

Special Note Before Using This Procedure

The following procedure is intended for use **AFTER** thoroughly reading and understanding Salish Dawn's Owner Notes located on board in the Charter Guest Reference Manual (look for a white binder) and online at <https://www.sanjuansailing.com/charter-detail/power/Salish Dawn/content/Salish Dawn owners' notes>.

The Owner Notes contain detailed information about locating and operating Salish Dawn systems and equipment that is not included in the Quick Start Procedure. This procedure contains only checklist-type material intended for daily use to help ensure you have a safe trip.

Quick Start Procedure

A) Before Starting Engine(s):

1. Weather: Check the marine weather and review the planned route with the crew.
2. If in Harbor and these are available:
 - a. Fuel: Confirm fuel level is sufficient for the intended float plan.
 - b. Water: Top off water if needed.
 - c. Holding Tank: Pump out holding tank.
3. Cabins, Salon, Heads and Galley: Close all hatches and portholes in staterooms and heads. Secure all loose gear.
4. Fore Deck, Sun deck: Secure deck furniture. Confirm dinghy and davit are properly secured.
5. Cockpit: Secure BBQ grill and cover.
6. Engine Room:
 - a. Oil and Coolant: Visual check each day for new spotting; weekly, check oil and coolant levels in engine and generator.
 - b. Seawater Strainers: Confirm seacocks for the engines and genset are open and sea chest is clear.
 - c. Fuel Filters: Confirm fuel filter bowls have clean fuel and no accumulation of water.
7. Shore Power: Turn OFF shore power switch then disconnect shore power; stow cord(s).
8. Power panel: BLUE breakers ON; YELLOW breakers ON as needed; RED breakers OFF
9. Pilothouse:
 - a. Set VHF volume and squelch, monitor ch 16.
 - b. Turn on autopilot.
 - c. Ensure throttle / shifter is in neutral position.
10. Flybridge:
 - a. Stow the navigation equipment sun covers.
 - b. VHF Radio: Turn on (does not turn on automatically), set volume and squelch, monitor ch 16.
 - c. Ensure throttle / shifter is in neutral position.
 - d. If planning on driving from here, move autopilot control to here and set up rudder position monitoring.
11. Headsets: Skipper and first mate, extra crew if desired, don the Eartec wireless headsets and test 2-way comms. **Note the mic is muted when pushed up.**
12. Skipper / Crew: Discuss departure plan, taking into account conditions and vessel position relative to other vessels / hazards. Have crew working docks don PFDs.
13. Roving Fender: Assign an available crew member to manage the roving fender.

Salish Dawn - Quick Start Procedure

B) Starting Engine(s)

1. Return to the pilothouse: The engine should be started and stopped while in the pilothouse.
2. Throttle / Shifter: Ensure in neutral position.
3. Engine Start Key: Turn ON and wait about 5 secs for the instruments to cycle.
4. Starting: Press start button next to key. If an engine starter doesn't engage, be sure the tranny control is in neutral (safety interlock). If engines do not start easily, stop and investigate, something is amiss.
5. Exhaust Water: Cooling water exits under the boat – no way to confirm flow.
6. Oil Pressure: Check oil pressure, typically 35-45 psi when engines are cold at idle.
7. Warm-up: Allow 2-3 minutes minimum to ensure stable engine. Idle speed will stabilize at 600 RPM. Ok to depart once engine temp has reached 80 F or above.
8. Salon Doors: Keep closed when engines are running to prevent diesel exhaust fumes from entering the interior of the ship.

C) Leaving the Dock

1. Rudder: Set to desired position, normally centered.
2. Thrusters: Activate and momentarily test each thruster.
3. Traffic: Check for cross traffic in departing area.
4. Mooring Lines: Cast off and depart per plan, stow mooring lines.
5. Transom & Side Doors: Close and latch. Be sure rubber keeper is over latch knob.
6. Fenders: When appropriate, stow the fenders.

D) Underway

1. Headsets: Shut off and stow. Be sure to remove batteries and plug into charger.
2. Helm person: 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 depth.
3. Engine Warm-up: Keep RPMs under 1100 RPM until engine temps are above 135 degrees and below 1300 RPM until 155 degrees.
4. Boat Wake: Always keep effects of your wake in mind.
5. Cruise Speeds: Three cruising sweet spots:
 - a. Super Econo cruise: 7.0 kts @ 1500 RPM (~2.5 gph)
 - b. Econo cruise: 7.5 kts @ 1650 RPM (~3.7 gph)
 - c. Faster cruise: 8.0 kts @ 1800 RPM (~5 gph)
6. Reminders:
 - a. SUSTAINED CRUISE ABOVE 2000 RPM IS NOT ALLOWED
 - b. Once every other cruise day, run at 2100-2300 for 30 minutes.
 - c. "Normal" readings: Engine temp: 177-185 F; Oil pressure: 40 - 45 psi.

E) Approaching Dock

1. Skipper / Crew: Discuss plan to safely get to the dock. Crew working docks don PFDs.
2. Headsets: Put batteries back in the Eartec headsets, turn on and test.
3. Fenders: Put fenders on appropriate side (normally starboard side), rover fender at the ready. If going in stern first be sure to place the large yellow ball at swim step.

Salish Dawn - Quick Start Procedure

4. Mooring Lines: Setup lines (bow, stern, midships) to cleats; ensure Bow line runs 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.
5. Thrusters: Enable the thrusters, tap momentarily to confirm operation.
6. Stabilizers: Put into Park.
7. Rudders: If docking from flybridge (recommended) setup autopilot to show rudder angle.
8. Engines: Use minimum safe speed for conditions, usually dead slow (Idle).
9. Crew: Mate ready to step off swim step and secure stern first (most circumstances), then Bow. In heavier crosswind conditions, best to secure mid-line first and keep it as short as possible, then stern and bow lines.

F) Once Secured to Dock in Marina

1. Mooring Lines: Secure all lines: Stern, Bow and Forward / Aft Spring lines as a minimum.
2. If Bow-In: Be sure anchor is not protruding over dock walkway.
3. Engine: Turn off the key in pilothouse to stop the engine.
4. Breakers: Turn off all BLUE breakers, this will turn off blowers, instruments and radios.
5. Shore Power: Choose the appropriate cord and adapter (if needed) for the power source on the dock. Once shore power is connected, turn the power selector switch to Shore and make certain there is at least 110 volts on the AC panel meters.
6. Headsets: Power down and stow the Eartec headsets by removing the batteries.

G) Anchoring

1. Initial Prep:
 - a. Don headsets, one for the person at bow and one for the person at helm.
 - b. Turn ON the windlass breaker.
 - c. Get windlass remote from drawer and turn on. Foot switches can be used instead but are not as convenient.
 - d. Pull anchor snubber out of locker and lay on deck.
 - e. Release the safety tether that secures anchor.
2. Maneuver boat to position bow where you plan to drop. Bring the boat to a stop.
3. Observer depth and calculate rode needed to reach decided scope (at least 4 to 1).
4. Lower the anchor over the roller slowly by feeding out in short bursts. Once over the roller, promptly get the anchor into the water. Pay out enough to get anchor onto the bottom plus a few feet.
5. Begin backing boat, but not too fast. This will require going into alternating between reverse and neutral every 10 seconds or so.
6. As you approach the desired chain length stop the windlass and put engine into neutral.
7. Attach anchor bridle to the anchor chain and the lines to the bow cleats. Run out enough rode to form a resting loop in the chain rode so the rode tension is transferred to the bridle / bow cleats.
8. Set anchor by reversing at idle speed to test the set of the anchor.
9. Turn OFF the Windlass power at the power panel. Power down and stow the Eartec headsets and windlass remote.
10. Turn off the engine using the key in the pilothouse.
11. Turn off all BLUE breakers.
12. Turn ON the anchor light if staying overnight.

Salish Dawn - Quick Start Procedure

H) Daily (Overnight) Checklist in Marina

1. Shore Power: Confirm voltage is in normal range (110-125 VAC).
2. Inverter Battery Monitor: Confirm batteries are charging – voltage above 26 volts.
3. Tank Levels: Keep an eye on water tank level and holding tank levels.
4. Salt Spray: If permitted by the marina, take the opportunity to wash down the salt residue from the hull and topsides, especially on the hull where the fenders are hanging along the dock.
5. Hot water: Ensure the breaker is on.

I) Daily (Overnight) Checklist at Anchor or Mooring Line

1. Anchor light: ON during hours of darkness.
2. Systems: Turn off unnecessary electrical items.
3. Inverter: Use inverter as needed and then disable to prevent unnecessary house battery drainage.
4. Battery Status: Monitor the House battery State of Charge. Run the genset and turn on the battery charger if charge level is approaching or below 80% in the evening.
5. Tank Levels: Keep an eye on water tank and holding tank levels.
6. 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). Fresh water is readily available from the cockpit sink or faucet below it.

J) First Thing Each Day

1. Lights: If at anchor, turn OFF anchor light.
2. Battery Status: Monitor the House Battery State of Charge. If you are planning on sitting on anchor that day (i.e. not planning on running the main engine) run the genset and turn on the battery charger if approaching or below 24.4 volts or about 60% (50% is completely depleted).
3. Tank Levels: Check water and holding tank levels. Discontinue use and empty the holding tank if at 75% level or above.

K) Before Leaving Vessel

1. Electrical Panel: Turn OFF unnecessary systems (YELLOW and BLUE circuit breakers).
2. Window and Salon Door Coverings: Use blinds and curtains for theft deterrence and help with UV / heat management.
3. Access Points: Lock the pilothouse doors, the salon doors and the forward stateroom hatch.