

## **Travel Lift Maintenance**

The MCC Travel Lift (TL) is critical to our Yard operations. In 2012 the MCC replaced its 23yr old TL with a 10-year-old TL which wasn't repainted once reassembled. In our Yard planning document created for the General Meeting on 3rd February 2019 (Option 5 Interim Yard Restructure) it was advised that the TL needs refurbishing, "budgeted for 2018 but delayed to 2019 expenditure – Priority 2019".

Following a recent survey, issues were highlighted that require a more major refurbishment than originally planned, this being planned for mid-winter when TL use is less active. A significant refurb now is hoped to deliver another 15 years of TL operational life with only minor upgrades within this time. The work planned will require partial disassembly, scaffolding with wrapped enclosure, sand blasting, and painting. The likely level of expenditure is going to impact other Yard restructuring plans. Our most significant financial priority now is to budget and fund the TL refurbishment which follows on from the recent club house power supply and kitchen upgrades.

## **Booking Yard Services - Changes**

To improve yard resourcing and provide more cost-efficient yard services, the role of Yard Manager has been disestablished. We now employ three Travel Lift Operators (TLO's) and have a new booking system to support the delivery of Yard services. The system is being overseen by our Yard Committee and the Club Manager.

Our TLO's are paid for the hours they work servicing your vessels. If you want Yard Services (TL or cradles), you need to book these in the new online system. The TLO's will not take bookings. They are employed to deliver work requested from the system. The online booking process is easy to use and will soon be the only way to book Yard services. In the mean time if you need help please contact the Club Manager.

## **Improving Our Professionalism and Focus on Health and Safety**

### **Background:**

Recently 2 of our TLO's attended the Marinas Association training course hosted by Port Marlborough at the Waikawa Marina. Our team bought back several recommendations and in response we propose making the following Yard changes. These are in no particular order, time frame will be when we can, and we invite your comments and feedback ASAP (emailed to Tony: [manager@manacc.co.nz](mailto:manager@manacc.co.nz) please).

1. The Club Vessel Register will be updated, we will keep photos particularly of where to locate the TL strops for future haul outs. While these photos will be retained with the register, maintaining this information is the responsibility of vessel owners. If you make changes to your vessel that effect the TL it is the vessel owner's responsibility to update the register. Once we get this done the Vessel Register will be linked to the Booking System to assist with the lift process.
2. Vessel owners have a responsibility while their vessels are in the Travel Lift to provide guidance assistance to the TLO's. We are purchasing VHF headsets to assist with the operator and owner communicating. If vessel owners choose not to perform this task the Club will provide a TL spotter which will be added to the owners lift charges.
3. When you make a booking, a description of the work to be done will need to be included. Several common vessel maintenance guides will be made available for owners to select. Work that involves creating debris that can become airborne or fall under the vessel needs to be contained to ensure compliance with EPA. Disposable

ground sheets maybe required. This is an environmental requirement as much as a common courtesy not to foul adjacent vehicles and vessels. This is already in our terms but we will be applying greater focus with stop work notices issued for non-compliance and cost recovery charges to owners for any clean up required.

4. The Club has some limited scaffolding that could be utilised for vessel maintenance. There will be an option for this scaffold when making a booking and a charge. Larger maintenance jobs may require complete rapping and commercially compliant scaffold. If scaffold is not up to standard we run the risk of the whole yard being shut down as nearly happened at Seaview recently.
5. We need vessel owners applying greater focus on cleaning up under their vessels before they are returned to the water, this includes returning the wooden blocks. Vessel owners should discuss with their TLO what assistance they require; debris left behind and not cleaned up will be done by Club employees and charged back to vessel owners.
6. Yacht owners need to take special care that furlers and any other sails are well secured. Some nightmare scenarios were presented with yachts blown off cradles, TLO's will remind vessel owners but it is the duty & liability of the vessel owner to take all reasonable care.
7. Water-blasting vessels and working under vessels in the TL slings has been identified as an extreme hazard, as a consequence this is going to become a Certified Yard role. Vessel owners will no longer do this work themselves unless also certified and will be charged for this service based upon the time taken. This reduces health and safety risks, improves Travel Lift utilisation, and more effectively enable us to manage marine foul waste to ensure compliance with EPA. We plan to review charges to implement this process.
8. The current condition and means of securing of Ladders for getting on and off vessels and doing maintenance is often non-complaint with our Yard H&S policy. Following national Marina Association rules, we will move to allowing certified ladders only. The Club may consider supplying ladders however meanwhile please ensure your ladder is safely secured and meets Work Safe requirements.
9. Improving the ease and safety by which vessel owners get on and off their vessels when the Travel Lift is picking up or returning their vessels to or from the water. Suggestions of gang planks and or safety netting at the front of the lifting bay are being considered.
10. Under Vessel supports will be used while vessels are in the slings beneath the Travel Lift and stationery e.g. while water blasting. These will be for the use of our TLOs and Certified People only.
11. Travel lift maintenance management system. Defining in advance maintenance activities, parts and supplies items that will be needed. Recording various measures of utilisation such as weight lifted, distance travelled, engine hours, etc. When the utilisation goals are met the maintenance is done then recorded back into the system. Sounds simple but we doubt it is, are there any volunteers to assist with setting up this system ?

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