



Terra Nova Yacht Club

Holyrood, NL Canada • Lat. N 47° 23.233 – Long. W 53° 07.666

Section 2 Travel Lift

While the travel lift moves very slowly it represents the greatest danger of grievous personal injury due to the heavy loading on the equipment, heavy weights being moved and the poor visibility around the equipment. Please note HMPC has procedures and policies in place around the travel lift which will super cede any procedure suggested below.

Operating Safety Procedures:

- A Travel Lift shall only be operated by HMPC Trained Operators. There shall be two trained operators, one on the machine operating and one on the ground spotting.
- B One of the trained operators will be designated as team captain.
- C Prior to first lift of the day the Team Captain should ensure that the lifting crew is familiar with the lift plan as well as general safety around the travel lift.
- D Safety equipment shall be worn:
 - High Visibility vest/jacket
 - Hard hat with chin strap
 - Hearing protection
 - Gloves
- E Appropriate footwear is strongly recommended especially if moving cradles
I.e. Safety Toes
- F Ensure there are adequate personal on site to safely complete the lift.
- G All crew are to stay well clear of the travel lift until given the “All Clear” by the team captain
- H Extreme vigilance shall be taken of the lifting straps, cables and lines to prevent entanglement.
- I prior to each lift the pins and shackles as well as the lifting straps should be double checked for security.
- J All belts, cables, pulleys as well as other running gear shall be visually checked as best as is reasonably possible prior to the first lift of the day.
- K A vessel should never be lifted or moved with anyone aboard
- L Safety lines shall be used between straps to ensure the lifting straps do not slip fwd or aft.