



Ashbridge's Bay Yacht Club

TRAVEL LIFT DISCUSSION - TOWN HALL FORMAT

September 14, 2015

The discussion which followed the presentation by Paul Brennan is captured here below.

Paul Brennan = PB

Erik Dullerud = ED

David Gilbert:

- This came out of nowhere.
- A mobile crane comes in at approx \$40,000 all in, maintenance and insurance is covered by the crane operator.
- Any emergency is covered by our marine railway
- Railway is an efficient operation
- I recognize safety is a concern, but no system is 100% safe.

PB:

- The travel lift proposal came about in a board meeting
- We are considering it because of the economies offered while doing the wall repairs, and the steadily increasing crane costs. Since my job as Crane Chair, they've more than doubled.
- Agreed, nothing is 100% safe
- Approval for this will be a Membership decision, not a Board Decision.

Steve Moss:

- What are the maintenance costs?

PB:

- We put \$15,000 with a portion of the Bosun wages included
- We assume an increase of 5% per year.

Martin Gibb:

- It's not fair to characterize our system as working smoothly today.
- I'm scared by the \$95,000 crane/railway costs going forward as that money could be put toward other projects.
- I am 100% in favour and thanks for putting this forward.

PB:

- Imagine how much we could accomplish annually if we brought everyone out to undertake other club work from the same 700 haul/crane hours.

Haig DeRusha:

- David is correct that what we did in the past worked. But, what we did in the past should stay in the past. My position is "no" unless it turns into a "yes"! It was "no" to start, but is moving toward "yes".

Dave Steenbergen:

- Several of us have been uneasy since the 1st time this was brought up. Many of the questions we had have been answered here. Still, we have a long way to go before we can confidently move forward.

PB:

- Nobody wants a surprise. Therefore if we've overlooked anything, or left anything out, please continue to let us know.

- Yard layout will be completed in early October for haulout. Once that is done, we'll be using it as the basis for a lift-and-trailer layout, in time for another townhaul in November.

Dave Steenbergen:

- My boat goes to Blue Wall so losing space there is a concern. Timing at 30 minutes per boat? In 1991-1994 I was Yard Master responsible for launch and haul out. We investigated a travel lift at that time, but determined it didn't work. One of the original 1993 concerns was staffing – we believed it would require all paid professional staff.

- This proposal with volunteers and only one paid staff reduces the cost dramatically.

- Another concern is the time requirement. Do you have to turn the boat around?

PB:

- You can introduce the boat backwards and remove the backstay. Then, launch forward, or vice versa. (A 180 turn is not required, but the travelift will need to move off the boat, then drive around it to get back to the slip for the next one.)

- We are happy to host a field trip to Port Credit Yacht Club (PCYC) which uses one travel lift, and one trailer. It's hillier there.

- We expect to move the boats at approx 7 MPH once we've filled the potholes and other yard work.

ED:

- No, you don't have to turn the boat around; Big Boats can release their back stay (using a halyard). Small Boats would fit either direction.

- PCYC takes all their boats out in less than 4 weeks.

Roger Marsh:

- PCYC has a 45,000 lb boat and they launched it in 15 minutes.

- If all the accidents recorded in our ABYC lore were true, we'd be shut down. We are way behind in safety with regard to our railway. Let's go with the 21st century techniques.

Harvey Harman:

- I agree this is a safer proposal

- Unlike PCYC we don't have the space.

- Can't do both the Travel lift and the Railway at the same time.

- We need the space from the railway

- Crane plops them in, trailer needs walls and terraces with increased costs to get the boats stored.

PB:

- Next step is to do a trial layout

- Maybe do need to terraced upper and lower blue wall area

- By utilizing both locations (end of the mast crane area and the railway), we can have 1 year to transition.

Juris Altraks:

- I've been a member here for 40 years and have been in favour of a Travel Lift since 1978!

But, we need to have white wall addressed first.

- 1st, Blue/Green Wall location isn't favoured, but it is logical.

- 2nd. Presuming we have 1 lift to do up to 50' boats where the railway is now, why do we need a big travel lift? Can't we use a smaller system at the railway? So, this would be a phase #1.

Dave Steenbergen:

- I will take Paul up on his invitation to visit PCYC.

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- Be careful we don't mislead people regarding the timing of when they can launch and haul. It's not insurmountable, but let's be clear about it.
 - Railway isn't safe.
 - Working of top of railway is a good idea, but crossing the railway isn't a good idea.

Mike McDonald:

- Cited several examples of past railway safety concerns.
- Flexibility is a plus.

PB:

- F.I.L.O. and L.I.F.O. (First in Last Out, and Last in, First Out) is a reality, so we are not always extending the season. Boats are mostly stored by size.
- At PCYC the launches and hauls are planned and set by appointments. (So time away from your day job is similar to a visit to the dentist).

Martin Gibb:

- Spent time with the yard supervisor at PCYC
- PCYC works with almost double our volume of boats year after year.
- Yes, larger geography, but also more boats.
- People would be surprised by the size of our property if we properly organized it for a travel lift.
- This proposal's location (mast crane area) is the best. Dredging consideration included.
- I believe the amount of extra in-water boat space could also be gained by this layout.

Ralph Weckesser:

- Port Credit has been referenced many times. Their schedule is on-line for anyone to see, and they are going to be hauling out to the end of October. So, I doubt the 3-4 weeks is valid.
- Implementing a Blue dock bridge negates the argument we could use it in an emergency. (PB NOTE: the bridge was designed to be lifted by the travelift itself)
- I like the mast crane area as a proposed location. Referring to the side view slide, I recommend you implement a proper drain so when boats are washed down a proper drain is provided. (This could become a future environmental requirement).
- Other clubs use all professional staff. I'm not convinced we can accomplish it with volunteers; therefor the costs could be higher.
- Regarding financing, the \$800 – \$1M for the wall repairs hasn't be factored into this presentation. It should be shown and we need to see the impact on our dues.

PB:

- Our VC Finance, Kevin Forward will address this.
- Crane – we have 1 qualified operator and 25 amateurs at a fast rate while PCYC works with 1 professional and a few volunteers assist the driver at a slow rate.
- We have people here who are capable of working a trailer.
- I agree everyone should be trained.

John Harrison:

- Safety – Tripping and Trapping are regular hazards.
- We are operating similar to 3rd world country safety standards. Sooner or later, someone will be injured.
- I have a concern with the drawings as presented which shows the cross beam on the travel lift to be in the way of some haul out situations. The lift moves out of the way, but how?

PB:

- Maybe we show the concrete pad too close to the lift.

Petra Fischer:

- Travel lift is too big and slow to get the boats around the yard in a timely way.

PB:

- Once the boat is on a trailer, the hydraulic lift moves out of the way and the trailer takes it from there.

Harvey Harman:

- Port Credit is more flexible and we are too space limited. The trick is how does the site plan work so we maintain flexibility?

PB:

- The longer the row = the less flexibility we have
- We have to have boat owners accepting timing and placement
- There are columns of 4 and 5 at port credit.
- It is not infinitely flexible.

ED:

- We can consider a more longitudinal site plan along blue wall this will come out in the wash when we start planning the site layout.

Mike Leroux:

- I have not visited a travel lift, but rather I lived with it in Whitby for many years. It is safer and slower and the presentation here tonight is accurate.
- How are we going to finance this?
- Upfront spend is not palatable to those on fixed incomes.
- In Whitby, all pro crew. I only had to drive my boat to the lift.
- Keep in mind that trained staff can quit at any time.
- Flexibility – Whitby had lots of space which is not the case here. Therefore, that is our challenge and creative planning is needed.

PB:

- Paying this back is with no change to our cash flow beyond our existing spend.
- If total money borrowed becomes an issue, we may build the slip when we do the wall work, and then defer lift purchase until we've paid down enough of our "line of credit" to afford the other pieces.

Dave Steenbergen:

- I feel a lot better now than I did a few weeks ago.

PB:

- Dave, Adam, Martin, Harvey, John – all volunteer to help with this project and bring their experience/expertise.

Tim Hill:

- Everyone says our rail system safety is a concern. What are the other alternatives to a safe railway if we don't proceed with this plan?
- Hard Core 40 – 50 racers will want to ensure an early launch.

PB:

- We had investigated doing the railway by crane but costs go up. Kevin, do you believe in the numbers presented here tonight?

Kevin Forward:

- Yes I do.