



Chichester  
Yacht Club

## EXTRACTS FROM DINGHY SECTION HANDBOOK

### Safety Boat Operating Instructions – RIBS

– 4.5m Porters RIB with 30hp Suzuki 4 stroke, wheel steering

**NOTE. It is a club rule that RYA Powerboat Level 2 qualification is required.**

#### 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 and boat ignition key attached.

Simrad VHF Radio (see Operating Instructions Section 9)

Wheel clamp keys (on wooden fob)

From Fuel Bunker:

RIBs take 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 Rib and fold cover.

Rib trailers have wheel clamps. Remove with key on wooden fob.

(keys and respective clamps are colour coded).

NOTE: sometimes the Ribs are on the wrong trailers. If this is so, use the other Rib trailer key!

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

Install and tie in fuel tank.

Unclip kill-cord and key from safety canister.

Fit kill-cord fork under button either on control pod or console.

NOTE: lift button if fork does not engage.

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. The key switch is adjacent to the kill cord button. Make sure gear lever/throttle is in central neutral position. Lift fast idle lever as far as it will go.

Turn key switch clockwise until engine starter runs. Push key in to engage choke. Engine should start within 10 seconds, else seek help/problem. Release key to open choke. Run for not longer than 5 seconds to ensure engine fires and stop engine immediately (key turned anticlockwise).

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

#### Launching

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

Lift engine to top of travel with electric trim controls, on engine control pod.

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, lower engine, and start engine as above. Run the engine for 4 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.

Note. The engines are very quiet and cooling water flow is a good indication that the engine is running.

### **Return**

Stop and lift engine, pull boat onto trailer. When trailer is back in storage area remove fuel tank and return to fuel bunker. Remove kill-cord and key, clip to safety canister. Cover boat, and wheel-lock trailer. Return safety canister, radio, and wheel clamp keys to Sloop Store.

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

## **Operating Instructions – CYCLONE**

### **Prerequisites**

Cyclone has battery starting and is wired to bypass the circuit key switch. (i.e. no key is required).

She is moored in the marina on J pontoon at the end farthest from the car park.

J pontoon is near the marina entrance notice board.

### **Procedure**

Remove aft cover, and stow in forward locker.

Ensure there is sufficient diesel in the tank – screwdriver in rear port locker, tank filler on transom.

Cyclone should be pumped dry before use, the starboard pump empties deeper than the port pump.

### **Starting**

The gear lever, which is the long rod emanating from the floor just behind the engine box has three positions – forward for proceeding ahead, centre which is neutral and backwards for going astern. Set to neutral.

The throttle is the small chrome lever on the gear stick. Open throttle 1/4 to full travel dependant upon outside and engine temperature.

Lift central lid on engine box and turn decompress control (chrome lever) to drop into notches.

Lift the forward starboard seat lid to expose battery. Connect battery by tightening green plastic knob on positive terminal finger tight.

If the day is cold ~ 5C or less preheat glow plug by pressing BLACK preheat button and holding for a count of 15.

Press WHITE start button, causing engine to spin up. After about 10 seconds, while still holding start button, turn decompress control 90deg, out of notches. Engine should fire. After 3 rotations, release start button.

If the preheat was used, do not adjust throttle for 60 seconds to allow plug to cool and the correct firing time establishes.

Replace forward starboard seat, and engine box lid.

Ensure splashes of coolant are leaving the exhaust pipe – this is not a regular flow however.

### **On return to mooring**

Stop engine by fully closing the throttle and if necessary rotate decompress control into notches.

Moor up fore and aft and apply springs.

Tie rudder off in central position.

Leave the decompress lever out of the notches – i.e. in running position.

Lift lid on battery compartment and release green battery isolator.

Re-erect forward cover if dropped.

Replace aft cover.