

Using the BSC Power Boats

The use of Club-owned boats shall be limited to Club programs. The ignition keys for all boats are stored in the locker on the pontoon boat on key rings labeled with these names.

Getting Started

I. Gas and Oil

- A. All boats have separate oil supplies. Do not add oil to the gas tank!

The newer Whaler & newer pontoon boats have 4 stroke Honda outboards that do not use 2 stroke oil.

The 2 stroke Mercury 30 hp motor on the older Whaler has a small viewing window on the front of the outboard for checking the 2 stroke oil. The dedicated 2 stroke oil container is mounted internally on the front of the outboard & there is a 2 inch dark plastic screw lid on top of the motor to add 2 stroke oil if needed

The 2 stroke Evinrude 50 hp motor on the older pontoon has a dark plastic one gallon oil container mounted on the aft deck. It has a 2 inch lid which can be unscrewed by hand to ck the oil level. Half or more full is sufficient.

- B. If needed, and you buy gas and oil, please get a receipt and submit it to the Treasurer for reimbursement. Gallon containers of oil and gasoline tanks are stored in the Club lakeside storeroom, located on the floating dock adjacent to the committee boats.

II. Engines - Starting, etc.

- A. The vent screw on top on the gas tank should be loosened before starting the engine. The engine will start and run smoother, especially in the warm months, if the fuel pump does not have to overcome the vacuum that builds up in the tank as gas is used.
- B. Fast Idle - The fast idle lever should be raised when cold starting and lowered once the engine has warmed up. This control does not have any thing to do with choking.
- C. Choking - The 4-stroke engines have manual chokes on the motors. Other engines are choked by depressing and holding the ignition key while turning it to start. The engines will start with very little choking! Sometimes, you will need to choke 2 stroke engines after they have started, to keep them running. If the engines starts, then dies, just

press the key in momentarily when the RPM starts to drop. Repeat choking until the engine runs without choking.

- D. Highly important - Visually check that the water pump is working on each motor before leaving the dock. Check for water being ejected from the back of each motor. If you do not see a stream of water, do not use the boat! All boats have a built-in horn warning system. Horn sounds indicate that action must be taken to prevent damage to the engine. A horn sound every 20 seconds means low oil - refill oil tank. Rapid short horn sounds indicates no oil flow - stop engine, check oil tank. A continuous horn sound indicates overheating - stop engine, tow boat to dock. Note: A single horn sound when cranking the engine is normal.
- E. Please do not remove the engine covers, unless you are an experienced mechanic.

On-the-Water Pointers

Please do not shorten the anchor lines. Do not tie knots in them or cut them. The marks may float up to 30 feet from the anchor position. This is not a problem! The extra line is needed when setting marks in the river channel. The depth of the racing area ranges from 20 to over 70 feet.

The snap clips on the anchor lines allow the anchors to be used on any mark. Nothing needs to be untied or tied!

The pontoon boat has 200 feet of anchor line. Square the starting line by releasing more line or pulling in line. In a breeze, you should use more than half of the anchor line so you will not drag the anchor.

The most expedient technique to set marks is have the crash boat set all marks. The pontoon boat should then set the anchor, squaring the starting line by adjusting the anchor line.

Please do not put the anchors on seat cushions!

Stay clear of shallow water! Props cost over a hundred dollars. Special caution must be taken in the low water months, October through May. The water behind the boat sheds is very shallow. Back out aiming the stern toward deep water. When leaving and entering the harbor, use the long dock as a guide and steer a course to leave the long dock directly in your wake. If you are not aligned with the dock, you will find the shallow water to the North and South.

If you hit anything with the prop, the damage is already done, so please let the Vice Commodore know about it. The seals on the lower unit need to be checked for integrity whenever the prop hits something. It only costs \$35 to check the unit, but it costs over \$1200 to replace lower unit when it burns up, because the oil has leaked out. Please do not guess that it is OK: report the incident.

Docking

The small pontoon boat must be backed in to prevent the slip roof from hitting the roof of the pontoon boat. Ensure that the check lines on both pontoon boats prevent the motors from coming into contact with the docks. (After securing the boats, push them forward and backward to see if the motor will contact the dock.)

Before Going Home

Neatly coil the anchor lines and leave the anchors on the boats.

Neatly store flags, keys from all boats, all life jackets, etc., in the storage locker and lock it.

Return all gas cans to the storage shed.

Remove all trash and personal gear from the boats.

If there are problems, breakage or malfunctions, report the details to the Vice Commodore.

Trailing

Leave the engine in normal operation position or engage the trail lock. Do not trailer with the engine supported only by the tilt lever.