



Smuggler Strata 490 RIB

VESSEL SPECIFIC PROCEDURES

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Hamilton Yacht Club

Vessel Specific Procedures

Smuggler

Contents

Smuggler Strata 490 RIB	3
Rescue boat details.....	3
Vessel purpose/usage.....	4
Departure procedures	4
Vessel Equipment List Check.....	4
Vessel Fit for Purpose Check.....	5
Fuel Procedures.....	5
Launching Boat.....	5
On-water procedures	5
Pack up procedures	6
Retrieving Boat.....	6
Wash down/pack away.....	6
Maintenance Plan.....	7
Monthly Checks.....	7
Annual Checks	7

Smuggler Strata 490 RIB

Rescue boat details

Full name of vessel

Smuggler Strata 490 RIB "Hamilton Yacht Club Patrol"

Hull construction

GRP

Eg wood, aluminium, steel, fibre reinforced plastic (of either glass resin, carbon fibre or aramid fibre), plastic (of either rotor moulded or welded plastic) and ferro-cement

Date of build

	12	2008??
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Took ownership

DD / MM / YYYY

Length Overall

4.9m

Beam

2.4m

Draft

Total engine power
(in HP, as applicable)

50Hp on transom (though max allowed is 60Hp)

Drive type
(e.g. Stern drive, outboard)

Outboard

Number of Shafts

One

Date when engine was
new – Took ownership

	12	2008??
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DD / MM / YYYY

Operating limits

Usually on Hamilton Lake.

Inshore support for coastal regattas

Eg restricted coastal, coastal – as applicable to the ship's activities

Max. No. of persons
allowed on board
(Except in emergencies)

6 – as per manufacturer's recommendations.

Vessel purpose/usage

Smuggler is kept at Hamilton Lake in the patrolboat shed. It is primarily used as a safetyboat and coach boat.

It is occasionally used for inshore support at coastal locations for regatta training, safetyboat duties and mark laying.

Departure procedures

Prior to leaving the shore the follow the procedures below:

Vessel Equipment List Check

A laminated copy of this list is kept on each vessel and is used by skippers as checks prior to departure.

Safety Equipment			Onboard
1	x	Bung (secured in bilges drain hole)	
1	x	Stern Line / Tow Rope	
1	x	Ignition Key, Fuel Cap Key & Spare Wheel Key (kept in Tower)	
2	x	Killcords (one kept with keys & spare under Coxswain's seat)	
1	x	First Aid Kit (under Coxswain's seat)	
1	x	Knife (under Coxswain's seat)	
1	x	Toolkit (under Coxswain's seat)	
1	x	Fuel Dip Stick (under Coxswain's seat)	
1	x	Bucket (below Coxswain's seat)	
1	x	10 metre Tow Line (in bucket below Coxswain's seat)	
2	x	Paddles	
1	x	Boat Hook	
1	x	Fire Extinguisher (under forward Crew seat)	
1	x	Sponson Pump (kept on boatshed wall next to Smuggler)	
1	x	Danforth Anchor + Chain + Warp (under forward anchor hatch)	
1	x	Bow Line	
1	x	Whistle	
2	x	Buoyancy Aids - from the Tower	
1	x	Spare Ignition Key, Fuel Key & Spare Wheel Key in Tower	

Vessel Fit for Purpose Check

Boat check	Done
Hull sound (Tubes properly inflated if fitted)	
Bungs in place	
Oil level checked (or premixed with fuel)	
Fuel on board and tank full	
Battery charged (if fitted)	
Kill cord on engine	
Anchor bitter end secured to vessel	
Equipment Check list gone through	

Fuel Procedures

The Evinrude ETEC 50Hp takes neat 91 octane petrol however it is a computerised 2 stroke engine, so the oil tank under the cowling needs to be kept topped up with Evinrude XD100 Synthetic Formula Oil (kept in the fuel store of the Patrolboat Shed).

Re-fueling of the boat with it's under deck fuel tank is achieved much easier when the boat is towed to the petrol station.

Launching Boat

- Retrieve the keys from the club tower (and return them at the end of the day).
- Before removing the Smuggler from the boat shed the engine needs to be tilted about halfway up to prevent grounding the skeg of the engine on the concrete floor.
- Roll the boat forward far enough away from the back wall to have room for the engine to tilt. Turn battery on by opening port side access panel below steering wheel and turning big red knob. Use the tilt rocker switch on the throttle lever.
- Insert bung – firmly, but not too tightly. The plastic tends to swell in the water.
- Check fuel-use the fuel cap key (on the key ring) to undo the fuel cap and the dip stick (under the driver's seat) to measure the fuel level. Measure with the boat level and the stick vertical. It is a 60L tank. Labelled additional fuel containers are kept in the boatshed. Use the 'Evinrude fuel' for the The Smuggler. This is plain 96 octane unleaded fuel (it is a 2-stroke engine but the oil comes from a separate reservoir found under the engine cowling). In the boatshed there is a funnel and clear hose arrangement for filling the fuel tank.
- After attaching the trailer to the tow vehicle rotate the dolly wheel to the horizontal position. Check coupling is secure.
- Check ramp access is clear. Take care when reversing the boat onto the ramp. Immerse the trailer until the wheels but not the bearings are in the water.
- Detach the boat from the winch, hold onto the bowline, and gently push the boat off the trailer. If it does not go easily, look for a reason – it may be still tied on!
- Secure boat alongside "wharf" and park trailer or return it to boatshed.

On-water procedures

- Lower engine with tilt rocker switch on the throttle. At low lake levels there may not be enough depth at the jetty to fully tilt the engine. The minimum is to tilt down until the back edge of the plate above the propeller just goes underwater.
- Ensure kill-cord clip is attached around the ignition lock barrel and, especially in open waters, ensure the kill-cord tie is looped around the Smuggler driver's leg.
- Insert key and turn clockwise one click. There will be a single beep then the engine will do a self test, briefly lighting each of the warning lights inside the 'rev' gauge. The self test is complete when all these lights go off and the engine is ready to start.
- Start the engine by turning and holding the key one more position clockwise, like starting a car. Release the key as soon as the engine starts.
- When running, a small jet of water at the back of the engine indicates that the cooling system is working. If there is no water jet then stop the engine and have it checked.

- Shift into gear quickly but only to a low throttle setting position. Both a slow shift and sudden application of too much throttle can result in gear damage.

Pack up procedures

Retrieving Boat

- Tilt the motor up. Reverse the boat trailer into water until rear bearings touch the water. Winch up onto trailer, remove bungs and allow water to drain out.
- Clean if required. Remove and return radios, flags etc. Return to boatshed. Lower dolly wheel. Tilt engine about 3/4 down, so that the boat can slide back far enough in the shed. Turn the battery off. Use the dolly wheel to raise the bow up.

Wash down/pack away

- *If using boat in salt water the outboard engines must be flushed out with fresh water to prevent corrosion using the flushing muffs and hose pipe.*
- *The RIB and trailer should be well washed with fresh water once it has done being used.*
- *The boat should be check for damage, any damage to the boat or engine should be logged in the maintenance log for repair (kept with the club Boastwain). Similarly, any equipment lost or missing should be noted for replacement.*
- *Batteries should be switched off.*

Maintenance Plan

Hamilton Yacht Club has a maintenance plan in place for all club owned vessels to help prevent mechanical failures and ensure the boats are maintained in good working order (including regular visual inspections of the vessel and equipment, servicing schedules and an asset replacement plan)

The HYC Boatwain has a log of any maintenance carried out on all vessels.

Monthly Checks

Monthly checks and routine maintenance		
Skipper's vessel checks and maintenance plan	Schedule	Comments
Engine, gearbox & hydraulics		
Engine service	Aug/Sept	Annual External service by Kings Marine
Steering	Every launch	And Annual External service by Kings Marine
Battery	Every launch	And Annual External service by Kings Marine
Propeller	Every launch	And Annual External service by Kings Marine
Inflatable tubes service	Every launch	Check by Boatwain each month
Safety		
All items on the Equipment List	Before every launch	And each month by Boatwain

Annual Checks

Annual Checks						
Vessel checks and maintenance plan	Schedule (Month due)	2018	2019	2020	2021	2022
Hull						
Hull Integrity	Aug/Sept					
Rib Tube Integrity	Aug/Sept					
Bow Roller						
General condition interior	Aug/Sept					
Centre console condition	Aug/Sept					
Non-skid on floor	Aug/Sept					
Drainage	Aug/Sept					

Trailer for RIB	Aug/Sept					
Propulsion						
Motor Connection	Aug/Sept					
Motor Hold Down Locks	Aug/Sept					
Engine Travel Lock	Aug/Sept					
Propeller	Aug/Sept					
Prop Guard						
Fuel System	Aug/Sept					
Fuel Tank	Aug/Sept					
Engine starts in neutral	Aug/Sept					
Throttle	Aug/Sept					
Kill Switch	Aug/Sept					
Battery	Aug/Sept					
Electrical system	Aug/Sept					
Safety						
Safety Lines	Aug/Sept					
Painter	Aug/Sept					
Anchor, chain & warp	Aug/Sept					
Towing set up	Aug/Sept					
Vessel identification	Aug/Sept					
VHF radio	Aug/Sept					
Alternative propulsion	Aug/Sept					
Bilge pump/bailer	Aug/Sept					