

RNLI STANDARD OPERATING PROCEDURE



Honda Wx10 ILB Salvage Pump and Stowage Box (M-35)

Validation

Prepared by	R. Goodlad – Operations Manager (Flood Rescue)
Validated by	N. Hancock – Staff Officer Operations (Technical & Infrastructure)
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Objective

To ensure correct use and operation of the ILB salvage pump and stowage box.

Reference Documentation

CoBT 5.3
Honda WX10 Owner's Manual



Checklist

SOP communicated and understood by all?		✓
Appropriate PPE identified /specified?		

Hazards

Fuel fire	Asphyxiation (Carbon Monoxide poisoning) in confined spaces
Pump detaching from deck in transit	
Fuel contamination	
Hot surfaces – burns and sponson damage	

Health and Safety

 Caution	 Danger highly flammable				
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Operational Limitations

- **The salvage pump is not to be carried on-board when sea conditions are considered in excess of MODERATE.** It should be a conscious decision to take the pump on an emergency call out. The pump **must not** be left on-board permanently
- On a full tank of fuel the pump should run for approximately one hour

Refuelling

- Oil type – 0.1 litres of 15W/40 (Ident C-1212)
- Fill with unleaded **NEAT** petrol, tilting the pump so that the filler cap is uppermost. Do not overfill the tank! Refit the filler cap securely upon completion of fuelling

WARNING: No attempt should be made to re-fuel the pump whilst at sea.

WARNING: Re-fuelling should only be done when the engine is cold; if the pump has been recently operated allow to cool before re-fuelling.

Stowage Box Installation & Removal

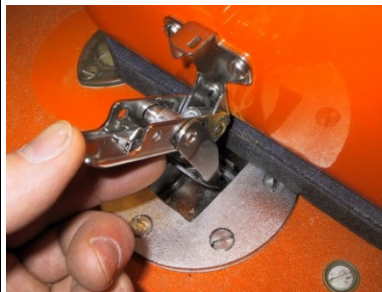
Lower the stowage box onto the deck mount sockets, aligning the fastener claws with the socket cross bars. The fastener claws should ride over and rest on the socket cross bars.

Unlock each fastener by sliding the locking latch downwards and pulling the fastener away from the stowage box.

Push the fastener back toward the box, ensuring the fastener claw has located under the socket cross bar.

Removal of the stowage box is the reverse of the installation sequence, ensuring the fasteners are in the locked position (this prevents the fasteners re-attaching during removal) before attempting to lift the stowage box away.

When on service, if required, the stowage box can



be unclipped and transferred to the casualty complete.

CAUTION: The stowage will not float, due to vent penetrations.

Pump Removal & Setup for Pumping

Open the stowage box lid and secure it in position by placing the 'Lid Retaining Toggle' around the console handrail.

Lift the pump so that it is clear of the stowage box floor plate, then rotate the pump anti-clockwise through approximately 90⁰, tilt upwards and remove from the stowage box.

Priming

Fill the water bottle (attached to the stowage box via a bungee) with fresh water, ready for pump priming.

Place the pump on a suitable, stable surface, ready for pumping. Remove the priming water filler cap, and fill the pump with water from the stowage box water bottle. If more water should be required, the water bottle can be un-clipped and refilled with 'debris free' sea water.

Priming the Pump

Connect the suction hose to the suction port on the pump.

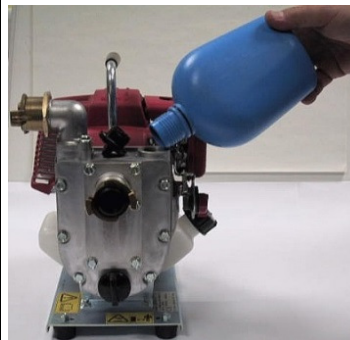
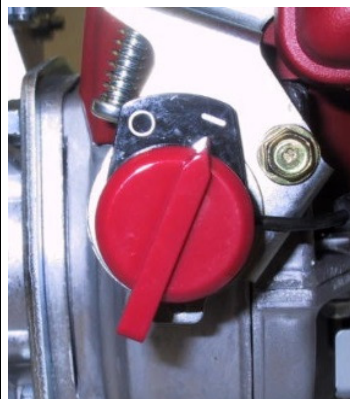
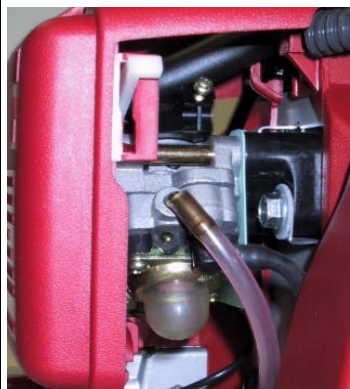
Where possible the suction hose should also be primed, by placing under water before connection, to aid initial pump priming time.

CAUTION: The suction hose must always be used in the suction line so that the strainer can prevent debris causing damage to the pump impellor.

Connect the discharge hose to the discharge port on the pump. A discharge hose may not always be required if the pump can be positioned so that the discharge port discharges directly overboard.

Pump Operation (Starting & Stopping)

From cold, move the choke lever to the **Closed** position.



NB: In hot weather this may not be required.

Move the throttle to halfway between the fast and slow positions.

Press the priming bulb repeatedly, until fuel can be seen in the fuel return line.

Turn the engine switch to the **On** position.

Hold the pump carry handle securely and pull the starter cord until you feel resistance, then pull briskly. Return the starter grip to its original position.

CAUTION: Do not allow the starter grip to snap back into position.

As the engine warms move the choke lever to the **Open** position.

Pump Operation

Adjust the engine speed for the desired pump output, by moving the throttle lever.

Fast – Increase pump output

Slow – Decrease pump output

WARNING: During operation the pump will become hot, especially the exhaust. Do not operate the pump on or in close proximity to the ILB sponsons.

Stopping

Reduce the throttle to the **Slow** position, prior to stopping the pump.

Turn the engine switch to the **Off** position.

Flush Through and Re-Packing

After use, the pump and hoses must be flushed with **FRESH WATER** as soon as possible.

CAUTION: Failure to flush the pump through will lead to accelerated corrosion and pump wear.

Run a freshwater supply hose into the container and then operate the pump for at least 1 minute.

Remove the priming water filler cap and drain plug from the pump. Drain as much water as possible from the pump, then replace the filler cap and drain plug.

Refill the fuel tank with unleaded fuel.

WARNING: Re-fuelling should only be done when the engine is cold; if the pump has been recently operated allow to cool before re-fuelling.

Check the pump engine oil level. With the pump stood on a flat level surface and the oil filler cap removed, the oil should reach the top of the oil filler neck.

Refill the water bottle with fresh water. Replace the water bottle into the stowage box.



- The stowage box must be locked into the deck, and the pump securely fastened, prior to making any passage
- The stowage box must not be taken to see if any of the claw fasteners are bent or damaged. Any damaged claw fasteners must be replaced before re-use of the stowage box
- The pump must not be operated in enclosed or confined spaces. The engine exhaust fumes contain poisonous carbon monoxide gas; exposure can cause loss of consciousness and may lead to death