



EMERGENCY PROCEDURES



IN CASE OF: -

1. **ENGINE FAILURE:** CHECK LEVEL OF FUEL IN TANK – IF LOW, TILT TANK TOWARDS HOSE FITTING AND PUMP PRIMER BULB. YOU MAY GET ENOUGH FUEL TO RESTART ENGINE AND DRIVE AT LOW RPM TOWARDS SHORE. CHECK THAT THE EMERGENCY STOP CLIP (ON THE COILED RED LEAD) IS IN PLACE. CHECK THAT THE FUEL TANK IS NOT RESTING ON THE FUEL HOSE, BLOCKING THE FLOW.
2. **STRIPPED PROPELLOR BUSH:** THE ENGINE DRIVES AT IDLE RPM BUT REVS FREELY WITHOUT PROVIDING THRUST WHEN THROTTLE IS OPENED. YOU CAN TRAVEL AT **IDLE SPEED** BACK TO BASE. REVING THE ENGINE WILL MELT THE BUSH AND ALL DRIVE WILL BE LOST.
3. **SNAGGED ANCHOR:** MANEUVER THE BOAT DIRECTLY OVER THE ANCHOR, PULL ANCHOR ROPE TIGHT THEN RELEASE ABOUT 3M (NO MORE) OF ROPE. TIE THE ROPE SECURELY TO THE ANCHOR BOLLARD THEN DRIVE THE BOAT AT ABOUT ONE QUARTER THROTTLE IN THE OPPOSITE DIRECTION TO WHICH IT WAS LYING AT ANCHOR (OVER THE ANCHOR) THIS SHOULD FREE THE ANCHOR.
4. **FUEL TANK FIRE:** THIS CAN ONLY BE CAUSED BY CARELESS USE OF MATCHES OR A CIGARETTE LIGHTER WHEN FUEL IS VENTING FROM A FULL TANK. SHOULD THIS HAPPEN, **IMMEDIATELY** DOUSE THE TANK WITH BUCKETS OF SEA WATER THEN COVER ANY REMAINING FLAMES WITH WET SHIRTS ETC.
5. **NIGHT BREAKDOWN:** IF YOU ARE BROKEN DOWN AT NIGHT, SWITCH ON THE STROBE LIGHT FROM YOUR SAFETY EQUIPMENT CONTAINER. IT IS VISIBLE FOR AT LEAST 5 MILES.

IF ALL ELSE FAILS: -

REMAIN AT ANCHOR AND WAIT FOR THE RESCUE BOAT WHICH WILL ARRIVE. USE THE SAND ANCHOR FROM THE FRONT COMPARTMENT OF THE BOAT IF THE REEF ANCHOR DOES NOT HOLD. HAVE THE TORCH, FLARES, MIRROR ETC. ON STANDBY IN CASE THEY ARE REQUIRED. DO NOT ACTIVATE THE E.P.I.R.B. UNLESS YOU FEEL THAT YOUR LIFE IS IN DANGER.

6. **BOAT HOLED AND TAKING WATER:** YOUR BOAT WILL SUPPORT FIVE (5) PEOPLE WITH BOTH HULLS HOLED. FIT LIFEJACKETS AND REMAIN IN THE BOAT. ACTIVATE E.P.I.R.B.

IT IS YOUR SKIPPER'S RESPONSIBILITY TO **CHECK FUEL** BEFORE LEAVING HARBOUR TO ENSURE THERE IS SUFFICIENT FOR THE JOURNEY.