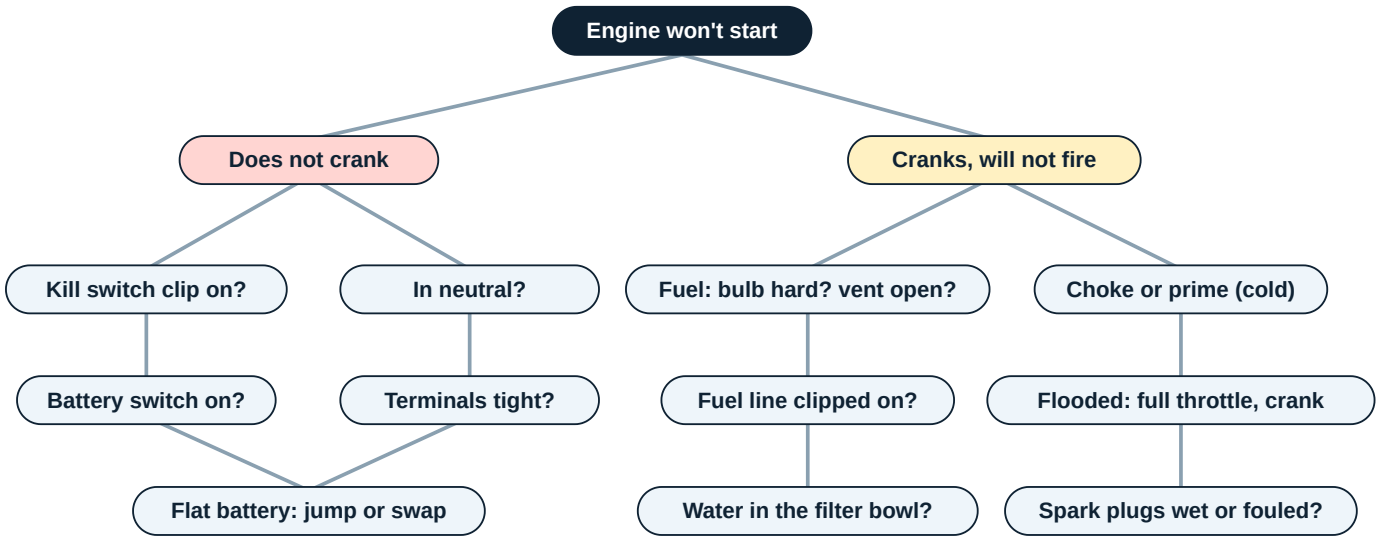
ZULU MARINER DATA CARD

26 ENGINE CHECKS AND WON'T-START

Most breakdowns are fuel, battery or cooling, and most can be caught at the ramp.

WON'T START? WORK DOWN THE TREE



AT THE RAMP, BEFORE YOU LAUNCH

1. **Bung in.** Then check it again.
2. Fuel: enough for the thirds rule, fresh, tank vent open, line clipped on, bulb pumped hard.
3. Oil: dipstick on a four-stroke; oil tank full on a two-stroke.
4. Battery: switch on, terminals tight, charged.
5. Kill switch clip on the engine, lanyard on the driver once under way.
6. Leg trimmed down, propeller clear of weed and line, gear in neutral.
7. Inboard petrol engine: run the bilge blower for a few minutes before starting. Seacock open.

ONCE IT IS RUNNING

- Look for the tell-tale: a steady jet of cooling water within about 30 seconds. No water: stop the engine.
- Listen for warning beeps; watch the temperature and oil lights.
- Warm it up before you load it up.

UNDER WAY

PROBLEM	LIKELY CAUSE
Overheat alarm	weed or a plastic bag on the intake, blocked tell-tale, worn impeller
Loses power, surges	blocked fuel filter, tank vent shut, water in fuel
Revs up, little drive	propeller ventilating (trim down) or a spun hub
Vibration	line or weed round the propeller, bent blade

SPARES THAT SAVE A DAY

- Spark plugs and a plug spanner, fuel filter, impeller
- Spare kill-switch clip, fuses, tape, cable ties
- Tools that fit your engine, and the owner's manual

Stuck and drifting towards danger: anchor first, then fix it. Call Marine Rescue or a PAN-PAN early.

Study aid only. Not for navigation.
Check the current official rules. Card 26 · v1.7 · © Nautical Bridge