



**Chichester
Yacht Club**

EXTRACTS FROM DINGHY SECTION HANDBOOK

Safety Boat Operating Instructions – JAFFA

- Newmatic 360 (small plastic) with 15hp Yamaha
4 Stroke, tiller steering

Prerequisites

Race Officer's Keys (on yellow "champagne cork") – from Office or Bar, return after use. (required for Sloop Store, Fuel Bunker, and Buoy Store).

From Sloop Store:

Safety Canister containing first aid kit etc, with kill-cord attached.

Simrad VHF Radio (see Operating Instructions Section 9)

From Fuel Bunker:

Jaffa takes 4 stroke fuel. The vent screw on the tank cap should always be open. Spare fuel is in the two 25lt red containers.

Procedure

Uncover Jaffa and fold cover.

Ensure all needed equipment is in craft – anchor, throw line, oars.

Jaffa's trailer does not have a wheel clamp.

Install fuel tank.

Unclip kill-cord from safety canister

Fit kill-cord fork under pink button on tiller

Connect fuel pipe to tank, and prime by pumping bulb in fuel line. This should stiffen as the fuel fills the carburettor.

Test start engine which should be down.

This can be done from the ground, from the rear starboard corner. Run engine for no longer than 5 seconds to ensure engine fires. Ensure kill-cord is connected, pull out choke fully, set twist throttle to ¼ open. Ensure gear lever is in neutral (centre position). Turn engine as if steering hard to port.

Hold the engine cowl firmly with one hand. With the other hand slowly pull the starter handle to engage the mechanism, then pull firmly.

Engine should run within five pulls, else seek help/problem. Do not let engine rev too high.

Run for no longer than 5 seconds, push in choke, and stop engine by removing kill cord fork.

Caution. Water pump seals will be damaged if engine is run without water cooling.

Launching

It is safest to have at least two people moving Jaffa down slipway, one steering, one restraining.

Lift leg of engine from starboard side rear of boat moving tilt lock (yellow) lever forward.

Latch will engage at top of travel.

Ensure painter is tied to trailer, restraining boat, before moving trailer to slipway.

Remove any wheel chocks.

Push trailer down slip staying on right hand side of slip. It is much easier to recover from dropping off the right side than the left!

Wind permitting, it is best to launch towards the west, running the trailer off the edge of the slipway to give more water under boat. Row the boat to the club pontoon, tie up and lower engine by moving tilt lock lever aft, lifting the engine slightly at the same time. The engine will then lock down. Start engine as above. Gradually ease choke in. Note that choke will not be needed if the engine is warm. Run the engine for 3 minutes before trying to manoeuvre, and in this time check that cooling water is running from rear of engine. If not, STOP engine and seek help.

Driving

The engine should remain locked down unless driving in shallow water. Remember to release lock – moving the tilt lever forward – when approaching shallow water, or returning to the slip at the end of duty. The boat may be driven with the engine partially lowered, but with the propeller completely under water, in shallow water, though some propulsion and steering will be lost.

To move off, set throttle to closed position and engage gear lever. When fully engaged increase the throttle. Always close the throttle before engaging a gear including forward/reverse.

Return

Release tilt lock, stop and lift engine, pull boat onto trailer. When trailer is back in storage area remove fuel tank. Remove kill-cord, clip to safety canister and return safety canister and radio to sloop store.

Please enter any deficiencies on Safety Boat Defect clipboard in Race Officer's store after sailing.