

Single Point Lift For Weighing J105's

The lift link pictured below has been used a lot with complete success. It can be made from off the shelf parts. This Lift in the photos was made by Bob Muller of Muller Marine in Annapolis

There are obviously other ways to skin the cat but this is one that does work and the price is right. The threads on all parts are 1 inch diameter, 8 threads to the inch (1-8). Muller uses epoxy as Locktite to keep everything in place. If you make your own, try to keep the epoxy off the bare threads that are inside the coupling nut so you don't have problems attaching to the boat. That nut is officially called a coupling nut if you want to buy one.

Instructions for use: (Refer to the photos below for clarification)

1. The piece in the photo screws onto the aft keel bolt. There should be at least 1 inch of purchase. If you don't have 1 inch, remove the nut and that will give you the 1 inch. Most boats have about 1.25 inch of thread above the nut making this unnecessary. When you replace the nut, just make it as tight as you can get it with a regular wrench. That bolt is bedded in 18 inches of fiberglass and isn't going anywhere.
2. A lifting strap is rigged from the eye to the scale. This should be long enough to keep the scale comfortably above the deck. Something like 6-10 feet seems to work. The boom can be swung out of the way so no need to remove it. The strap should have a rating of at least double the load. Use a strap rated for 18,000 pounds or higher.
3. The sliding hatch cover is aft of the center-of-gravity so some rigging is required. Run multiple loops around the lifting strap to each cabin top winch. Multiple loops are important to compensate for line stretch as they will be supporting nearly the entire boat weight. Adjust these so the strap is as close as possible to the front of the hatch without touching. It is very important that the lifting strap does not damage the sliding hatch cover.
4. Run a rope safety line from the bottom of the scale to each bow cleat. Make this snug to keep the bow from doing too much of a dip during the lift. This line can be an old jib sheet as the load will be a small fraction of the total boat weight.
5. When the boat is lifted the scale will align about 6-8 inches in front of the hatch. This is the CG of the boat. Whatever is lifting the boat should align to this so the boat has minimum swing.
6. Make the lift slowly to avoid jerking everything around.
7. With this arrangement you can weigh a boat every 15 minutes if the boat arrives ready to go.



J105 Lifted By Single Point Lift



Single Point Lift Link



Lift Link Attached to Aft Keel Bolt



Close Up of Cabin Top AFT Lines