

WEST WITTERING SAILING CLUB

Using Lima as a secondary patrol boat with the 15 HP Suzuki outboard

WWSC requires that you operate this boat in a safe and seamanlike manner. Personal buoyancy must be worn at all times. When underway, the kill-cord must always be worn. Please note that this engine is heavy and its use is limited to events where 'Lima' is required as a secondary Patrol Boat. The Call sign for this boat is WITTERING ORANGE.

- 1. Storage and Transport** - The engine is stored on a trolley which should be used to take it down to the beach using the steps next to Lima. From here it can be placed directly onto the boat. As the engine weighs 40kg this task requires two people! Please note - This engine must not be laid down on its side at any time! The trolley can be left locked to the steps using the combination lock (7054)
- 2. Safety Officer Kit** – for use on Lima is stored in a yellow 'poly bottle' in the Clubhouse. This should contain towing warp, first aid kit and a knife.
- 3. Fuel** - This is a Four Stroke engine and uses pure unleaded petrol the fuel tank is marked '15hp/ neat' and should be topped up from the green or black fuel cans. The engine has no header tank so this needs to be taken down to the boat with the engine.
- 4. Connecting the Fuel Tank** - Once the engine is securely clamped to the boat attach the fuel line, support the fuel hose on the wire bracket provided. Open the breather on the tank cap and prime the fuel supply by repeatedly squeezing the fuel line bulb until firm.
- 5. Launching from the Hard** - Ensure that you have adequate depth of water before starting the engine. Two rigid paddles (stored in the engine room) should be used to help manoeuvre the boat whilst starting off. It is sensible to have the engine tilted on the first stop when negotiating the channel. (See TILT LOCK LEVER below).
- 6. Starting from cold** - Gently pull out the choke button and close throttle, pull the start cord gently until you feel resistance, give a firm pull to start the engine, allow the starting cord to return gently to its recoiled position, if it does not start repeat the process.
- 7. If the engine doesn't start** - Take a rest, reduce the amount of choke and apply a small amount of throttle. Check that the kill switch button is fully 'out'. Moving Off - Once the engine fires push choke button in. The engine should tick over. Once warm the engine should start again without choke. Before moving off ensure that the KILLCORD is attached to your person.
- 8. Lifting the Engine** - The tilt lock lever (grey) allows you to lift the engine leg to a shallower position. Up to release, down to lock. Please ensure that you always navigate in adequate depth of water, lift the engine to a shallower angle if unsure, and always switch off and lift the engine fully when approaching the beach.
- 9. Steering adjustment** - The red lever at the front of the engine varies the friction applied to the steering, be sure that you always have proper control over the engine, you should always be able to change direction with ease. Never let go of the tiller when underway.
- 10. Throttle adjustment** - The turn screw under the throttle arm will apply more friction to the throttle twist handle; adjust this so that you have optimum control over the engine output. You should be able to change speed in small controlled increments!
- 11. When returning to the Clubhouse** - When returning the engine back in to the clubhouse be sure that it is well secured in the far left hand corner of the outboard store so that access to other engines is possible.

BEWARE! This is a big engine on a small boat; the throttle response is very rapid! Turn the twist grip gently until you get the feel of it. Avoid rapid turns at speed. Be sure your crew are secure and aware of what you are about to do. Injury resultant from unguarded propellers can be severe.

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