



## **"MEIKLE" Light Support Boat conditions and instructions for use**

**Description** - Meikle is a T3.2m Honda Honwave Air V floor fitted with a 15hp Honda tiller steered 4 stroke outboard. She is rated as 'C' under the Recreational Craft Directive for up to 4 adults (RCD C = inshore (coastal) navigation, winds up to Force 6 & waves up to 2 metres).

**Purpose of Meikle** - She is available for the use of individual Club members supporting on the water activities for Club members "**Member Organised Activity (MOA)**". She may also be used as a support boat for Club activities "**Club Organised Activity (COA)**". She is intended for use where there are not enough members present to launch and recover a 5m RIB.

**Crew** - ideally Meikle will have a crew of 2, at least one of whom must be a current Safety Officer volunteer or Instructor or Coach. In benign conditions, when supporting fewer than 7 dinghies, a crew of one may be appropriate, that person to be a current Safety Officer volunteer or Instructor or Coach.

**Familiarization** - Club members who wish to use Meikle must arrange a familiarization session well in advance of their first use of the boat. Sessions can be arranged by contacting [training@chanonry.org.uk](mailto:training@chanonry.org.uk).

**Booking/ Permission** - permission for use of Meikle must be requested in advance from one of the following: Commodore, Sailing Secretary, Training Principal. Multiple sessions can be booked. Once this has been agreed the person granting permission will add an event in the Club Calendar so that other Club members can see when Meikle is being used and by whom. Participants in the session should add their names (Signup) to the event in TEAMUP via the Calendar. The organizer can also advertise the activity on the Club Facebook pages.

**Charge for use for MOA** - there is a charge for the use of Meikle towards the cost of maintenance and fuel - this is set at £5 per day/part day. Payment by PayPal to [treasurer@chanonry.org.uk](mailto:treasurer@chanonry.org.uk) with a reference 'Meikle' is preferred.

**Logbook** - there is a Logbook for Meikle in the Race Office - this should be completed after each use. Any fault which renders the boat unserviceable should be reported immediately to a Committee member.

### **EQUIPMENT**

First aid kit, tow line, bailer, spare kill cord and anchor are to be carried; these are stored in the Side Store and contained in a labelled ruck sack. The oars are also in the Side Store and should be fitted to the rowing pins. There is a pressure gauge in the key cupboard in the Race Office should you want to check the sponson & floor; there is a dedicated foot pump in the Side Store.

The kill cord is kept in the key cupboard. It is essential to use the correct, Honda, kill cord and this is labelled. There is a small tool kit under the engine cover in a tray which includes an emergency kill cord.



A handheld VHF is to be carried and is stored in the Race Office – this should normally be set to Channel 37A and a person ashore should also carry a VHF, however if there is no designated person ashore it should be set to Channel 16. Carry the radio on your buoyancy aid threaded through its lanyard to a shoulder strap or waist belt.

The fuel tank is kept in the Fuel Store, it has the fuel line attached. In the boat it is stored forward, secured by the straps provided, with the fuel line kept tidy in the 2 velcro loops low down on the starboard sponson. The outboard is 4-stroke and uses ordinary unleaded petrol.

## **LAUNCH/RECOVERY AND DRIVING**

**Parking Meikle** – She is kept next to the RIBs, secured on the chain passed through the “D” ring on the bow. She should be parked with the wheels down and chocked and the engine on low tilt with the bow supported on 3 tyres. There is a cover.

**Launch/ Recovery** – Engine on low tilt, wheels down, she can be wheeled by one person. The track is quite narrow so take care not to tip the boat over. The boat is better balanced for handling on land if heavy items such as the anchor and fuel tank are placed near the transom until ready to launch and the engine is on low tilt with the tiller locked into the central position.

**Prior to Launch** at the bottom of the slip stow the fuel tanks and other items forward (the fuel tank has its own straps, everything else should be tied to a forward internal ‘D’ ring. Make sure the kill cord is fitted and the fuel well bubbled with the tank breather open. Insert the drain bung in the transom.

**Push** the boat into the water until she is floating. Remove the wheel pins one wheel at a time. Do not pull on the cord; if the pin is stiff, ‘jiggle’ the undercarriage and push the pin from below. The wheels stow in the sockets; inverted and splayed outwards (pins in forward holes).

**Row** the boat into water sufficiently deep to lower the engine completely clear of bottom debris. Stow the oars. Lower the engine fully and check that it is locked down. Release the tiller lock and check that the engine is free to turn. Sit on the starboard sponson and attached the kill cord to your right leg. Check that the throttle is closed, and the engine is in neutral. Pull out the choke. Take-up the slack on the starting cord and pull smartly and return the cord under control (do not let it fly back). Repeat until the engine starts then check for a coolant tell-tale. Allow the engine a couple of minutes to warm-up then push in the choke and engage forward gear. Motor for a few minutes at low RPM. When ready to plane, sit well forward (or in the boat if solo), ensure the tiller is central and smartly open the throttle to about 50%. The bows will rise quickly but then level out as the boat planes, you can then back-off the throttle. The transom bung can be removed on the plane to drain water (but should be inserted in displacement mode).

**Recovery** before reaching the shallows, stop the engine (by pulling the kill cord), lock the tiller in the central position and tilt the engine to the low position. Row to shallows and refit wheels to the vertical down position (pins in aft holes). Recover to slipway then adjust items for balance and pull to the parking space.

**Post** activity, place the bows on two tyres, attached the muffs to the engine, and flush the engine for at least 2 minutes running (with the engine on low tilt and with the bows



on two tyres, the engine should be close to vertical, the skeg needs to be clear of the ground). Remove the transom drain bung and thoroughly hose off the boat paying particular attention to metal parts. Return all kit (NB don't forget the oars) to storage. Place the boat on 3 tyres to allow her to drain, chock the wheels and cover and lock. Write-up the log with the approximate hours run.