

Attention owners and users of Marine Travel Lifts and Boat Hoists,

As many of you have heard, LNI has recently been focusing their attention on Marine Travel Lifts and other boat hoists used to haul out and launch boats. Historically, these machines have not been considered cranes under the WAC 296-304 standard. Instead, they have been treated as material handlers such as forklifts or powered industrial trucks. In a recent letter addressed to Washington State crane certifiers accredited under the State Maritime Rule, it is stated: "The boat hoists, commonly referred to as a Travelift, will eventually need to be inspected and load tested when used in the Ship Repairing, Ship Building, and Ship Breaking." In the past they were treated similarly to a forklift, but that was incorrect. Therefore, (a one year) grace period is being given..." (DOSH directive 22.3 included with this letter.)

They also said, referring to the certifiers: "We are seeking your help, by passing this along to the industry, to help us spread the word. The timeline of the changes can be found in the Directive."

As many of these machines have already been inspected by Arxcis, or other inspection companies, the process will not be too much different. The main change will be in the load test requirements under WAC 296-304 to be certified by an accredited company.

The WAC 296-304-20003 states:

- (1) Unit proof tests of cranes must be carried out at the following times:
 - (a) In the cases of new cranes, before initial use and every 4 years thereafter.
 - (b) In the cases of uncertificated cranes which have been in use, at the time of initial certification and every 4 years thereafter.
 - (c) After important alterations and renewals, and after repairs due to failure of, or damage to, major components.

One of the challenges of load testing Travel Lifts is coming up with test weight to test the crane at its maximum capacity, especially if the crane rarely comes close to lifting that much weight. In those instances, a lesser load test may suffice as long as the crane never exceeds that load test.

WAC 296-304-20013 Safe Working Load Reduction states: "If the operation in which equipment is engaged never utilizes more than a fraction of the safe working load rating, the owner of such equipment may, at his option, have the crane or derrick certificated for and operated at a lesser maximum safe working load in keeping with the use and based on radius and other pertinent factors: Provided, however, that the equipment concerned is physically capable of operation at the original load rating and the load reduction is not for the purpose of avoiding correction of any deficiency."

An example of a de-rated load test would be:

A 50-ton Travel Lift tested @ 40-Ton would have a new rated capacity of 36.4 ton.

We recommend certifying your Travel Lift to comply with these changes as soon as possible to avoid the rush expected nearing the end of the grace period. As stated in the directive, the one-year grace period expires April 6, 2024. If you have any questions concerning this new directive or would like to schedule an inspection and load test, please do not hesitate to contact us.