

Island Wanderer – Quick Start

Before Starting Engines:

1. Weather: check the forecast for planned route of travel.
2. Fuel: confirm fuel level is sufficient for the intended float plan.
3. Power Panel: Green breakers ON; Yellow breakers ON as needed; Red breakers OFF; turn ON chart plotter.
4. Cabins: go below, close all hatches and portholes in staterooms and heads. Secure all loose gear.
5. Salon, Galley, Pilothouse: secure / stow all loose gear.
6. Flybridge: remove the upper helm covers as appropriate and stow. Turn on chart plotter
7. Dinghy secure.
8. Window Coverings: open blinds and curtains in the salon for 360 degree visibility.
9. Cockpit Fixtures: secure deck furniture and BBQ grill cover.
10. Shore Power: disconnect shore power; stow cord(s).
11. Engine Room: conduct a visual check under and around the engines looking for any signs of abnormal fluid spotting or other signs of wear. Confirm all equipment / gear / bins are secure.
12. Oil and Coolant: check oil and coolant levels in engine.
13. Seawater Strainers: confirm seacock for the engine is open and seawater strainer is reasonably clear.

Starting Engines:

1. Salon Doors: close the doors.
2. Engine Start Keys: ensure start keys are in place at lower helm.
3. Throttle Controls: engine throttles in neutral.
4. Starting: from main helm: Turn the key to ON. If the engine starter doesn't engage, be sure the throttle is in neutral (safety interlock). If engine does not start easily, stop and investigate, something is amiss.
5. Exhaust Water: confirm a modest stream of water running from both engine exhausts.
6. Engine Oil Pressure: check oil pressure, typically 70-90 psi when engines are cold.
7. Salon Doors: keep closed when engines are running to prevent diesel exhaust fumes

After Engine Start:

1. Chartplotters: press the red POWER button for a couple seconds to power up each unit (lower helm first is best), acknowledge the start-up message, set brightness by momentarily pressing the power button.
2. Radios: monitor channel 16.

Before Leaving Dock:

1. Rudder: ensure it is centered.
2. Mooring Lines: untie and stow mooring lines.
3. Transom Door: close and latch the step-through door in the transom.
4. Fenders: once underway, stow the fenders in fender racks at the fore deck and flybridge or in the lockers.

Use the Upper Helm station for departure and arrival, you will have better situational awareness.

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Underway:

1. Helmsperson: shall be “on watch” at all times. Be alert for logs or debris in water, it’s out there with surprising regularity. Monitor the gauges, regularly validate your position and water depth.
2. Engine Warm-up: keep RPMs low until engines warms to 150 degrees.
3. Boat Wake: always keep the effects of your boat wake in mind.
4. Cruise Speeds: three cruising sweet spots:
 - a. Super Econo cruise: 8 kts @ 1050 RPM (~4.4 gph), trim tabs – fully BOW UP
 - b. Econo cruise: 9.5 kts @ 1250 RPM (~7.7 gph), trim tabs – fully BOW UP
 - c. High Speed cruise: 14 kts @ 1750 RPM (~19 gph), trim tabs – fully BOW DOWN
5. Reminders:
 - a. Sustained cruising above 3100 RPM is not allowed
 - b. Once every other cruise day, run at High Cruise speeds for at least 15 minutes
 - c. Remember to raise trim tabs (BOW UP) when you slow down or cruise below 1500 RPM
 - d. “Normal” readings: Engine temp: 185 F

Approaching Dock:

1. Fenders: put fenders on appropriate side (In many locations, both sides are preferred for protection from an adjacent vessel with non-dock side fenders set just under the rub rail).
2. Mooring Lines: attach bow line to cleat and run line OUTSIDE of stanchions and OUTSIDE of fender lines toward amidships; blouse the line over the rail for someone on the dock to easily grab it.
3. Maneuvering: engines should be dead slow (Idle), rudder amidships, thrusters ON.
4. Crew: mate ready to step off swim step (No leaping across water to dock!) and secure stern first (most circumstances), then bow. In heavier crosswind conditions, best to secure mid-line first.

Upon Arrival at Dock in Marina:

1. Mooring Lines: secure all lines: stern, bow and fwd / aft Spring lines as a minimum.
2. If bow-in, be sure the anchor is not protruding over dock walkway.
3. Chartplotters: turn Off Flybridge and Pilothouse chartplotters (flybridge off first), then turn OFF unnecessary breakers; replace GPS covers on Flybridge.
4. Engine Keys: turn engine keys to OFF at lower helm.
5. Shore Power: choose appropriate cord and adapters for power source at the dock. Once shore power is connected, make certain there is at least 110 volts on the panel. (See Electrical section of Owner’s Notes for details.)

Tying up to a Mooring Buoy:

1. Approach with fenders deployed as if docking, adjusted for the appropriate height for mooring line.
2. Tie up to the linear lines securely including a bow and stern line and two spring lines.

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Mooring at Anchor:

1. Windlass: turn ON at the power panel. Release safety tether that secures anchor.
2. The anchor is lowered with foot switches on the fore deck. Be careful that anchor doesn't swing wildly and hit the bow. Feed out a short burst of anchor rode and promptly get the anchor into the water.
3. The Mate at bow will monitor length of chain going out and troubleshoot if it gets tangled. Anchor line is marked at every 25 ft increment with an 18" piece of nylon braided line woven into the chain.
4. The chain is 150 ft and then followed by 200 ft triple braid nylon rode that is attached to the ship in the anchor locker. The nylon rode segment has a specific purpose, it would allow the skipper to fully deploy the chain and then cut it loose if emergency conditions warrant. Remember, anchor and chain are an expensive investment, cut it loose only in an emergency (vessel or crew is in immediate danger) and if possible, attach a fender to the bitter end for future recovery of the anchor. We hope you never encounter a situation that requires you to take this action.
5. When desired chain length is out, stop the windlass. Target scope of at least 4:1 at high tide.
6. Attach anchor bridle to anchor chain and the lines to the bow cleats. Run out enough rode to form a loop in chain so anchor rode tension is transferred to the bridle.
7. Skipper to barely put engine in reverse to test the set of the anchor.
8. Turn OFF chartplotters and unnecessary circuit breakers. Turn OFF engines.
9. See "Tackle" section of Owner's Notes for instructions on hauling anchor and saltwater washdown of anchor rode.

Daily (Overnight) Checklist in Marina:

1. Shore Power: confirm voltage is in normal range (110-125 VAC).
2. Charger / Inverter: confirm system is charging.
3. Canvas Covers: use canvas as appropriate to prevent rain / moisture from settling on the gauges / seats.
4. Tank Gauges: keep an eye on water tank and holding tank levels.
5. Salt Spray: if permitted by the marina, take the opportunity to wash down the salt residue from the hull, topsides, canvas enclosure, and BBQ.

Daily (Overnight) Checklist at Anchor or Mooring Line:

1. Anchor light: ON during hours of darkness.
2. Circuit Breakers: turn off unnecessary electrical items.
3. Canvas: Cover electronics screens. Use flybridge canvas as appropriate to prevent rain / moisture from settling on the gauges / seats.
4. Tank Watch: keep an eye on water tank gauge and holding tank gauge.
5. Salt Spray: if during the cruise day you were experiencing a lot of salt spray onto the topsides of the boat, take the opportunity to wash down the salt residue from the front windows using large quantities of fresh water (flush the salt away, don't rub).

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First Thing Each Day:

1. Anchor Light: if at anchor, turn OFF anchor light.
2. Flybridge: setup flybridge for normal operation per prestart checklist.
3. Battery Status: check charger and electrical panel DC meter for battery status.
4. Fresh Water Tank: check water tank level.
5. Holding Tank: check holding tank gauge. If yellow light is on, pumping is necessary.

Before Leaving Vessel:

1. Electrical Panel: turn OFF unnecessary systems (typically Yellow circuit breakers).
2. Sunscreens: Reinstall front windshield sunscreen for UV protection and reducing the heat load transferred to the pilothouse.
3. Window and Salon Door Coverings: use blinds and curtains for theft deterrence and further UV / heat protection.
4. Access Points: make sure windows are closed, lock the salon door.