



OPERATING PROCEDURE No. 12

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Power Boat Preparation and Securing (boat checks and engine startup procedure)

PURPOSE

This procedure provides guidance on the preparation and securing of power boats. It should be read by all volunteers who act as powerboat skippers or crews. The guidance is intended to minimise risk of damage to boats and engines.

PROCEDURE

Boat Checks

Before using a power boat, the following checks should be carried out:

- Safety box - these all contain safety knives. On Support 1, 3 and Safety these knives are now attached to lanyards and should be attached to the steering console so that they are ready for immediate use if required. (ARC, NAB and Support 2 may be used by children and the knives are therefore kept in the boxes for security)
- Hand held radio – set on channel M2/P4 low power
- Painter +- bow line
- Stern line *2 (port & starboard)
- Additional line for towing/throwing
- Sponsons firm. If not inflate
- Pump
- Fenders as required 2 each side
- Anchor (attached to boat!)
- Paddle
- Boat hook
- Bailer

- **ARC - Ramp Checks:**

The cable and turning handle are in the port side locker near the bow.

Release the two claw-like clamps from both sides of the ramp -- these are stiff and may need a knock with the handle. The handle can then be used on the winch in the locker to lower the ramp a short distance to check it works. It is not necessary to lower the ramp fully. Re-secure the ramp before leaving.

- **Safety - Ramp Checks**

Release the two retaining clips from both sides of the ramp. The cord release for the ramp is in the starboard side locker near the bow. To release the cleat, pull the cord to the right - it will not release if you pull upwards. Then ease the ramp down. If all is well resecure the ramp by cleating the cord and replacing the retaining clips.

Engine Checks and start-up

- Fuel sufficient – should have 1 full tank + 1 in use
- Inspect propellor for damage
- Lower engine and check oil level
- Pump fuel bulb
- Check steering free to left and right
- **ATTACH KILL CORD TO LEG**
- Switch on isolator
- Ensure throttle in neutral
- Start engine with key
- Watch for tell-tale from engine. If absent STOP ENGINE
- At tickover, whilst still moored, apply gentle forward and reverse gears to check working
- If all is well - slip the spring lines and leave attached to centre pontoon.
- Cast off the stern and bow lines as directed by skipper and off you go!
- All mooring lines/painters to be secure inside the boat so as not to stream in the water with risk of entanglement.
- Fenders brought inboard
- Anything missing - if not critical, proceed at skippers' discretion but replace missing items at end of session. Critical items – replace before departure. **All defects must be recorded on the Defects Board (Operating Procedure 20)**

Stability Check

If the boat feels slightly unstable report to OOD. Double bottom should be checked for water which may create a free surface which could be dangerous. Do not use boat if there is any significant water in the double bottom unless boat has been checked and cleared by a Chief Instructor, Training Officer, Principal or Safety Officer.

Securing At end of session

To secure the boat at the end of a session the following procedure should be followed

- Put fenders out on pontoon side
- Tie up using bow and stern lines - should not be too tight to allow for pontoon movement.
- Engine off and kill cord removed
- Attach bow and stern spring lines from pontoon
- Raise engine and turn steering so that steering arm is fully extended (out)
- Isolator off
- Remove fuel tank if COMPLETELY EMPTY and replace with full tank from store.
- Return radio and safety box to shore
- Any maintenance issues, inform OOD and complete Defect Board (Operating Procedure 20)

ANNEX A

Centre Pontoon Mooring Arrangements