Chapter 14 Dinghy and Davits

We have the optional Tomco dinghy davits for our dinghy and outboard. The stainless-steel davits are made by Tanner Manufacturing, who fabricate all the stainless steel components (rails, radar mast, etc.) for Tomco.

Tanner Manufacturing (360) 398 0245

http://www.tannermfg.com/

E-mail:marine@tannermfg.com

Our davit setup is explicitly rated by Tomco at 350lbs maximum. This is limited by the transom itself, which is reinforced with an internal fiberglass 'rib' glassed into the hull.

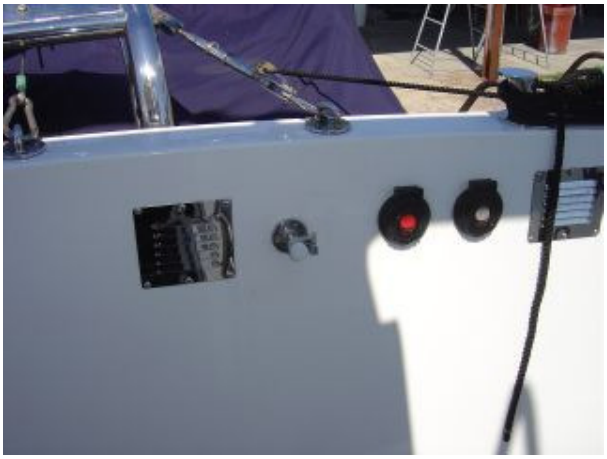
We have noticed that it does flex a little when the dinghy is raised and lowered.

We have an Aquapro 10ft RIB (which weighs around 100lbs) and a Yamaha F9.9 4-stroke outboard (which also weighs around 100lbs). Add about 25lbs for 2 gallons of gasoline, oars, lifejackets and stuff and the total is probably around 225lbs.

The electric winch that raises / lowers the davits keeps rusting. It's a Rule T20S Trailer Winch, which is obviously not made for marine use as it consists of a devil's brew of mild steel, stainless steel and aluminum! I have to remove and paint it (with Rustoleum paint) every year or so.

I've blown the fuse that controls these davits by not releasing the 'Up' switch quickly enough when the davit reaches the transom. It is a 30A maxi-fuse on the bulkhead at the front of the Tank Room.

I was quite surprised to find that the three pad-eyes for this davit system were *not* through-bolted. I changed mine for ¼ in bolts with Nylock washers:



The starboard side pad-eye can be reached (just) through the vent grill under the horn cleat.

For the port side, I cut a rectangular hole, between the two pad-eyes, and got to the nuts that way. There is a reinforcing 'knee' running up the inside of the transom, so favor the port side more, and cut a smaller hole first!

I covered the hole with another stainless steel vent plate that matched the existing ones. Its a Sea Dog brand:

http://www.sea-dog.com/PDF/331380.pdf

We always try to release tension on the lifting wire, once the davit is secured by the two turnbuckles.

Other owners have reported using:

- Weaver davits and 'tilting-up' the dinghy against the transom.
- Mounting a Walker Bay dinghy on the upper deck, and using a davit crane.
- Factory-installed crane and a 3.10 Avon with a 15 hp four stroke.

All dinghy storage is a compromise:

- Roll-up inflatables are less convenient to use, and don't row or motor well.
- Hard dinghies are heavy and can scratch the mother-ship.
- Davits add to the overall length and make the transom step unusable when they are up. Many owners lower the dingy slightly when at dock to allow access across the starboard side. This, of course, will add to the overall length.
- Top-deck storage adds weight up high and compromises rearward visibility.