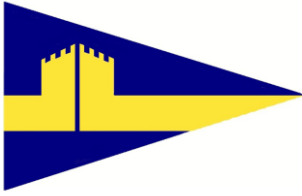


RIB & Yamaha 50HP Operating Instructions

Version Number	Author	Date	Approved By	Date
4	CL	13-3-2013	D.Underwood	12-3-2013
5	CL	18-04-2013		



Engine Notes

Running in of new engine.

The initial "running in" has been completed. The engine is now ready for use as it is unlikely that the engine will be used at full throttle continually. The engine can be used at full throttle for 5 minutes at a time. It is recommended that this engine is not run at full blast continually during the first ten hours. The Tacho shows the hours used.

Going out

Open the driver's seat and check that water separator is clear of water. If water is present remove it. (See separate instructions) Water in the petrol will severely damage the injectors in this engine..

When the fuel tank is connected pump the fuel to the engine with the bulb on the pipe. Stop when the bulb feels full. The bulb is now under the driver's seat.

Do not check the engine oil level. This will be done regularly by the boat team.

The reason is that the engine cannot be lowered to the vertical in the trailer. This will give a false reading. The oil level should only be checked when the engine is cold. Yamaha 4 strokes do not burn oil.

On the water

Push and paddle RIB into deep water before attempting to start engine.

Always clip on the Kill-cord to leg or life-jacket before starting engine and at all times the engine is running.

Do not start engine with the prop out of the water. The water pick up louver must be in the water.

Without cooling water the rubber impeller will be destroyed in as little as 45 seconds.

The engine will start from cold without the need for choke or fast running. Make sure the throttle lever is in neutral when starting.

On starting the first thing to check is that water is running out of the "tell-tail" on the starboard side of the engine.

Run the engine gently until it is warmed up. Push the right hand button on the "Tacho" till engine temperature is shown.

The trim degrees are shown vertically on the right of the screen in black lines.

If a warning light shows, stop the engine immediately.

If an oil light shows stop and radio in for a tow. **Do not motor back**

If it's an overheat light, check that water pick up louver is not covered with weed.

If it's clear do not start engine and radio in for a tow. **Do not motor back**

Initial trials show that 2800 rpm on the Tacho is 10 knots. It is the driver's responsibility to avoid breaking harbour regulations.

For sustained high speed running trim the engine to keep the bow down. Initial trials show that the trim gauge shows about 1/3rd for high speed running. If the prop rattles and sloshes it is far too high and risks not picking up cooling water.

Return

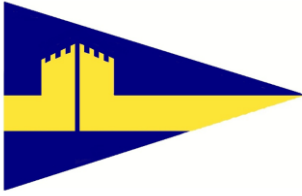
Lift engine early when approaching the slip way and paddle in.

Shut down instructions

Once the engine is running **Never isolate the battery** as this will instantly destroy the alternator diodes.

Flush engine with the ear muffs as per the old engines, 5 minutes with the engine running is recommended.

Remember it is poor flushing that resulted in the old engine failing with overheating problems.



Make sure the "Tell-tale" is flowing during flushing.

When the boat is pushed back into the garage, tilt the engine down to rest on the piece of wood provided.

Switch off the battery isolator.

General Instructions

Do not store race marks at the back of the passenger seat. This damages the control cables

Check the painter is attached to the external stainless loop on the outside of the bow of the RIB. Cleat it off tightly on the cleat by the anchor cover as soon as the boat is ready to move.

Check inflation of the tubes of the RIB. Pump up if necessary.

Check that the inventory is complete specially that the first aid kit, safety knife and wire cutters are on board.

One tank $\frac{3}{4}$ full is sufficient for a normal race support duty. If the Rib is supporting a race outside the harbor take two full tanks. Make sure they are strapped down securely. Don't forget to open the air vent on the tank.

If the RIB is being used for duties anywhere other than the top of the harbor give consideration to taking a flare-kit for emergency use. Ensure you know how to use the flares correctly without endangering yourself, the boat or others

When towing dinghies attach tow rope to cleat on stern. **Do not rub engine with tow rope.**

The boat has been thoroughly cleaned and to prevent the further rust staining always store the race buoy chains in buckets on board.

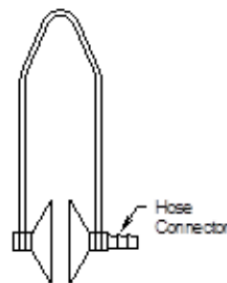
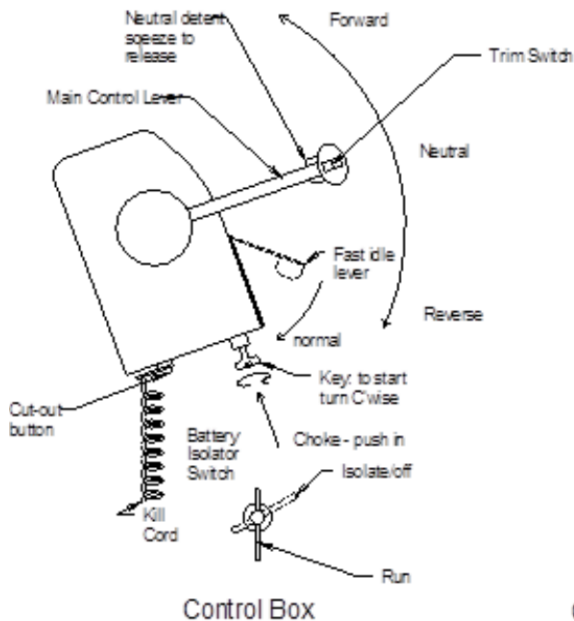
Wash the whole boat down with fresh water. This includes the seats, tubes, deck and outside of the engine.

Note: don't point hose into engine apertures. Just rinse the outside.

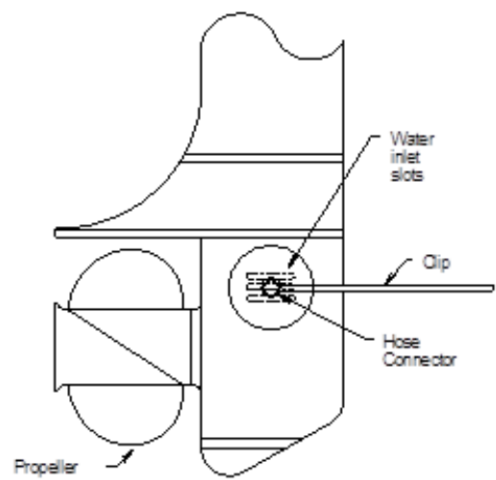
If possible leave the boat in the sun and wind to dry it off before returning it to the garage.

Report any faults or losses to the Club Boat Officer email.

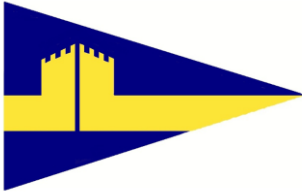
Engine Controls



Cooling Water Clip



Fitting Cooling Water Clip



Inventory

Radio (Fixed Installation)
Battery (Fixed Installation)
Engine (Fixed Installation)
Water separator and fuel filter (Fixed Installation)
Two fuel tanks (One tank optional)
Safety knife
First aid kit
Flares
2 aluminium paddles
Tube pump
Anchor and chain (Fixed Installation)
Wire cutters
Tool kit
Starter cord
Painter (Fixed Installation)
Throw line
Marker pen