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| Macintosh HD:Users:colinmcdermid:Desktop:JOG:JoG Logo.png | Lancaster John O’Gaunt Rowing ClubandLancaster Schools’ Rowing Association |  |

GUIDANCE FOR THE USERS OF CLUB LAUNCHES

Do not attempt to use powered craft unless you are trained, competent and authorised to do so.

Before taking to the water;

1 Walk round and look for general damage and condition, loose equipment, ropes etc. and that all necessary equipment is on board or at hand. (All occupants will wear buoyancy aids)

2 Check the security of the engine, its cover and the fuel tank.

3 Check the bilge, drain it if required and close the drain cock.

4 Check inflation of all compartments including the keel and inflate as necessary.

5 Check fuel tank level to ensure there is sufficient fuel for the proposed outing.

\*If in doubt top it up

6 Check engine oil level in the case of 4 stoke engine. This must be checked with engine in the drive position

7 Carry or wheel the craft to the landing stage with the help of sufficient hands to make light work of the task. Avoid unnecessarily dragging the hull over the ground.

8 Stow the wheels carefully and slide the craft stern first into the water. It is not acceptable or sensible to push the craft on its wheels over the edge of the stage, due care must be taken.

9 Before starting the engine ensure it is in sufficient depth of water.

10 Check the fuel line is connected, open the tank vent and prime the engine.

11 Attach the kill cord.

12 \*\*With a secure footing pull the starter cord briskly to start the engine.

13 Drive the craft in accordance with the prevailing navigation rules, river conditions, your previous training and common sense. Remember you have a duty of care to yourself and all other river users.

Following an outing ;

1 Drain the bilge and close the drain cock

2 Clean the boat as necessary and check its general condition and the presence of equipment.

3 Remove the fuel tank and stow in the fuel locker in the rear of the boathouse.

3 Return the craft to the boathouse and report any defects that you do not have the resources, time or inclination to rectify yourself.

\*The Beast (Mariner 15) is a 4 stroke and runs on UNLEADED PETROL without any additives. The engine oil level should be checked and topped up if necessary prior to use.  
  
The Tohatsu engines are 2 stroke and run on UNLEADED PETROL with the addition of 2 STROKE OIL at the ratio of 50:1 (i.e 10 litres of petrol to 0.2 litres [200ml 20cl] oil.) It is important not to over dose as this can lead to difficult starting and uneven running. **Running with neat petrol is potentially fatal!**  
  
With both engine types It is very important to prevent the ingress of water into the fuel, this prevents the engine from starting and from running.

Note:

1. When filling 2 stroke tanks, 2 STROKE OIL at the correct ratio must be added to the petrol immediately and not returned to storage un-mixed
2. Do not add oil to fuel already in tanks unless a corresponding amount of petrol has also been added.

This will prevent double dosing of fuel leading to difficult starting and uneven running

The pouring and transfer of petrol between cans and tanks must be carried out outside the boathouse

\*\*Applies to all engines

In cold weather when the engine is cold;

Prime the engine by squeezing the primer bulb until it feels firm

Full choke no throttle - 2 or 3 pulls. If the engine does not start, no choke and open throttle 2 or 3 pulls engine will start.

In warm weather or when the engine is warmed up;

No choke and a little throttle 2 or three pulls and the engine will start.

Note: Excessive use of the priming bulb especially when the engine is hot will result in flooding and hence difficult starting.

These notes are intended as guidance only. For more detailed information please refer to your previous training and to the engine manuals which will be posted on the club web site in due course.

Above all, enjoy yourself!

