

## RCR Top Tips

### Our most common spring breakdown

**RCR**   
keeping you moving

**Take the following steps when winterising your boat:**

- fill up your fuel tank or leave it empty;
- treat diesel with fuel treatment;
- repair or replace your filler cap seals every few years.

The most common failure during the spring period is engines cutting out due to water in the fuel. Water builds up in fuel tanks for many reasons: the most common being condensation build up or a leaking fuel filler-cap. If you have a water-trap filter, make sure it is regularly checked and emptied. The symptoms of water in the fuel are many; however the most common is usually a sudden engine cut-out which will not restart. The repairs required to resolve the issue once the engine has cut out usually consist of replacing the filters, draining the water out of the tank, and bleeding the system through, adding a fuel treatment is also advisable. Although these are relatively simple repairs, if the water stays in the system too long or has been a recurring problem, it can cause injection pump and injector issues which can be extremely expensive to replace.



**Above: Diesel contaminated with water**

**Below: What it should look like**



## London Enforcement Update

The London Enforcement Team is now up to full strength and starting to clear the backlog of non-compliant continuous cruisers and licence evaders. An additional 200 boats have arrived in London since March last year, making the total just over 3,000 boats.

The Enforcement team is currently dealing with 190 licence evasion cases and 270 cases where boats do not continuously cruise. It has seized a number of boats and these are awaiting destruction or sale.

London Enforcement Team, L to R: enforcement officers Tony Smith, Neil Swann, Simon Cadek (enforcement supervisor), Nick Wattam (enforcement officer), Tom Jackson (data collector), Tony Jenkins (enforcement officer), Kelly Shields (boating coordinator)

