



## Spirit Lifts Manual

### Introduction

HNA's Lift Trainers are at present Graham Griffiths, Floyd Spencer, Kathy Robinson and Dave Wright. They and only they can run the Lift training course and pass candidates. No person may use the lifts without attending and passing the course.

The lifts may be used by crew and helpers under the direct supervision of HNA lift trained personnel.

The course will cover.

1. Visual inspection
2. Physical inspection
3. Safe operation
4. Passenger assistance.
5. Emergency use of lift.

**General** Spirits lifts are hydraulic scissor platforms controlled by up and down buttons these buttons are placed on the inside and outside of the doors leading into the boat. The stop button on the inside is key lockable to stop misuse the stop buttons pop out when twisted. The lifts have separate isolators in the engine compartment. The lift has power when the switches are vertical.

The engine should ideally be running when the lifts are used although they will work without it.



**Before the lift is used by passengers, the check list must be filled in and signed by a registered lift operator.**



### Safe Working Load (SWL)

Spirits lifts have a maximum working weight (SWL) of 254KGs. or 40 stone, this weight should not be exceeded.

The platforms have red anti foot trap safety bar, this stops the lift from lowering and crushing a foot which may be under the platform. It is fitted under the metal frame of the platform.



### Visual Inspection

With the lift in the up position look at the Ram and hose.

- Are there any visible cracks in the hose?
- Are there any signs of oil on the ram?
- Is the platform clean and free of anything a user may slip on?
- Is the internal stop key in the red stop button key hole?
- Is the SWL sign displayed?
- Is the ramp in good condition and available?
- Are the hand pump and handle available?
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## Physical Inspection

- Does the lift go up and down and stop in the correct places?
- Does the lift go up and down smoothly?
- Do both sets of buttons work?
- Does the stop button lock?
- Does the key work?
- Does the anti-trap bar work?
- Does the platform rock?

**Do not put any part of your body under the lift unless the red safety bars are in place.**





## Safe Operation

**The rear lift should be considered the main lift for getting passengers on and off the boat.**

Never exceed the SWL of the lift. In practice this will consist of a standard wheelchair with its user and 1 adult attendant.

Make sure the ramp, if used, is safe and locked into position. HNA have different lengths of ramp; try to make the slope a flat as possible.

Most wheelchair users will have their own attendants with them so you will not be required to move the wheelchair, check that user and assistant are within the black and yellow safety markings, often wheelchair user's feet may go outside the safe area. Pay special attention to this.

Before lowering the lift, explain that you are about to lower them into the boat. Ask if they are ready. If they both are press the down arrow button until the lift stops. If necessary, assist the user or assistant: to remove the wheelchair and user from the platform.

There may be occasions where you may need to assist a wheelchair user. Experience shows that loading the wheelchair backwards i.e. reversing the wheelchair up the ramp, is the best policy. You should explain your intentions to the user. Once on the platform ask the user to apply the brakes. If they are not able do so apply them yourself.

Many users of the lift are able to walk unaided or with the help of a walking aid, i.e. stick or frame and may or may not require assistance, it is polite to ask if you think they may need help. Never just grab them! Offer assistance and use minimum contact. Many may just need a helping hand or arm to steady them. Make sure they, including walking aids are within the safety striped area, tell them you are about to lower the lift, they, if infirm may need support on the way down especially when the lift stops.

Do not rely on the anti-trap bar ensure that feet are well clear of the underside of the lift before lowering or raising the lift.

Even abled bodied users should be informed before lowering or raising the lift.

When raising the lift, the same rules should apply. Make sure that the overhang by the smaller door is clear of user's head and or shoulders.

NOTE: The front lift is not for general access on and off the boat. It should be used to give wheelchair users a better view and as an emergency lift should the rear lift fail.



### **Emergency use of lifts**

If the rear lift fails to either go up or down press the up and then the down button this often clears the problem.

If the lift refuses to go down, check that the anti-trap bar is in its correct position i.e. not stuck up.

If the problem still exists make sure engine is running.

Check that both stop buttons are in the out position- press the red button and twist so that it pops out; do this on both inside and outside buttons.

You will need a key to pop out the inside button. If the lift still does not work check that the isolator is on in the engine compartment; - turn this off and on, try again.

If this still fails, try the front lift. If this is working you may evacuate passengers via this lift. Due to the shape of the boat this is not ideal, so extra care should be taken.

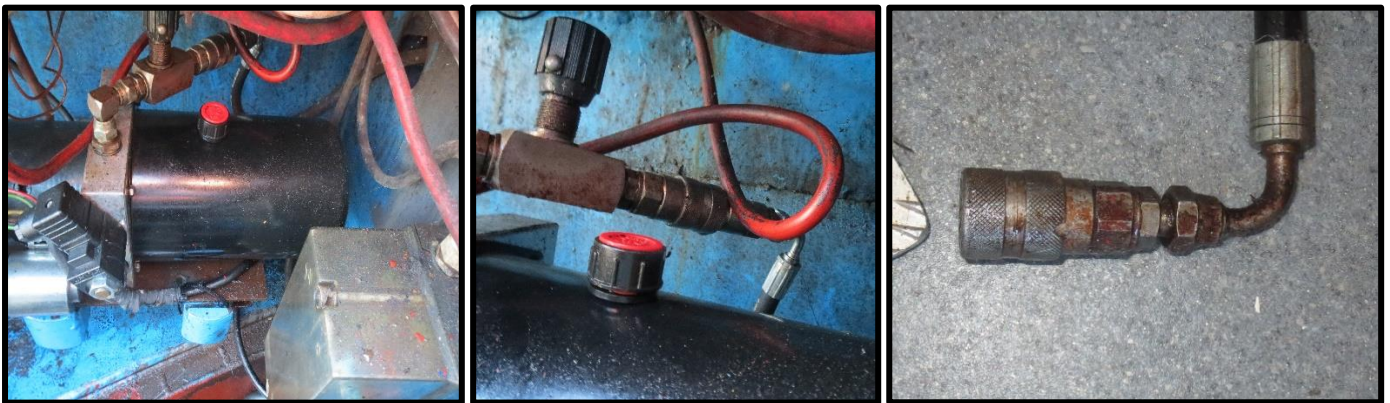
If both lifts fail Call the Project Manager for advice. Dave 07972 642 154



### Emergency evacuation hand pump

This is to be used as a last resort for the evacuation of passengers only.

In the engine compartment on the swim of the port side is the hydraulic motor, this has a push fit hose attached. To use the emergency hand pump this must be unclipped, and attached to the hose on the hand pump.



The pump has a small lever (pictured) Turn clockwise to pump up and anti clockwise to lower lift. If the pump does not work it may need Hydraulic fluid topping up this may be found in the engine compartment. This is done by removing the nut on the top of the pump.

