

HSS RIB driving instructions and rules

WHO IS ALLOWED TO DRIVE RIBS?	2
SAFETY	2
HOW TO GET KEYS	3
BEFORE GOING OUT	3
HOW TO LEAVE THE DOCK?	4
ON THE WATER	4
WHEN ARRIVING BACK	5
HOW TO ARRIVE AT THE DOCK?	5
HOW TO PACK THE RIB ON THE TRAILER?	5
TROUBLESHOOTING	6

Who is allowed to drive RIBs?

- Before a member is allowed to drive a RIB, they should either:
 - attend a RIB driving course/training held by the club, or
 - prove their experience with their own boat or other way
- Members can only drive RIB in the “Elliott 6M training area” (see picture below)
 - Driving between the islands of Liuskasaari and Sirpalesaari is prohibited to all users.
- Members can only drive RIB outside the training area if they have a navigation certificate ("saaristolaivuri" or equivalent).
- The boat driver must always have a reservation in the reservation calendar before taking the boat into use.



Safety

- Always wear a life jacket.
- Always use an emergency stop wire/kill cord.
- Protect your phone from water for emergencies.
- Make sure you have enough clothes, drink and food with you.
- Check the weather forecast before going to sea.
- Make sure you have a proper (physical) map of the area you will be driving at.
 - Mobile or other electrical navigation devices are only navigational aids but they don't replace physical charts.

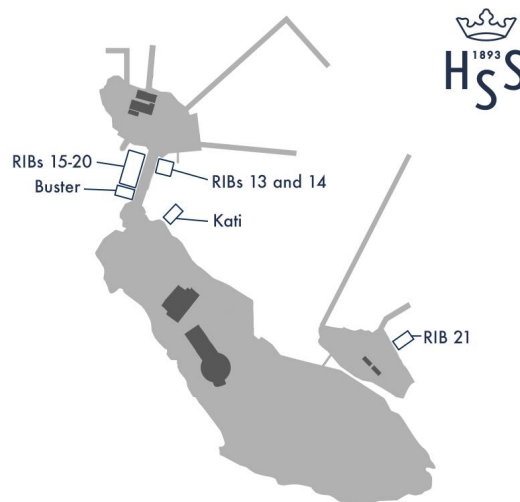
- Not having a physical chart on board is illegal when you are driving on unknown water. I.e. if the coast guard/police comes and you don't have a physical chart on board, you will be fined.
- Driving RIB on the training area (see picture above) counts as a known area for HSS members, thus a chart is not necessary in that case.
- Charts should be carried when boats are going outside the training areas (i.e. for service in Selboat).

How to get keys

- All boats have their own booking calendar, use the boat reserved for you.
- Keys are stored in the safety locker, which is placed in the cellar in the main building.
- Code to the locker can be obtained from all HSS staff (coaches, harbor and office personnel).
- Sign the boat in the notebook next to the key locker when picking up the key.

Before going out

- Each boat has its own specific berth place. Make a note of the boat's location so you can return to the same spot.



- Check the condition of the boat:
 - Drain the boat of rainwater and unnecessary equipment. Leave unnecessary equipment to the pier before departure. Make sure that the goods left on the pier are tied and do not fall into the sea.
 - Check fuel level.
 - Fill tubes/pontoons every day. There is a manual pump in each RIB and the club has an electrical pump.
 - Check the condition of the boat and propeller. If necessary, save a photo of the damage before leaving the port and report the damage when returning with the RIB report.

- If you are not sure of the rib's seaworthiness, do not go out on the sea or use another rib if available.
- Check that boat has all the equipment:
 - Paddle
 - Bailer
 - 2-3 * marks, fixed with rope and weight (the amount of marks depends on boat you are using)
 - Towing rope
 - RIB anchor (bigger than mark anchor/weight)
 - Stick to measure gasoline in the tank
 - A bag for camera etc. coaching equipment
 - Multitool knife (like Leatherman)
 - Manual air pump
 - Duct tape (to fix the hole/damaged boat)
 - Map and compass
 - Fire extinguisher
 - Windex
- Warm up the engine by letting the engine idle for 3-5 min.
- Fasten the emergency stop wire/kill cord.

How to leave the dock?

- Connect electricity to the boat from the main power switch.
 - Note that the engine will not start if the emergency stop wire is not engaged or the gear is on.
- Lower the engine and start it.
- Make sure that water comes out of the engine to cool the engine.
 - Cooling water should be visible on the side of the engine.
- Make a plan and estimate the wind.
 - Decide on which side of the stern you are pulling the boat towards the buoy.
 - Make sure you have free space to leave and pay attention to other boat traffic.
 - Do not rush!
- Remove the bow rope and pull the boat out to the buoy by hand. Release the buoy from the rope and reverse.
- Once free of the buoy, go to the free water area, clean all mooring ropes before proceeding.

On the water

- There is a speed limit of 10 km/h / 5.4 knots for boats in the harbor area and a ban on making waves. It takes some time to drive from HSS to the sea.
- Pay attention to other boat traffic in the harbor and at sea.
- Avoid other boaters clearly and in time. Be an example when boating an HSS boat.



- If you are out on the water driving on idle/low r.p.m. for a long time the engine will start collecting soot inside. Therefore, it is good practice to drive the boat at about 80% of full speed for about 5 minutes. That will “clean” away the soot in the engine.
- Never pull up/let down marks/anchors with the ropes rubbing against the tubes or pontoons. The tubes are very thin, and can easily get damaged from friction.
- If you anchor, don't leave the rope rubbing on the tube. Let the anchor line at least run over a handle to prevent unnecessary wear on the tubes.
- Trim the engine: when you go from standing still, trim the engine all the way down. When the boat starts to plane, trim the engine up until the steering feels light.

When arriving back

- Disconnect the emergency stop wire/kill cord from yourself.
- Refuel the boat after use. All HSS RIBs use 98E gasoline.
- Return to the same place where the boat was on departure.
- Let the engine cool down a couple of minutes (running on idle) before shutting off.
- Tighten the mooring ropes and make sure that the boat cannot hit the pier.
- Clean the boat of anything extra and place the marks and other equipment you may have left on the pier back on the boat.
- Return the boat key and sign the boat return notice.
- Fill in the report and inform all possible damages. The report needs to be filled every time after use, even when there is no damage. Link to HSS motor boat report: <https://forms.gle/hYHqibFyggjDaCKr9>
 - Take photos of any damage immediately after use.
 - HSS boats have insurance that covers all damage.
 - It is impossible to get insurance to cover without the proper claim report made immediately after the damage occurred.

How to arrive at the dock?

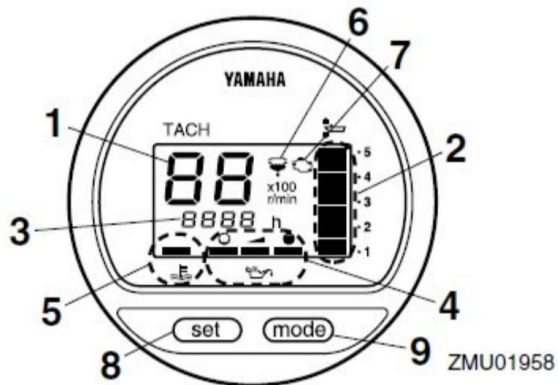
- Prepare the bow and buoy rope for use.
- Pay attention to the wind approaching the pier! Approach the buoy from below the wind by curving upwind towards the buoy.
- With the RIB boat, be especially careful not to collide with the pier!
- If necessary, get support from adjacent/next to boats.
- If the approach fails, it is better to cancel in time than to get into more trouble.
- Ask for help if there are auxiliary forces in sight.
 - It is a good idea to throw the bow rope at the pier waiting for the person waiting.
- Switch off the engine.
- Lift the engine out of the water and turn off the main power.

How to pack the RIB on the trailer?

- You can find trailer packing instructions here: <https://urly.fi/34aq>

Troubleshooting

Warning signals on the panel



1. Tachometer
2. Trim meter
3. Hour meter
4. Oil level indicator
5. Overheat warning indicator
6. Water separator warning indicator
7. Engine trouble warning indicator
8. Set button
9. Mode button

Engine does not try to start

1. Does the engine get electricity? Is the main switch on? Are battery connections good?
2. Is the gear in neutral (move the throttle slightly back and forth while turning the key to find the neutral gear).

Starter is turning but engine doesn't run

1. Is the kill cord/ emergency shut down fastened correctly?
2. Does the engine get clean, airless fuel? (enough gasoline in tank, follow the line from tank to engine, no kinks in the fuel hoses, no leaks in connections, in-line hand pump gets hard when you pump it?)

Engine shuts down when engaging gear

1. Cut or clean the rope away from the propeller.

Engine doesn't run well

problem highly likely with fuel or spark plugs

- If overheat warning alarms, usually the cooling water inlet is covered with some dirt or barnacles. Check inlet:



- If you get water in the fuel, an alarm will start sounding. Empty the fuel water separator under the engine cover and replace the big fuel filter. **Image, where and how?**
- If the engine makes a continuous alarm sound and/or engine light (number 7) is flashing, it indicates a major engine failure. Stop the engine immediately, anchor yourself and call for help.