

## ABC Launch – A Coxswains Pictorial Guide to the New Engine And Boat Refurbishment Notes

1. **Fuel Tank:** New shiny plastic fuel tank **stored in the bows** for weight distribution throughout the launch and giving clear deck space in the rear of the boat. If it's kept in the bows you only need to look down over the steering wheel to see the "guesstimate" of fuel remaining. Ensure the tank is tied down between the two eyebolts. Don't forget to open the vent screw in the top of the filler cap before you start the engine. Just give the knurled knob two turns counter-clockwise to open it, you may hear air rushing in or out; it's good to have a vent system that works on the tank! Close the vent at the end of the day when you hose the launch down. If you don't open the vent the engine will only run for a limited amount of time before the vacuum takes over and starves the fuel system giving you a nice paddle out of harms way from the middle of the river should you forget; it's most likely you'll only do this trick once.



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2. **Trailer:** Refurbished with big pneumatic tyres on wider wheels that should not cut into the tubes on the side of the boat. Also they should also be easier to move across the shingle on the beach and up the bank from the river. Positioning the boat on the trailer, if the grey handle is aligned over the wheel and the shallow V of the hull at the transom matches the V shape of the trailer then it is in the right place, as per the photograph to the left. Do not take the launch too far up the trailer and leave it like the photograph below. There's a number of reasons not to load the trailer like this:



(i.) Damage the transom and underside of the boat, which has required to be repaired on this occasion;

(ii.) Damage the tubes of the boat with abrasion from the wheels;

(iii.) The engine cannot be left in the vertical position required at the end of day;

(iv.) Basic ergonomics! Did you not think the boat was heavy when you dragged it over from ASRA in such an unbalanced condition on the trailer?



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To get it right; use the guide above based on the grey rubber handle; balance the boat on the trailer supported by the V shaped wood support at the transom such that the weight at the trailer handle is minimal, and tie it there.

Be careful with the pneumatic wheels as they will give a spring to the trailer and may well bounce down the slipway towards the river, control the descent to the water.

On retrieving the launch from the water; stop using the “goat track of a slipway with a step in it” by ASRA and come up from the river on the angle across the grass bank heading towards ABC. It saves wearing the slipway away further as well as trying to climb up a step in the slipway and you will find it easier as takes less effort to haul the launch up and uses fewer people.

Ensure the people helping you recover the launch, whether they be children or adults aged 11 or 111, **ONLY USE** the grey rubber handles on the launch tubes to help pull the boat up onto the trailer and up the slope; **NEVER**

use the safety ropes (illustrated) on the side of the boat, these are for people in the water to hang onto! These mountings have just been replaced having been torn away with over-enthusiastic recoveries of the launch in the past months.



3. **The Engine:** Now a Yamaha 15 not a Honda 15 like the other two in the Committee of the Dee fleet, because Mackay Marine hold more Yamaha spares than anything else. Note: **This engine must be serviced after its first 10 hours of use to maintain the Warranty, a record must be kept in the Boat Booking Diary of all use. Stop use at 10 hours to complete its first servicing.**

4. **Engine Safety.** The engine is now fitted with *two* Kill Cords and a Stop Button. The cord to wear is on the Throttle and Gear-shift at the right hand side of the seat and can be worn on the arm or leg. It is located where it always has been for the last Honda engine, and Committee of the Dee policy is to wear.



The other cord is one people will not be used to having available and is fitted

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to the tiller arm of the engine at the Stop Button position and links to a fixture in the boat. This is a standard fitting for when an engine is used with a tiller handle and without a steering position, this kill cord switch has not been disabled and must be in place to start the engine, it must also be attached to the hull of the boat. You're not used to having a Stop Button either, but it means that when operated by two crew one can work aft, stop the engine by pressing the button, and then lift it whilst the other never leaves the steering position.

5. **Engine Lifting and Lowering.** There is a lock that has to be used when lifting or lowering the engine. You will find it in the centre of the engine just above the level of the engine transom clamps as per the picture.



It is not easy to locate initially and fairly stiff to operate, make yourself aware of where it is; because if you get it wrong and you may have to use it in a hurry if you are approaching the beach too quickly! Make sure you know where it is before you boat.

You need to push this small lever down to lower the engine and then the engine will lock into position so that reverse can be used effectively. It is shown with a small graphic to indicate what to do. To raise the engine you have to return the lever to the upper position prior to attempting to lift it.

This engine has a vertical position for normal running, plus two tilt positions for work in very shallow water. These tilt positions can be accessed by lifting the lever shown and raising the engine into the required position. It cannot be positioned effectively through lowering the engine into the water. However, these should



never need to be used under normal boating operations on the Dee, if you have to use them the boat probably should not be out!

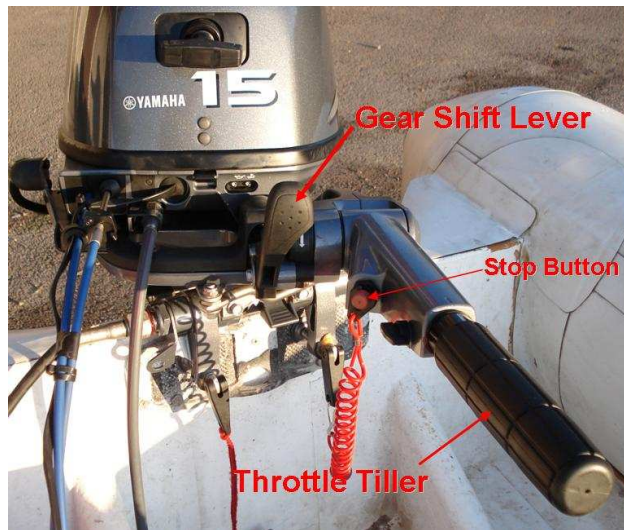
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### 6. Engine Tiller Throttle Control and Engine Mounted Gear Shift.

Simple Guidance: **NEVER ATTEMPT TO USE THESE** whilst the **blue remote control cables** are connected to the engine. The Remote Gear Shift and Throttle control fitted to the seat position has a neutral gear lock trigger synchronised with neutral on the gear shift on the engine, but it requires to be activated before gears engage. This trigger action cannot be done on the engine gear shift and will only damage the engine if attempted. The Tiller Throttle Control and Gear Shift Lever Systems must be kept lubricated as part of this engines general maintenance or the remote system will not work.



7. **Engine Starting** Check oil level prior to rolling out of the ABC boat house. To do so, release the cover with the clip at the back of the engine. Dipstick position is on the side opposite the tiller handle under the cover. The dipstick has a yellow looped handle, check the level and the quality of the oil. Replace the dipstick and fit the engine cover securely. Raise the engine; do not roll it from the shed in the lowered position. Check you have enough fuel and fuel lines are connected. Launch into sufficiently deep water and drop the engine. Using only the remote gear change by the seat; check the gear shift is locked in neutral, check the kill cords are both fitted. Squeeze the bulb in the fuel line until it is firm. Pull the recoil starter on the top of the engine until it fires. Don't bother looking for a choke lever as there isn't one. If necessary idle rev's can be adjusted by the lever at the remote gear shift position.

8. **Launch Driving.** Due to the engine set up coxswains may find that the launch turns faster and tighter to starboard than to port. MacKay Marine took away the launch to complete the set up, the engine to transom angles should have been set and not require adjustment. Get used to the way the launch handles with this engine throughout the speed range prior to undertaking close work with boat crews. It is a lighter unit than the previous Honda model.

9. **Engine Storage After Use.** After washing boat, flush the engine with the flushing tool connected to the hose, this gets rid of the brackish river water in the cooling system and restricts the onset of corrosion. In the boathouse; the engine must be lowered so that the flush water can drain from the cooling system and the oil drains back into the reservoir sump. This allows the oil to be accurately checked as a part of the start up procedure. Check for damage and report findings. Log engine hours in the Diary.



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