

ESSC Yamaha 4HP Outboards - Operating Instructions

Before Use

- Only members with a valid RYA Power Boat Level 2 or higher certificate may use these engines.
- All Users are expected to have a dinghy park key to release the engines from the frame in the boat shed. If you do not have a dinghy park key –please purchase a key from behind the bar. A borrowed key will only result in the engine not being locked back onto the frame after use.
- If you use an engine you are responsible for ensuring the engine is secured (locked by chain and padlock) to the engine frame after use.
- Unlock the padlock and unthread the chain securing the engine to the frame.
- Re-thread the chain round the frame and lock the padlock ensuring the security of the remaining engine is not compromised.
- Please ensure 2 kill cords are attached to the engine before use.
- Please notice that the engine is attached to the frame with the leg of the engine closest to the double doors of the boatshed. Do not block the access to the cupboards / bench etc by replacing the engine with the leg between the frame and the cupboard.
- Ensure the engine is placed into reverse gear. This mechanically links the engine to the engine bracket and helps control the engine movement when you are carrying it.
- Tighten the threaded screw on the leg of the engine, to limit the engine from rotating. This also assists in handling the engine from the boatshed to the commando.
- Slacken the attachment screws until the engine can be lifted clear of the frame.
- Carry the engine vertically to the boat and lower the engine over the stern.
- Ensure the leg of the engine is between the stern of the boat and the horse running across the stern.
- Tighten the engine attachment screws which secure the engine to the stern of the commando.
- Attach the lanyard on the engine to the horse running across the boat.
- Place the engine into neutral. This will free the engine from the engine bracket and allow the engine to be raised. It may be necessary to also use the lift lever on the left hand side of the engine to enable the engine to be lifted..
- This is probably a good time to ensure the bung is installed at the stern of the commando to ensure the boat does not fill with water.
- Lift the engine to the first position only... If you lift the engine to its full extent the oil may drain into the combustion chamber which will in turn foul the spark plugs and possibly hydraulically lock the engine. The result is the same... The engine will not start and if it is locked hydraulically locked it will not be possible to pull the start cord..
- Select a commando fuel tank from the boatshed – both tanks can be interchanged.
- Check the quantity of fuel in the tank... If less than a quarter of a tank, then take the tank to local petrol station and fill with unleaded fuel. Claim the cost from Jenny over the bar.

- Place the tank in the commando and strap the tank to the floor using the fitted strap provided.
- Attach the free end of the fuel pipe to the engine and ensure the arrow on the bulb points towards the engine. Pump the bulb until it is hard.
- Open the Air breather screw on the fuel tank filler cap.
- Loosen the threaded screw on the leg of the engine to enable the head of the engine to rotate freely.
- Ensure the engine is in neutral – Gear lever is vertical.
- Push the Commando stern first down the ramp to the shore and float the commando off the trolley, and push out until the engine can be lowered completely without the propeller being damaged.
- With the crew holding the commando whilst standing in the water, the Helm enters the commando to initiate the starting procedures..
- Check the head of the engine can rotate freely from port to starboard.
- Ensure the engine is in neutral – Gear lever is vertical.
- Adjust the rotating hand throttle until the arrow on the throttle is positioned in the starting position.
- It may be necessary to pull out the choke slightly. Always push the choke in as soon as the engine has started.
- Ensure there is enough room behind you to safely pull start the engine.
- Pull the starting cord smoothly backward to its full extent. This may require a number of pulls to start the engine.
- Allow the Engine to tickover for 2 to 3 minutes before leaving the beach..
- On the Yamaha 4hp engines the tell tale may not be visible before the engine warms up... ensure the tell tale is running (spurts) before you leave the shore.

Coming Ashore and After Use

- The engine must be stopped as soon as the commando approaches the beach or any other landing area, to ensure the engine or propeller is not damaged.

Assuming the users are coming ashore at the beach at ESSC....

- Always float the commando onto its' trolley in water of sufficient depth to ensure the engine or propeller is not damaged.
- Pull the commando with engine attached up to the boatshed...
- Detach the fuel pipe from the engine.
- Close the breather screw, slacken the fuel tank strap and remove the fuel tank. Place the fuel tank against the south wall in the boatshed.
- Untie the engine lanyard from the horse at the stern of the boat.
- Tighten the threaded screw on the leg of the engine to limit the rotation of the engine.

- Put the engine fully down and place the engine in reverse gear. This will assist during the handling of the engine from the boat to the engine frame in the boatshed.
- Ensure 2 kill cords are attached to the engine for use by other users.
- Slacken the attachment screws until the engine can be lifted free of the stern of the commando.
- Carry the engine in the vertical position from the commando to the boatshed using the handles provided.
- Place the engine on the frame so the leg of the engine is between the frame and the double doors of the boatshed.
- Tighten the attachment screws fully to ensure the engine is safely attached to the engine frame.
- Ensure the engine is locked to the engine frame using the chain and padlock provided.
- Record any operational problems in the engine log. If the engine performed satisfactorily there is no requirement to fill in the log.

Moving the 4HP Engines by Road

If there is a requirement to lay the Yamaha 4hp engines on the ground or in the boot of a car it is very important to ensure they are laid down correctly.

These engines should only be laid down on the handle.

Please be aware this is not a generic instruction, but applies to these 4hp engines only.

If you have any questions, ideas, recommendations etc please discuss with the bosun...