



Whaler 1 (Orange)

VESSEL SPECIFIC PROCEDURES

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Hamilton Yacht Club

Vessel Specific Procedures

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Whaler 1 (Orange)

Rescue boat details

Full name of vessel

Hull construction

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

		??		
DD	/	MM	/	YYYY

Length Overall

Beam

Draft

Total engine power
(in HP, as applicable)

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

Number of Shafts

Date when engine was new

		2010		
DD	/	MM	/	YYYY

Operating limits

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

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

Vessel purpose/usage

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

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?
2	x	Killcords (spare under steering wheel with knife)	
1	x	First Aid Kit (under coxswain's thwart)	
2	x	Paddles	
1	x	Danforth Anchor + Chain + Warp & Container	
1	x	10 metre Tow Line	
1	x	Fire Extinguisher (under coxswain's thwart)	
1	x	Knife (under steering wheel with killcord)	
1	x	Boat Hook	
1	x	Bucket	
1	x	Toolkit (under coxswain's thwart)	
5	x	Bungs (kept in engine well)	
1	x	Bow Line	
2	x	Stern Line / Tow Rope	
1	x	Whistle	
2	x	Buoyancy Aids - from the Tower	
1	x	VHF Radio - from the Tower	

Boat check	Done
Hull sound (no holes in exterior hull or inboard buoyancy tanks)	
Bungs in place	
Oil level checked under cowling	
Fuel on board and tank full	
Kill cord on engine	
Anchor bitter end secured to vessel	
Equipment Check list gone through	

Fuel Procedures

The Suzuki 25Hp takes neat 91 octane petrol and is a four stroke engine. As such, twice a year the oil sump should be checked and topped up if need be.

Re-fueling of the external fule tank should be done with the tank taken out of the boat. Spare fuel is kept in the Patrolboat Shed fuel store.

Launching Boat

- Roll the boat forward far enough to be able to tilt the engine up, the grey tilt lock lever is in the centre at the front of the motor. Flick lever up to allow engine to tilt up.
- Insert bungs (x5) - three are external on the transom and two are internal at the back of the cockpit – firmly, but not too tightly. The plastic tends to swell in the water.
- Check fuel level. Additional fuel is kept in the boatshed. Note the tanks are labelled. 91 unleaded. To refuel, remove the tank from boat and refill outside boat-house to reduce the spill and fire risk. Otherwise the fuel tank can be left in the boat connected to the motors. (note: no oil needs to be added to the fuel)
- Lift the dolly wheel up and clamp it tightly after attaching the trailer to the tow vehicle. 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

- Tilt the engine full down (unless the lake is very low), the grey tilt lock lever is in the centre at the front of the motor. Tilt engine up a little more to take the weight off the lock mechanism, then flick lever down to allow engine to tilt down. Lower it carefully. Please be warned it is quite heavy.
- Check steering is free and kill-cord is in place. Make sure remote engine control lever is in neutral (vertical position). Lift the starting throttle lever on the rear of the remote control unit to about 30 degrees.
- Open air bleed on top of fuel tank. Pump the in-line hand fuel pump until the pump chamber is firm. Apply choke, pull starting lanyard.
- Once the engine is firing, check that the red warning light on the front of the motor goes off and that water flows from the telltale at back of engine. Slowly remove the choke and allow a warm up period of 2-3 minutes to reduce the chance of stalling. Lower the starting throttle lever back to horizontal. If at any time the light stays red or there is no water flow, stop the engine and have it checked.
- Squeeze the shift detent to allow the lever to move into forward or reverse. Always shift the lever positively from neutral to slow ahead or to slow reverse. Both an overly slow shift or the sudden application of too much throttle can damage the gearbox.
- Especially in open waters, ensure the kill-cord tie is attached securely to the driver.

Pack up procedures

Retrieving Boat

- Turn the engine hard to port. Flick the grey tilt lock lever up then tilt the motor up to full up position. Reverse the boat trailer into water until rear sliders touch the water. Winch boat onto trailer, remove bungs and allow water to drain out.
- Remove and return radios, flags, buoyancy vests etc.
- Return to boatshed. Clean if required. A tap, hose and brush are in the patrol boat shed on the left side. Unclamp to lower dolly wheel to ground, clamp firmly again, then wind to lift trailer hitch off the car tow-ball.
- Slide the boat back into position in the shed then lift the dolly wheel onto one of the small wooden platforms, so that any water in the boat drains aft. Tilt engine down.

Wash down/pack away

List your club's wash down procedures. These should be clearly displayed.

EG:

- *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 boat and trailer should be well washed with fresh water once it has done being used.*
- *The boat should be checked for damage, any damage to the boat or engine should be logged in the maintenance log for repair (kept with the club Boatswain). Similarly, any equipment lost or missing should be noted for replacement.*
- *Handheld VHF radios should be returned to the Tower to be charged for their next use.*

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 Boatswain 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 Boatswain 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					