

## **GUIDELINES FOR THE USE OF THE VCKC SKIFF.**

### **1. GENERAL INFORMATION.**

A. Only persons possessing a Canadian Coast Guard PLEASURE CRAFT OPERATOR CARD and who have permission of the VCKC safety director (Doug Linton 2010) may operate the boat under power. The list of persons so qualified will be posted near the motor storage location. The operator must sign the log book, and is responsible for safe operation of the boat and its equipment.

B. The boat shall carry no more than 5 persons while being rowed, and not more than 4 persons while under power.

C. The boat is for use during daylight hours only.

D. The operator must ensure that the boat is not overloaded, and is equipped in complete compliance with Coast guard regulations. To wit:

#### **SAFETY EQUIPMENT TO BE CARRIED IN THE BOAT:**

1. One personal flotation device or lifejacket of appropriate size for each person on board.
2. One buoyant heaving line of not less than 15 m in length.
3. At least one paddle or a pair of oars.
4. One bailer or one manual water pump fitted with sufficient hose to enable water to be pumped over the side.
5. A watertight flashlight.
6. A sound-signaling device or a sound-signalling appliance.

The required equipment is stored with the motor, and should be taken in the boat whenever it is in use.

E. The operator must obey all navigational rules, channel markers, and speed restrictions.

F. After use, the motor is to be flushed with fresh water using the 'ear muff' hose attachment, or by running it in the rinse bucket for a couple of minutes.

G. The safety equipment, and fuel tank are to be stored tidily under the sundeck. The motor should be stored in the basement next to the furnace either on the cart or lying on the floor left side down.

H. The boat is to be rinsed out (if dirty), wiped clean, and stored on the dock, inverted and locked down.

I. Operators should leave the fuel tank full, (go up to the gas station and fill it after use) and are to pay for their own fuel. Buy regular gas; do not add oil.

**2. Starting the motor. (get instruction from the safety chairman or an experienced operator if unsure of any of this procedure)**

1. Connect the fuel tank to the motor (the tank cap has an air intake, make sure it is open) and press primer bulb until you feel resistance;
2. Take care to remove any debris from the propeller and the cooling water intake. Put the motor tilt lever in the "RUN" position and the lift lever in the "LOCK" position if operating in reasonably deep water. If in shallow water, do not lock the motor down so that it can flip up if it hits bottom;
3. Ensure that the drive selector (also called a gear selector) is in Neutral;
4. Set the throttle to "START" and use the choke as required;  
When the motor is cold, pull the choke fully on, and pull the start cord a few times to prime the carb, then push the choke in about half way and start the engine. No choke should be required if the motor is warm.
5. In a sitting or crouched position, pull the starter cord until you feel resistance, then pull firmly in a short, sharp stroke. Remain seated to start the motor;
6. Check that the control jet from the cooling system is flowing properly;
7. Once the motor is running well, shut off the choke completely.