



A QUICK GUIDE FOR THOSE STORING BOATS AT SSYC

Top 10 Ways to Make Your Launch/Lift a Success

Boating experience levels at SSYC are across the entire spectrum. From newbies to old salts, there are some things everyone needs to know...and follow, to make lifting at SSYC a safe and successful endeavor. Here are the Top 10 things everyone utilizing the derrick for lifting or launching need to know.

1. **Prepare a CHECKLIST!** A missing item creates most delays. Creating a checklist helps eliminate delays and keeps the launch schedule on time and in sync. Stopping the launch process because of a missing item/part, or running out some material, covering, winterizing fluid, tape, lubricant, rigging, etc. is unfair to those waiting and prepared to launch or lift.
2. **Boat owners are expected to provide necessary storage materials.** It is obvious that you will need your skid to store your boat, but the blocks to set the skid on are the most often forgotten item. If you are taking your mast down, do you have available sawhorses or other supports for that mast? SSYC is not a marina and thus does NOT readily have boat yard materials as such. This means the boat owner is responsible for providing a safe skid/cradle or trailer capable of having wheels strapped to it, blocking to support said skid/cradle or trailer and if removing the mast, sawhorses to support the mast for wrapping or rigging. Plan on bringing extras, as any delay due to a missing block, pad, piece of line, or other item will impact the launch schedule risking overtime charges.
3. **Boats need capable crew to dock and crew to lift.** Damage is rare and the risks can be minimized by having enough crew to fend off your boat while at the lift, the jacking, and moving operations. A captain should have at least 4 crew members to assist. Typically the longest delays occur when insufficient crew are available. The Derrick Engineers are responsible for lifting and moving your boat on to the skid. Longer masts need more crew to lift and carry the rig to the horses and/or mast rack. No crew? Come down and meet people at the club or events. We pride ourselves being the harbor of hospitality and most people are willing to help. Volunteer to help others and they are likely to reciprocate. Ask about helping the boat ahead or behind you and combining crews can lead to an annual tradition of helping and new friendships. That is the significant difference between a marina and club.
4. **Your launch time is YOUR time...but!** Your assigned time is your time to be ready for immediate lift/launch means ready to go under the lift or be ready to accept the casters. That means you should not be pumping gas, removing sails, pumping head, winterizing engines, or other delaying tasks that should have been done before your launch/lift time. The lift/launch time is for the point when all of us will be working on either moving the boat or lifting it from the water. When lifting at the end of the season, the boat should be in the 'U' at your appointed time. For scheduling purposes, the same amount of time is assigned for each boat and boat type. However, not all

boats are the same. So there is some give and take in the process. A good boater should be ready 30 minutes before the launch/lift in the event things are going exceeding well.

5. **Sailboats with their mast up must tie off their halyards away from the mast when storing "mast up"**. The constant rattling of a halyard against a mast causes unnecessary damage to both that halyard and the mast. The noise is also irritating to our neighbors and other members.
6. **Those waiting until the end of the season will end up in the isles and will be launched first in spring**. We realize that some owners may have a lot of work to do on their boat. They may need some extra time to work on their boat. Talk with one of the Derrick Operators several weeks in advance of the lift season and get a time to pull out such that you can be located out of the way of all the other boats being stored.
7. **Derrick Operator's duties are only part of the operation**. The lift operators are primarily responsible for the safe and efficient operation of the lift crane and tow vehicles. They make the judgment of weather conditions to safely complete the operation, control the crane, set the frame and straps, and tow the vessel to its storage position. Pretty much the rest of the work is the responsibility of the crew. That includes, jacking the skid up to attach the wheels, ratcheting the wheels to the skid, assist in guiding (pushing if able) the skid to the derrick, and guiding the tow operator around other vessels in the yard. The unjacking, build-up blocking, wheel removal, and jack returns should be done by your crew. Those with masts should have sufficient crew to carry the mast to sawhorses and eventually to the mast rack.
8. **Label your property...especially your skid!** Never put an unlabeled skid on the club grounds or skid lot. Putting your name on items like blocking or a skid helps staging and prevents others from "borrowing" your items when needed. Also, your name or the vessel's name **MUST** be on the skid. While you are at it, labeling the BOW and STERN is most helpful when staging or moving the boat. **IF YOU DON'T KNOW** which way it goes **WAIT** before marking. We can help, but it is best if you do it when the boat is properly placed on the skid.
9. **Use the two day rule!** Don't bring your skid to the club more than two days before you are scheduled to come out. Also have your skid removed within two days after you launch.
10. **South Shore Yacht Club is a club, not a marina**. What this means is you are a member of a club and as such have a role in the club. Space for winter storage is allocated according to the **Large Derrick and Winter Storage** section within the **Club Rules, Procedures, and Policies** found on line. As boats and geometry of the storage flow change, smaller boats may be offered storage towards the end because there is no room for larger more senior boats. In this circumstance, there should be no expectation that because you got in one year, you are guaranteed a spot next year due to these dynamics. The best effort will be made every year to fit in as many boats as possible on the grounds with as much pre-notice as well.

Hopefully this list will help first timers storing on the grounds and reinforce the lessons learned from the elders who have stored at SSYC before. Please share this information with your crew in preparation for your next derrick operation. Adhering to these guidelines will enhance the safety and continue the professionalism of SSYC grounds operations. Thank you for being a part of the SSYC family.

Please contact the Waterfront Services Committee chair if any questions arise or if we can be of further assistance in any way.