

Slipper 1 - Operating Instructions

Launching

- Only members with a valid RYA Power Boat Level 2 or higher certificate may use the ESSC Ribs.
- Select correct fuel tank (2 prong connection) and check the tank is full.
- If the fuel tank is not full, take it to a garage and fill with unleaded fuel. A safety boat without fuel is useless. Obtain receipt to claim cost from Jenny in the bar.
- Fit in the bow with the filler cap facing towards the bow.
- Open the Air breather screw on the fuel tank filler cap.
- Attach fuel pipe to the tank connector.
- Attach other end of fuel pipe to the engine - pump the bulb (arrow on bulb points to engine) in the fuel line until fuel pump bulb hardens.
- Fit drain bung into the hole in the floor at the stern and lift the drain tube. (without this the Rib will fill with water when launched.)
- Ensure the sponsons are inflated correctly
- Obtain Key and Radio from the OOD / Activity leader.
- Ensure 2 Kill cords are located in the Rib
- Fit 1 kill cord to the Red spring loaded switch located by the Ignition key. Attach cord to the driver when on the water. Attach the other kill cord to the sponson adjacent to the start switch for use if required.
- Ensure all equipment in the rib is secure.
- Lift engine and push the rib backwards from the boat shed onto the beach.
- Launch rib stern first into the water until the water is deep enough to partially lower the engine and cover the propellor. Recover trolley to the boat shed
- Lift the hand throttle fully and turn the Ignition key until the engine starts. If engine will not start, ensure the Kill cord is attached correctly.
- After starting, ensure water is flowing from the tell tale. If not check if the tell tale is blocked. If this fails to locate the problem you must assume the waterpump is damaged and the rib should not be used until the source of the problem is located. Serious engine damage could result.
- Lower the hand throttle. Do not engage gear until the hand throttle is fully lowered. Idle engine for 2-3 minutes before driving off.
- Load Crew and motor away from the beach.
- Fully lower the engine when you reach the channel.

- The speed limit in the harbour is 8 knots and may only be exceeded in an emergency situation. Extreme care must be taken when maneuvering at any speed between moored boats.
- If the rib starts to plane it is exceeding 8 knots.
- The Coxswain is responsible for the speed of the rib and ultimately responsible to the harbour master.

Coming Ashore - Recovery and After Use.

- Initiate partial engine lift as soon as you leave the main Emsworth channel to minimise the risk of damage to the propeller and engine as you come in.
- The crew should jump out and hold the rib steady at beach whilst the Helm lifts the engine.
- The rib should be floated onto the trolley, the positioning of the rib is important to balance the load of the hull safely on the trolley.
- Always check that the rib is correctly positioned on the trolley before it is pulled up the beach. This provides the opportunity to put the rib back in the water to refloat and correct the positioning.
- It does need a team of people to drag Slipper 1 up the beach, about 2 to 3 people is ideal.
- When the rib arrives at the boatshed the engine needs to be flushed out using the water mufflers and hose provided..
- Lower the engine and attach the mufflers to the engine and turn on the water.
- Remove fuel pipe from the engine.
- Remove the fuel tank and store against the south wall of the boatshed.
- Start the engine and set hand throttle to just above idle. Do not rev the engine when the mufflers are providing the water source as the water pump can be damaged.
- Leave running until the engine stops because of no fuel. Approx 4 minutes in Slipper 1.
- Whilst the Engine is flushing take the opportunity to remove all personal effects, training equipment and tidy away ropes etc inside the boat.
- When the engine stops – Turn the ignition key off and remove the Key..
- The key and radio should be returned to the OOD or directly to the cupboard.
- Hose down the inside of the rib to ensure it is clean for the next users.
- Remove the bung from the stern of then rib to drain all the water hosed through
- Lower the drain tube.
- Lift the engine.

Prepare to Place the rib in the Boatshed.

Please take notice of how the ribs should be replaced in the boatshed after use as it is impossible to move the large rib single handed in the boatshed and becomes difficult to refuel safely.

- To ensure a safe environment exists in the boatshed, a clear walkway of 3 – 4 feet is needed between the ribs and the south wall. So it is very important to ensure the ribs are located correctly in the boat shed.
- The ribs need to be placed parallel to the north wall of the boatshed approx 12 inches from the north wall.
- Both ribs must form a straight line. 12 inches from the north wall. (not herring bone or criss-crossed across the boatshed).
- If the ribs are not placed as requested then the fuel cannot be accessed so refuelling will need to be performed by the rib crews when they turn up for duty.
- No attempt will be made to re-fuel any safety boats if they are not located as described above.

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