

DOSH DIRECTIVE

Department of Labor and Industries
Division of Occupational Safety and Health

Keeping Washington safe and working

22.30 Boat Hoist Inspection, Testing and Certification Requirements

Date: April 6, 2023

I. Purpose

This Directive establishes inspection procedures and enforcement policies related to the inspection and certification of marine boat hoists and similar machines.

II. Scope and Application

This Directive applies to all DOSH operations statewide.

III. References

- Chapter 296-304 WAC, Safety Standards for Ship Repairing, Shipbuilding and Shipbreaking
- WAC 296-24, Part D, Materials Handling and Storage, Including Cranes, Derricks, Etc., and Rigging
- 29 CFR 1919, Gear Certification Subparts F, G and H.
- ASME B30.2, Overhead and Gantry Cranes.
- Additional information on the third party crane certification program administered by the Department can be found at <https://www.lni.wa.gov/licensing-permits/other-licenses-permits/maritime-cranes#accredited-maritime-crane-certifiers>

IV. Background

A **travel lift** or **travelift** (also called a boat hoist, boat gantry crane, or boat crane) is a specialized type of crane used for lifting boats out of the water and transporting them around docks, boatyards or marinas. These cranes allow boats with masts or tall superstructure to be hauled out of the water and blocked and braced on land, as the tall upper structure can pass through the open end of the crane framework before lifting and after setting down.

Travel lifts typically have two rectangular side frames joined by a beam across one end. The lift is mobile with four groups of steerable wheels, one at each corner. Boats are typically lifted using straps, slung between the two sides which can be passed under boats when either in the water or on the hard stand. Steel wire cables on winches are used to lift the boat. Travel lifts were designed and built under ASME B30.2, and as such, are regulated as cranes. In addition, WAC 296-304-200 requires all cranes used in the shipyard industry to be inspected, tested and certified.

Cranes used for the launch and recovery of vessels from the water will be regulated by Chapter 296-304 WAC, since the vessel will be undergoing some type of maintenance or repair. If the vessel is being launched or recovered merely for the operation of the vessel, then the task would be covered by WAC 296-24, Part D, which requires all cranes to be inspected, tested, and operated by regular crane operators.

V. Enforcement Policies

A. Employers will be granted a grace period of one year from the date of this Directive, to come into compliance, before enforcement actions will be considered by DOSH personnel.

B. After the grace period has elapsed:


1. A travel lift that is found **with** material deficiencies beyond a missing certification, could be cited as a **serious violation**.
2. A travel lift that is found **without** material deficiencies beyond a missing certification, could be cited as a **general violation**.

VI. Point of Contact

If DOSH staff have questions or need additional guidance or interpretive assistance, they are encouraged to contact the crane technical specialist in DOSH Technical Services.

VII. Review and Cancellation

DOSH will review this Directive within two years from the issue date, and it will remain effective until superseded or canceled.

Approved: 

Craig Blackwood, L&I Assistant Director
Division of Occupational Safety and Health