

New Tudor Sailing Club RIB – what’s different for users

I’ve been fortunate enough to have driven the new RIB over its first weekend here at TSC and prior to that usage I read through the full engine manual and was present when Fairweather Marine gave their operating brief to members of the Sailing and Bosun’s Committee. It is marginally different operating process as to be expected in the shift from two stroke to four stroke operation. I give what are the main pointers here it should make all users first operation a relatively painless affair both for them and the RIB.

Phil Bryant - Dinghy Captain
10th August 2014

1. **Fuel:**

- a. It takes straight unleaded petrol. There is a specific tank (25 litres – marked “New RIB”) for the vessel and it is stowed in the open fronted compartment at the bow end of the console. This tank is a manual rather than an automatic vent.
- b. Spare fuel, the green five litre cans, can be stowed in the underseat area where you will also find the priming bulb. As per the other outboards squeeze about a dozen times after connecting the fuel line.

2. **Electrics:**

- a. This RIB is equipped with a battery isolator in the underseat area on the front of the bulkhead. The switch is on in the horizontal position; turn the switch ninety degrees and it is off. This activates the VHF radio, engine and navigation lights. The navigation lights are operated by an on/off toggle switch on the left of the operator’s console.
- b. The console mounted VHF Radio ([ICOM M-323 VHF](#) – online manual here, for information only) has a limited number of channels including 37A and 16. The on/off switch is also the rotary volume switch. Press and hold to turn on. Currently it will ask you for an MMSI number, press clear to ignore this instruction. Press clear again to bring up the channel screen. Volume, squelch and channel are toggled by pressing the volume switch in.

3. **Engine:**

- a. The full manual can be found online at [The Brunswick Marine Download Centre](#). The manual number is 8m0055693r (Ctrl-F will pick it out if you wish some light reading). I’ve described a sequence then referenced a page if you wished to look it up.
- b. Check oil level (p.54) in engine (with the engine in the down position). The cover is removed by one clip at the rear and hinges forward. An automotive dipstick can be found on the left hand side. As of writing this document (Aug 14) there should be no need to top up. However oil will be purchased and labelled and stored in the garage. There is a mass of wiring in this very modern engine, be careful when you refit the cover not to trap any items.

4. **Engine Start and on water:**

- a. Fairweather’s instructions were very specific; this engine requires **nothing more than a turn key start – whatever the weather**. All start functions are controlled by

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sensor. You just turn the key; no lever lifting no pushing the key in. Turn, click, go – it’s worth every penny. Run for three minutes to warm up before moving off. A good time for radio checks and to check kill cord operation.

- b. The initial running in has been done. However the RIB will have its first service in early September ‘14 and should not be subjected to full throttle operation for prolonged periods until after that service. Up until that service Fairweather recommended that we don’t keep the RIB at tick over for long periods of time during the running in process, so keep the boat moving and don’t be afraid to operate within the harbour speed limits where applicable.
- c. Key differences - taken from the manual.
 - i. The engine can be operated in shallow water with the leg tilted up and the intake still underwater. However if you exceed 2000rpm with the leg tilted up it will automatically trim down fully and could cause you difficulties if you are travelling fast with the leg tilted. I quote – **“Operate the engine at slow speed only. If engine speed exceeds 2000 RPM, the outboard will automatically return down to the maximum trim range”**.
 - ii. This engine is fitted with a warning buzzer I can do no more than replicate the manual information below. If the engine warning horns operate please follow the instructions below and report to the Race Officer who can link to me or Dave Goldfinch for any remedial action to be programmed.

There are two types of warning horns to alert the operator of an active problem within the engine's operating system.

1. Continuous six second beep: Indicates a critical engine condition. Depending on the condition, the Engine Guardian System may engage and protect the engine by limiting its power. You should return to port immediately and contact your servicing dealer.

2. Intermittent short beeps for six seconds: Indicates a noncritical engine condition. This condition does not require immediate attention. You may continue using your boat, however, depending on the nature of the problem, the engine’s power may be limited by the Engine Guardian System (see Engine Guardian System following) to protect the engine. You should contact your servicing dealer at your earliest convenience.

5. After Use:

- a. There are no specific post usage checks other than to thoroughly wash down and flush through. The manual specifies running the engine for five minutes whilst the system is flushed through using the water coolant muffs.
- b. Turn off radio, trim engine level so that leg is nearly on the ground (not supporting any weight) and finally turn off the battery isolator. Complete engine hours run sheet.
