several ropes, have sufficient crew to assist onboard with the untying when the boat is just about afloat.
- c) The cradle must be removed from the trolley immediately and put in an area that allows other boats to use the trolleys.
- d) The cradle must be disassembled within 24 hours of the boat going into the water
- e) The cradle will then be placed in the designated areas or removed from the section.
- f) Refer to section **5. Health & Safety**.

12. HAULAGE MASTER DUTIES

The Haulage Master will:

- a) Be responsible to the Commodore for the Operation and Maintenance of the Haulage facilities at the Devonport Yacht Club.
- b) To Act as Haulage Safety Officer (if none elected or otherwise).
- c) Remind members in a newsletter of the closing date for haulage applications.
- d) Before the beginning of the winter haulage, organise the placement of all boats requiring uphaul for the year by using the haulage board, (assisted by the Haulage Committee and Haulage Operators.)
- e) Plan the haulage board using the requested downhaul date of each boat as the priority for its place on the section.
Post downhaul dates on Haulage Notice Board before main downhaul commences. (Weather and other unforeseen circumstances will have been taken into account).

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- f) In the event of an emergency or the need to move boats out of sequence the Haulage Master will contact all the owners involved and advise them of his requirements.
- g) Hold a signed copy of the haulage form for the boat before it is moved on/off/across the section. These forms will be retained in the club's file for 3 months minimum after the boat has left the section.
- h) The Haulage Master will advise the Haulage Operators of forthcoming haulage activity.
- i) He will ensure that there are sufficient people on the list of Haulage Operators.
- j) The club gear will be inspected by the Haulage Safety Officer and the maintenance of it undertaken by the Haulage Master and the Haulage Operators.
- k) The Haulage Master will ensure that only the authorised Haulage Operators have access to the winch keys.
- l) All matters regarding haulage will be addressed in the first instance by the Haulage Master.

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13. HAULAGE OPERATORS' DUTIES

- (a) There will be a person appointed by the committee of the Yacht club, who is considered to be capable of operating all the clubs winches safely and who will be designated as the trainer and evaluation supervisor. This person will be responsible for training all new Haulage Operators and the yearly assessment of the existing Operators (**Appendix B. Schedule of Haulage Operators**)
- (b) Haulage Operators are appointed by the Haulage Master in collaboration with the Flag Officer responsible for haulage. Once a Haulage Operator is appointed, they will remain on the register until that person either puts it in writing that they no longer wish to be an Operator or that person fails the assessment.
- (c) All Operators must be trained to work all the winches and follow the Winch operating procedures (**Section 17**).
- (d) Each winch has set of operating instructions (**Section 18 - Winch Details**) which are to be reviewed by all the Operators and the Haulage Master once a year.

All haulage operations will require the use of two Haulage Operators. One will operate the winch and the other will act as Haulage Foreman and assist and advise the boat owner during the haulage process, and if required appoint a signal person and lookouts to watch for fouling of other boats and to ensure that the haulage is carried out safely and within the capabilities of the equipment.

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14. HAULAGE SAFETY OFFICER DUTIES

1. In the absence of a Haulage Safety Officer (Elected or otherwise) the duty will be the responsibility of the Haulage Master.
2. Responsible to the Haulage Master for the Safe Operation of Haulage facilities at the Devonport Yacht Club.
3. Principal Tasks of the Haulage Safety Officer are:
 - a. Carry out a safety briefing prior to any haulage commencing and record the details on the checklist. **(DYC Health & Safety Manual - Appendix 6 – Haulage Hazard Register).**
 - b. To Ensure that the Nominated Haulage Officers are wearing the Appropriate High Visibility Vests.
 - i. The Haulage Safety Officer.
 - ii. The Haulage Foreman.
 - iii. The Winch Relay.
 - c. To Ensure that All personnel participating in the Haulage Operations are wearing suitable Stout Leather Gloves and Sturdy Shoes.
 - d. To Ensure that the safety bastion barriers plus notice boards advising of the restricted haulage area are to be put in place at Strategic positions along the Haulage Boundary.
 - e. To Ensure that those personnel not participating in the Haulage Operations are outside the Haulage Boundary.
 - f. To Liaise with Members of the public and explain the need for the restrictions in place.
 - g. To Ensure that the Devonport Yacht Club Parking Rules are enforced.
 - h. To Maintain the Register of Approved Haulage Safety Officers, Haulage Foreman and Winch Operators in conjunction with the designated Flag Officer.
 - i. Undertake the Bi-ANNUAL HAULAGE EQUIPMENT INSPECTION SURVEY. **(DYC Health & Safety Manual - Appendix 6 – Haulage Hazard Register).**
4. The Haulage Safety Officer is to report to the Haulage Master any issues relating to Haulage Safety that requires his immediate action.
5. The Haulage Safety Officer shall be any member's initial point of contact on issues relating to the Safety of the Haulage Operations.

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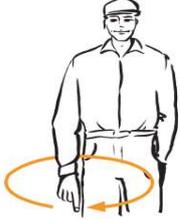
15. HAULAGE FOREMAN DUTIES

The Haulage Foreman shall be decided by agreement between the Haulage Master and Operators in attendance, to ensure that the haulage is carried out safely and within the capabilities of the people and equipment.

- a) He shall be responsible to the Haulage Master for the safe operation of the haulage activities taking place under his direction at the Devonport Yacht Club.
- b) Principal Tasks of the Haulage Foreman are:
 - a. To ensure that the Haulage Officers present are sufficient to control the haulage operations to be undertaken.
 - b. To be conversant with all Rules, Guidelines and Procedures that are contained in the Devonport Yacht Club Haulage Manual.
 - c. To co-ordinate the Haulage Operations, ensuring that they are undertaken in accordance with approved practice. This will include, but not be limited to the following:
 - i. Ensuring there are sufficient skilled personnel to undertake the haulage operations.
 - ii. Ensuring the appropriate equipment is used, in particular the use of sufficient purchase on the side haul tackle to allow controlled movement of the boat
 - iii. To establish a Winch signaler **(Section 14 – DYC Winch Operation Hand Signals)** and ensure liaison and line of communication between the Winch Operator and signaler is not compromised, and that it is established and made known to all personnel, before the commencement of any haulage operation.
- c) The Haulage Foreman is to report to the Haulage Master any issues relating to haulage operations that requires his attention.
- d) The Haulage Foreman will be the boat owner's point of contact on issues relating to haulage activities operations on his/her boat.

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16. WINCH OPERATION HAND SIGNALS

	<p>STOP - Extend one arm and hold palm of hand to front. Hold that position until the signal is understood. Note: EMERGENCY STOP is indicated by holding both arms up.</p>
	<p>HOLD EVERYTHING - Clasp hands in front of body.</p>
	<p>HOIST - With forearm vertical, forefinger pointing up, move arm in circular motion.</p>
	<p>LOWER - With arm extended downward, forefinger pointing down, move arm in circular motion.</p>
	<p>THIS FAR TO GO - Put hands in front of face, palms facing each other. Move hands together or apart to indicate how far to go.</p>
	<p>STOP THE MOTOR - Mover your right arm across your neck left to right in a "throat cutting" motion</p>

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17. WINCH OPERATING PROCEDURES

- A. Do not leave the winch when the drum is turning.
- B. Keep fingers close to on/off switches for instant response to signals or problems.
- C. Always pay attention to the winch and what is happening to the cradle/boat.
- D. Watch the signaller and react immediately to their signals.
- E. Bastion extendable cone bars must be in place prior to turning any motor on so
People or parts of people cannot enter anywhere near the winch when it is operating.
- F. There is no instant reverse.
- G. When launching, close attention must be paid to the drum and the wire Any slack
appearing in the wire and the drum must be stopped – either by stopping the motor
or applying the brake to stop the drum (depending on whether the drum is in gear or
not).
- H. The reason is the trolley may be slowing down due to excessive friction or debris on
the slipway rails.
- I. When the trolley moves again it will free wheel until the slack is taken up. The
severe jerk at the winch and cradle can cause the boat to tip back out of the cradle
with disastrous results, especially for a fin keeler.
- J. If there is slack in the wire stop the winch and then wind the slack wire back onto the
drum before levering the trolley over the obstruction.
- K. Slackness in the cable can also loosen the next few turns on the drum and can
cause the wire to jam between the winch chassis and the drum causing expensive
wire and/or winch damage.
- L. Do not underestimate the power stored in the haulage system.
- M. Watch the wire as it feeds across the drum to the next flange. The wire must not be
allowed to build up at the flange but should feedback gradually across the drum to
the opposite flange. Stop the winch and correct the wire with a tool or lever if a
build-up starts to occur.
- N. Wear gloves and keep clothing, hands, and fingers away from the moving drum and
wire.

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- O. Haulage trolleys must be always hooked onto the slipway anchor chain when the winch is not operating, even for short periods. If the wire or shackle was to break the trolley may run uncontrollably down the slip and someone may be maimed or killed.
- P. All haulage should be done as smoothly as possible to avoid damage to boats and equipment.
- Q. Ensure winches are relocked at the end of each operation and that the boat owner knows it is his responsibility for all equipment to be gathered up and put away.

18. WINCH DETAILS

1) Western Side-haul

- i. Lockout:
 - a. Padlock on power switch
- ii. Controls:
 - a. Electrical Fwd./Off/Reverse switch
 - b. Foot operated drum brake
 - c. Dog clutch to disengage drive
- iii. Main Difficulties:
 - a. Long over-run when power is switched off when rewinding,
 - b. Wire needs to be manually guided when rewinding.

2) Western Slip

- i. Lockout:
 - a. Padlock on power switch box
- ii. Controls:
 - a. This winch is driven by motor electrical On/Off switch
 - b. Gear selection through a 3-speed gearbox:
 - c. Down - single speed
 - d. Up - 2 speed, fast and slow
 - e. Handbrake and lever operated drum Dog Clutch.
- iii. Main Difficulty:
 - a. Engaging and changing gears as teeth do not always line up cleanly.

3) Eastern Slip

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- i. Lockout:
 - a. Padlock on power switch box
- ii. Controls:
 - a. This winch is driven by motor electrical On/Off switch
 - b. Gear selection through a 3-speed gearbox:
 - c. Down - single speed
 - d. Up - 2 speed, fast and slow
- iii. Handbrake and lever operated drum Dog Clutch

4) Eastern Side Haul

- i. Lockout:
 - a. Padlock on power switch box
- ii. Controls:
 - a. This winch is driven by motor electrical On/Off switch with motor driving through a hand operated cone clutch
 - b. Cone clutch allows precise control
 - c. Gear selection is through a 4-speed + reverse truck gearbox. Two forward speeds are normally used:
 - d. Top gear - Fast for cable retrieval
 - e. 1st gear - Slow
 - f. Reverse – Down
 - g. Lever operated dog clutch
- iii. Handbrake applied by screwed handle.
- iv. Free cable payout can be achieved either by disengaging the dog clutch or by placing the truck gearbox in neutral
- v. Main Difficulty:
 - i. Engaging and changing gears as teeth do not always line up cleanly
 - ii. Drive shaft has a high tensile bolt for the drive pin which is susceptible to shearing off. (Spares are kept in the control box)

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19. ACCIDENT/INCIDENT INVESTIGATION

All incidents including near misses are to be reported to the DYC Health & Safety Officer and Haulage Master.

Devonport Yacht Club has a specific accident reporting and investigation form that must be used. **(DYC Health & Safety Manual Appendix 12 – Accident investigation form)**

All accidents or near misses that are reported or known will be assessed and may if considered of significance be investigated by a committee of three (minimum), chaired by the Commodore. The report will be in writing and only the people directly involved or where eyewitness to the incident will be questioned.

The preliminary investigation will be called within 72 hours of the incident. The investigation will start at the incident and work back looking only for actual causal factors not hypothetical ones. (Questioning what, why and how)

The findings of this investigation will be forwarded in writing to the general committee for further action as they see fit. A record will be kept of all reported incidents/accidents and the investigations and findings circulated to the Haulage Operators and/or boat owners as appropriate.

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20. GLOSSARY OF TERMS

Haulage	Means any movement of a boat other than a dinghy that requires mechanical assistance.
Gear	The blocks, wires, strops, chains, shackles, hooks, webbing, steel plates, jacks, and short ways on the trolley held in the workshop and club storage lockers.
Ways	Long & short hardwood timber beams that the boats slide on during haulage.
Slides	Pieces of hardwood with steel guide(s) used on the trolleys and also for guiding cradles off and onto the trolleys
Backstop	A long wedge-shaped piece of timber placed at an angle at the back of the cradle bearer to stop the boat from sliding in an undesired direction when being moved.
Haulage Boundary	Defined as being the line along the Road Frontage of the Devonport Yacht Club, from the Public Toilets through to the Calliope Sea Scout Hall, and generally following the line of the Side Haul Chain.
Bastion Cone Bar	Lightweight and portable barrier system that provides an instant separation between pedestrians and hazards.
Deadman	These are the chains buried in and protruding up from the ground to accept shackles holding the snatch blocks through which the winch wire is run.

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21. APPENDICIES

APPENDIX A. (H&S Appendix 6 - DYC HAULAGE HAZARD REGISTER)

(DYC_DOC_008)

APPENDIX B – SCHEDULE OF HAULAGE OPERATORS

MEMBERS QUALIFIED AS HAULAGE OPERATORS TO USE THE WINCHES AT THE
DEVONPORT YACHT CLUB (September 2021)

<u>Name</u>	<u>Phone</u>	<u>Mobile</u>	<u>Email</u>
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NOTE:

It is the Responsibility of the Boat Owner to organise the Haulage Operators when the Boat Owner requires the use of ANY winch.

Haulage Operators as listed above are to be given five (5) days' notice of ANY requirements for the operation of ANY winch.

Two Haulage Operators are required for each haul and the first Operator contacted and available should organize his assistant.

It is the Yacht Clubs expectation that ALL haulage will be carried out during weekends, as the availability of haulage operators during weekdays may be problematic.

THE DEVONPORT YACHT CLUB (INC.)
HAULAGE MANUAL

APPENDIX C – TYPICAL CRADLE DESIGN

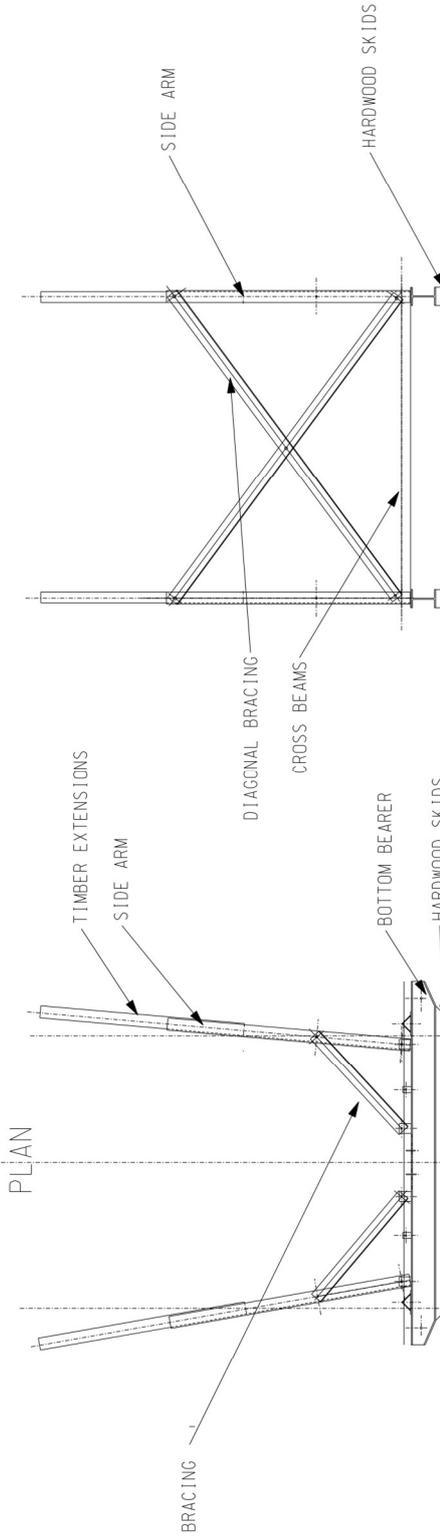
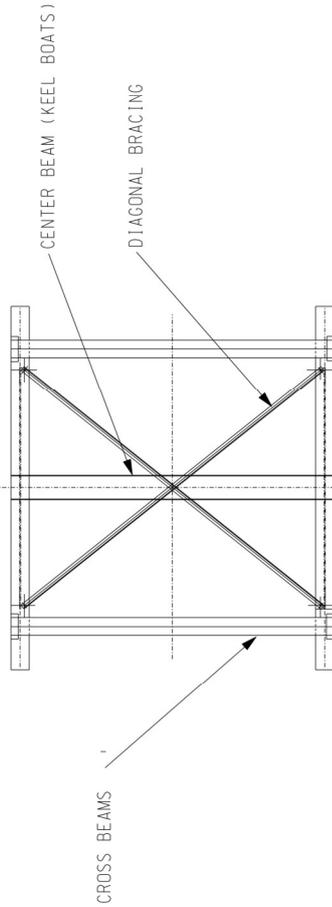
THE DEVONPORT YACHT CLUB (INC.) HAULAGE MANUAL

ANNEX B to
DYC HAULAGE MANUAL

A
3

NOTES:

1. ALL MAJOR COMPONENTS FOR THE CRADLE ARE TO BE OF A SIZE THAT IS COMMENSURATE WITH THE SIZE OF THE BOAT.
2. ALL BRACING IS TO BE OF SIZE CAPABLE OF WITHSTANDING THE COMPRESSIVE LOADS ASSOCIATED WITH SIDE HAUKAGE.
3. HARDWOOD BEARERS ARE TO AFFIXED TO THE BOTTOM OF THE BOTTOM BEARERS (MIN THICKNESS 25mm) TO ASSIST WITH SIDE HAULAGE.
4. TIMBER EXTENSIONS ARE TO BE OF SUFFICIENT LENGTH TO BE ABLE TO BE GRASPED BY HAND DURING ENTRY INTO THE CRADLE.
5. ALL FASTENINGS ARE TO BE FIT FOR PURPOSE.



ELEVATION

THE HAULAGE MASTER OR HIS DELEGATED REPRESENTATIVE ARE THE APPROVING OFFICER FOR ALL CRADLES USED AT THE DYC DURING HAULAGE OPERATIONS. HIS DECISION SHALL BE FINAL

3	3
CENTER BEARER ORIENTATION AMENDED	2
ORIGINAL	1
DETAILS OF CHANGE	ISSUE DATE

CENTIMETRES

SCALE	NTS	CLIENT NAME	DEVONPORT YACHT CLUB
DRAWN		CLIENT ADDRESS	KING EDWARD PDE, DEVONPORT
DATE	AUGUST 2009	TITLE	DETAILS OF A TYPICAL CRADLE FOR THE DYC HAULAGE MANUAL
APPROVED		DRG. No.	DOS 200901
3rd ANGLE PROJECTION		SHEET/PAGE	01
		STANDARDS	NZS 3604 BS 499