

## LIFT-ALL HULL SAVER BOAT SLINGS

**Polyester\*\* web slings designed especially for use with travel lifts to lower and retrieve large boats**

### Features and Benefits

#### Promotes Safety

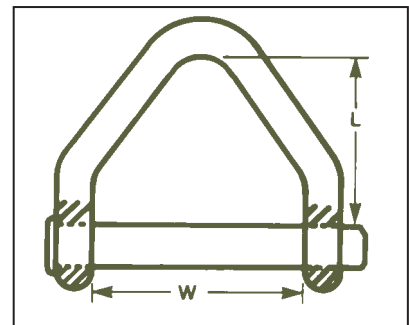
- 2-Ply *Hull Savers* are the standard for improved durability and UV resistance.
- *Tuff-Tag* provides required OSHA information for the life of the sling in a marine environment.
- *Lift-All* trained professionals are available for recommended seasonal inspection.

#### Saves Money

- Low-stretch polyester webbing helps to avoid scuff damage to hulls\*\*.
- Optional chine & keel pads protect boat and increase sling life.
- Edge guard wear resistant material available to protect sling from abrasion.

#### Saves Time

- Optional keel pad lead weights accelerate sinking to required lift depth.
- Quick disconnects are available to improve productivity.
- Extra eye offers versatility.



	Hull Saver Part Number	Width (in.)	1Rated Capacity* (lbs.)	Optional Pull Pin Shackles			
				Shackle Part Number	W (in.)	L (in.)	Weight Each (lbs.)
<b>Two Ply</b>	<b>HS2804</b>	4	23,000	<b>4WSH</b>	4	3.75	3.2
	<b>HS2806</b>	6	32,600	<b>6WSH</b>	6	4.75	6.8
	<b>HS2808</b>	8	38,400	<b>6WSHHD</b>	6	4.75	9.8
	<b>HS2810</b>	10	44,800	<b>6WSHHD</b>	6	4.75	9.8
	<b>HS2812</b>	12	48,000/53,800 <sup>2</sup>	<b>6WSHHD<sup>2</sup></b>	6	4.75	9.8

<sup>1</sup> Rated capacity is the rating of one sling in a vertical basket hitch.  
<sup>2</sup> De-rate sling to 48,000 when used with 6" HD Shackle (6WSHHD).

\*\* Nylon webbing is available, but will stretch about 50% more than polyester and should not be used near acids. Polyester should not be used near caustics.

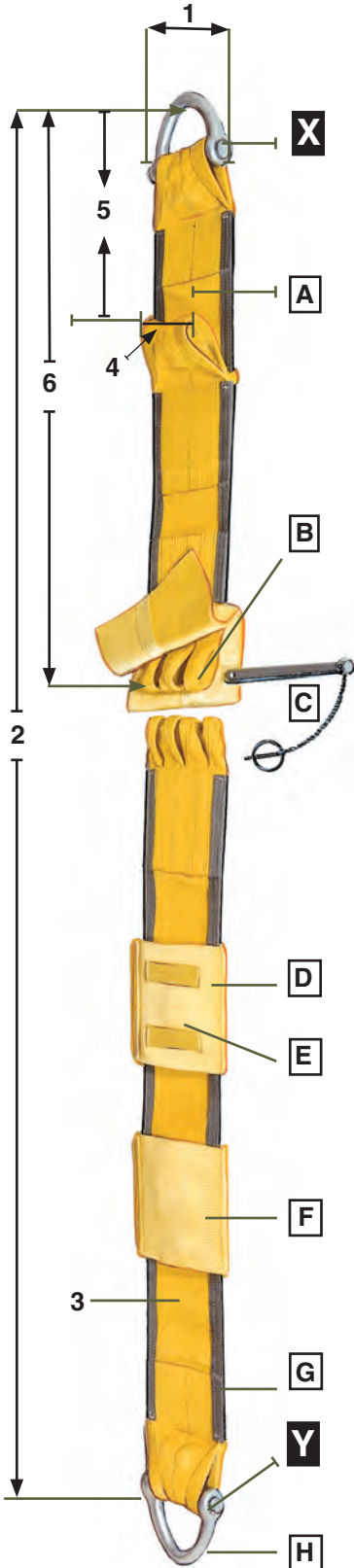
**Custom Hull Savers**

*Lift-All* will manufacture boat slings to fill your particular needs for width, length and capacity. Please call for quotations.

\* **WARNING** Do not exceed rated capacities. Sling capacity decreases as the angle from horizontal decreases. Slings should not be used at angles of less than 30°. Refer to Effect of Angle chart in HELP section.

**LIFT-ALL HULL SAVER BOAT SLINGS**

Specials



STANDARD BOAT SLING MEASUREMENTS	
1. Sling Width (in.)	_____
2. Sling Length (ft.)	_____
3. 2-Ply	<u>Standard</u>
4. Width of eyes (in.)	_____
SLING MATERIAL	
Low stretch polyester webbing is standard which helps to reduce chine marring. Nylon webbing is available, but will stretch about 50% more than polyester. Should not be used near acids.	
<input type="checkbox"/> POLYESTER	Natural or Treated* (circle choice)
<input type="checkbox"/> NYLON	Natural or Treated* (circle choice)
	*Polymer treatment extends sling life.
BOAT SLING ACCESSORIES	
<b>A. Extra Eyes</b> for shortening sling to lift smaller craft (Measurement #5)	
<input type="checkbox"/> Extra Eye #1:	Position _____ ft. from point X or Y (circle one)
<input type="checkbox"/> Extra Eye #2:	Position _____ ft. from point X or Y (circle one)
<input type="checkbox"/> Extra Eye #3:	Position _____ ft. from point X or Y (circle one)
<b>B. Quick Disconnect With Flaps</b> (Measurement #6): <input type="checkbox"/>	
Saves time needed to lower the lift for removing slings from the hooks. Available for 6" or wider only. Protective flap to cover pin is standard.	
Position _____ ft. from point X or Y (circle one)	
<b>C. Quick Disconnect Pin:</b> <input type="checkbox"/> This reusable pin is necessary for Quick Disconnect operation. Pin is galvanized for corrosion resistance; GAC wire with retaining clip holds pin in place.	
<b>D. Keel Pad:</b> Helps protect the sling from abrasion and cutting. Sliding sleeve style allows sling to adjust to center point without scraping along keel. Pad uses the same webbing as the sling. Standard length is 48".	
<input type="checkbox"/> Sliding Style:	Length _____ ft.
<input type="checkbox"/> Sewn-on Style:	Length _____ ft. Starting _____ ft. from X or Y
<b>E. Keel Pad Weights:</b> Lead weights allow for speedy submersion of sling.	
<b>F. Chine Pads:</b> Help to protect boat chines, rub rails, and the sling from abrasion damage. Sliding pad can be positioned to accommodate any size and style of boat. May be sewn to sling per your specification. Pad uses the same webbing as the sling. Standard length is 48".	
<input type="checkbox"/> Sliding Style:	Quantity _____ Length _____ ft.
<input type="checkbox"/> Sewn-on Style:	Quantity _____ Length _____ ft. Starting _____ ft. from X / Y
<b>G. Edge Guard:</b> <input type="checkbox"/> Special wear resistant webbing applied to sling edges to help protect the sling from abrasion.	
<b>H. Pull Pin Shackles:</b> Promotes sling life by protecting eyes of sling. Easier attachment of sling to lifting hook. Galvanized steel for corrosion resistance; reusable.	
<input type="checkbox"/> Quantity	_____

## LIFT-ALL HULL SAVER BOAT SLINGS

### Safe Operating Practices

- Inspect slings prior to each use and do not use if damaged.
- Never allow people aboard the boat while it is suspended by slings.
- Never work under or near a boat suspended by slings.
- Boats must be properly blocked and stabilized before removing slings.
- *Hull Saver* boat slings are capacity rated for vertical basket lifts. Do not exceed rated capacities.
- When lifting with extra eyes, direction of pull must always be away from center point of the original sling length.

### Environmental Considerations

- Nylon and polyester degrade at temperatures above 200°F.
- Prolonged exposure to ultraviolet light adversely affects nylon and polyester. Slings become bleached and stiff when exposed to sunlight or arc welding.
- Many acids, alkali and chemicals have an adverse effect on nylon and polyester. See Chemical Environment Data chart in WEB section of this catalog.

### Inspection Criteria for *Hull Saver* Boat Slings

#### Remove from service if any of the following is visible:

- Sling is bleached or stiff due to sunlight exposure.
- Capacity tag is missing or illegible.
- Red core warning yarns are visible.
- Sling shows signs of melting, charring or chemical damage.
- End fittings are excessively pitted, corroded, distorted, cracked or broken.
- Cuts on the face or edge of webbing.
- Holes, tears, snags or crushed web.
- Signs of excessive abrasive wear.
- Broken or worn threads in the stitch patterns.
- Any other visible damage.

Refer to photographs illustrating damaged webbing in WEB section of this catalog.