



started to winch. The reason for using cargo straps is that we can apply tension to them with their ratchets to take up any stretch they may have.

Once we were set up, we started winching with the Tirfor. Gently at first, checking that the hull was not moving sideways and that the jack could be removed once the weight was taken from it. We still followed up with a set of blocks on the port side as an insurance measure until the height of the sheer was unreachable and then we used shores. The prudent technique is to winch for 1' (300mm) or so, then stop to check that all is still as it should be before proceeding. As the port side rises higher and higher, the weight on the winch diminishes steadily until the amount of sag in the wire tells us that we are nearing the point of balance.

Before this was reached, we stopped winching and secured the hull with blocks and tackles so that we could switch the Tirfor winch to the other side. Again we wrapped the wire around the hull but from the port side this time, adjusting the wire so that we had enough to run out in order to lower the hull until the keel sat on the floor. We also switched the cargo straps to prevent the cradle from sliding towards the winch as the hull was lowered. Once set up, we eased the hull over the point of balance until the full weight was supported by the winch and eased it out gently, checking that all was well before lowering away until the keel reached the workshop floor and we could all heave a mighty sigh of relief.

With the hull laying on its side we could now jack and block up the starboard side until the cradle sat on the workshop floor with the hull sitting in it, finally looking like a boat.

CONTACTS

Dick Phillips, Lewesdon, Silver Street, Lyme Regis DT7 3HT
Tel: +44 (0)1297 442884/ +44 (0)7828 911757
www.dickphillips.co.uk

Roxane plans: Nigel Irens Design, Tanners Yard House, St Lawrence Lane, Ashburton TQ13 7DD

Tel: +44 (0)1364 652554 www.nigelirens.demon.co.uk

Coppercoat antifouling: Aquarius Marine Coatings Ltd, Sheeps Building, Stone Lane Industrial Estate, Wimborne BH21 1HQ
Tel: +44 (0)1202 888802 www.coppercoat.com

Stages in turning the hull right way up. Flats on the cradle, the preventer and puller, blocks under the sheer, shores against the moulds... all help control during the slow stage-by-stage process.

you should always have other supports in place to prevent the load falling if the jack slips or falls in some way. We therefore kept the two sets of blocks in place at either side, lowering them as we lowered the jack on the starboard side and following up with them on the port side.

It was necessary to alternately raise the port side as we lowered the starboard side because the top of the stem came into contact with the floor, being the lowest point. Once the starboard side of the cradle was safely resting on the floor, we moved to the other side and raised it as high as was safely possible using the jack, blocking up as we went. Effectively this was when we ran out of blocks to raise the jack and pack up the sheer!

At this point, with the hull sitting at 15° out of plumb, we brought in the heavy Tirfor, which is a winch used for pulling vehicles, boats, tree stumps, indeed anything that needs serious pulling. This was fixed to the main frame of the workshop to starboard of the hull. The winch wire was then passed over the hull and attached to the cradle on the same side, so wrapping around the boat. We then fitted two heavy cargo straps to the same points and to the workshop frame to port of the hull to prevent it being pulled sideways when we