

# Boat Hoist Certification

Walter F. George/George W. Andrews Lakes

I hereby certify that the dock structure illustrated in the permit application submitted by

\_\_\_\_\_ permit number \_\_\_\_\_,  
name of permittee (if issued)

is designed to support the weight of a boat lifted by means of a hoist attached to the structure.

Maximum weight of the supported boat is not to exceed \_\_\_\_\_ pounds.

Signed,

\_\_\_\_\_ signature of certified engineer  
name of certified engineer

\_\_\_\_\_ city - state - zip code

\_\_\_\_\_ area code and telephone number

\_\_\_\_\_ registration number state of issue

Date

\_\_\_\_\_ month - day - year

## Boat Hoist Requirements

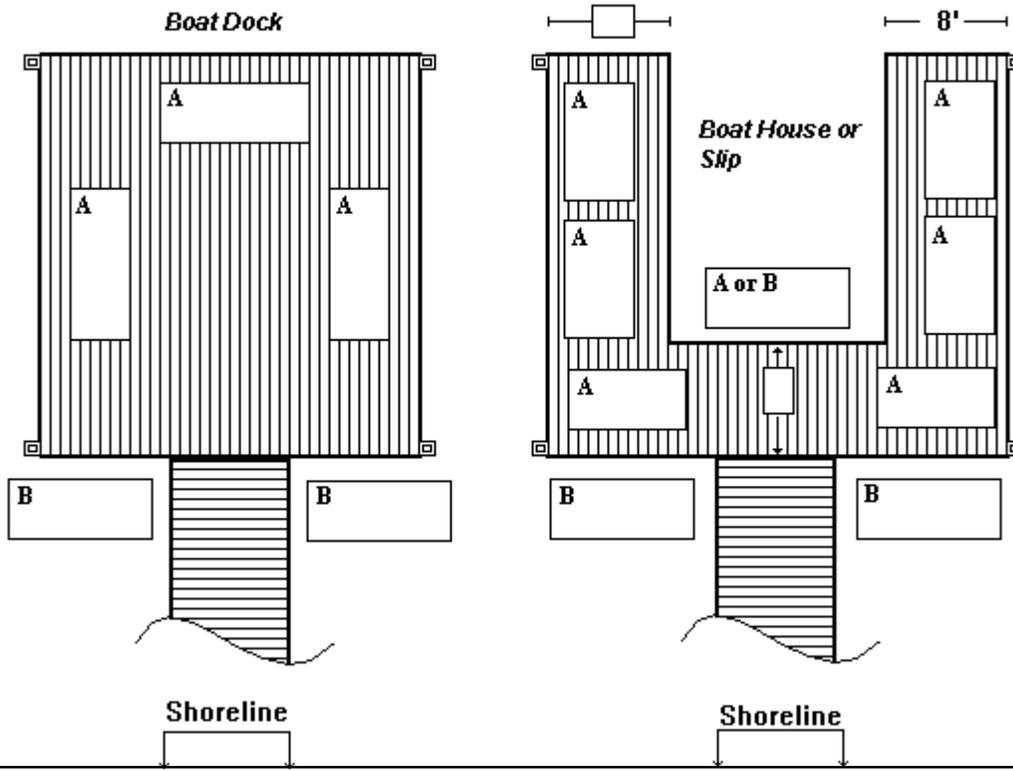
Regulatory guidance allows two options for permitting boat hoists. The first requires a hoist be able to lift its load independently without additional stress to the dock structure. The second allows a certified professional engineer to document that the dock structure and hoist mechanism are specifically designed to support the additional weight of the specific watercraft to be lifted. Since this guidance was not in effect before August 13, 1987, and certification by a professional engineer is not probable for many older structures on Walter F. George/George W. Andrews Lakes, hoists installed prior to that date have "grandfather" status. This status means that boat hoists permitted and installed before August 13, 1987 can remain as long as they are functional, are in good repair, and do not create a safety hazard. Hoists previously certified will not require re-certification for permit renewal unless the hoist mechanism or its supporting structure has been modified, has been replaced or is in need of major repair.

**PERSONAL WATERCRAFT LIFTS  
EXHIBIT "A-4"**

**NOTE:** Letters A and B Correspond to the type of lift permitted within these areas.

"A" Facility Dependent Lifts "Pivoting"

"B" Independent Lift "Floating"



- \* Please read regulations below. Mark the location of the personal watercraft lift(s) with an "X" in one or two boxes above.
- \* All lift locations must be approved before installation begins.

**Regulations**

1. Only two lifts will be permitted per floating facility.
2. FACILITY DEPENDENT type lifts will be permitted, provided there is an increase in flotation and/or additional support with enough deck space for safe access around the lift(s). This type of lift is one that uses the dock for support to lift the personal watercraft out of the water and pivot it onto the dock facilities decking for dry storage.
3. Lifts that are dependent upon a facility's flotation/construction for support can be permitted on:
  - a. Boat dock facilities, provided it does not pose an access problem or safety hazard.
  - b. Finger walkways of slip docks, provided the finger walkway is a minimum of 8 feet in width.
  - c. Or within a boat slip, where it can be suspended over the water.
  - d. Certification must be provided by a licensed professional within that field of expertise that the structure of the facility has been specifically designed to support additional weight of the specific lift load.
4. **IMPORTANT:** The lift and personal watercraft will not be permitted to remain suspended over the water, unless it's within a boat slip.
5. INDEPENDENTLY FLOATING type Lift are connected to the floating facility but are not dependent upon the structures flotation, and does not pivot the personal watercraft onto the structure for dry storage. These are an extension of the dock facility. Restrictions are as followed:
  - a. permitted only on the shoreline side, were the hinged walkway connects to the dock facility, or within a boat slip.
6. No lift can be connected to the access walkway and must not interfere with the dock facility's original purpose.
7. Any personal watercraft lift that requires electrical power for operation must obtain a permit for the electric line and installed according to Exhibit "A-1".

CONCEPTUALLY APPROVED  
for  
U.S. Army Corps of Engineers, Mobile District

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

NOTICE: This approval stamp DOES NOT certify an engineering review. The builder should rely on professional engineering services to certify that the design is suitable for intended purposes and meets minimum standards including those related to the safety of the users.

I will construct this facility according to this plan.

Name: \_\_\_\_\_

Subdivision: \_\_\_\_\_

Lot No.: \_\_\_\_\_