

## Before Starting the Engines:

1. Fuel / Water: confirm fuel level is sufficient for the intended float plan. Top off water if needed.
2. Power panel: Green breakers ON; Yellow breakers ON as needed; Red breakers OFF; Engine Room Lights ON.
3. Weather: check the marine weather and review the planned route with the crew.
4. Staterooms and Heads: close all hatches and portholes, secure all loose gear.
5. Salon, Galley, Pilothouse, Cockpit, Fore Deck, Sun Deck: secure all loose gear.
6. Dinghy: secure, locking pin in place, fuel vent closed, key stowed.
7. BBQ: secure BBQ grill cover, grill regulator and propane tank valve closed.
8. Window Coverings: open blinds and curtains as desired.
9. Shore Power: disconnect shore power; stow cord(s) in swimstep locker or engine room.
10. Pilothouse: stow the sun covers in the glove box.
11. Engine Room: open the pilothouse floor hatch to gain access to the Engine Room. Caution the crew to be mindful of the open hatch. Conduct a visual check under and around the engines looking for any signs of abnormal fluid spotting. Confirm all equipment / gear / bins are secure.
12. Oil and Coolant: check oil and coolant levels in engines and generator weekly if charter is longer than one week.
13. Seawater Strainers: confirm seacocks for the engines and genset are open and seawater strainers are clear.
14. Fuel Strainers: confirm fuel strainer bowels have clean fuel and no accumulation of water.
15. Engine Room: secure Engine Room hatch, turn OFF the Engine Room lights.

## Starting the Engines:

1. Salon Door: close the salon door.
2. Ignition: turn on the ignition / engine computer with the pushbutton at the helm.
3. Throttle / Shifter: ensure integrated throttle / shifter control is in the center detent position (neutral).
4. Start: raise the throttles about an inch, depress the Start Button and release when the engine 'catches', usually with just a short period of cranking. Adjust throttles to idle both engines at 900-1000 rpm. If an engine does not start easily, stop and investigate, something is amiss.
5. Exhaust Water: confirm a modest flow of water is running from upper exhaust port.
6. Warm-up: allow 2-3 minutes minimum to ensure a stable engine. Reduce the throttles to the idle stop, engines should be stable at 750 rpm.
7. Salon Door: keep salon door closed when engine is running to prevent diesel exhaust fumes from entering the interior of the ship.

## After Engine Start:

1. Chartplotters / Instruments / Autopilot: review selected plotter formats for appropriate settings for conditions including chart range, camera selection, wind conditions, rudder position, display brightness.
2. VHF Radio: set volume and squelch, monitor channel 16.
3. Nav Lights: turn ON Navigation Lights if conditions warrant; ensure anchor light is OFF

# Quick Start Procedures – Alta Levica

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## Leaving the Dock:

1. Rudder: Position the rudder appropriate for departure conditions, normally amidships.
2. Thrusters: activate and momentarily test each thruster.
3. Skipper / Crew: discuss departure plan taking into account conditions and vessel position relative to other vessels / hazards.
4. Roving Fender: assign an available crew member to manage the roving fender.
5. Traffic: final check of conditions and traffic.
6. Mooring Lines: cast off and depart per plan, stow mooring lines.
7. Transom Door and Sun Bridge Doors: close and latch.
8. Fenders: stow on the railings, don't leave them hanging along the hull.

## Underway:

1. 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 engine oil pressure and temperature, regularly validate your position and maintain awareness of water depth.
2. Engine Warm-up: keep RPMs under 1400 RPM until engine warms to 160 degrees.
3. Boat Wake: always keep effects of your wake in mind.
4. Cruise Speeds: Two cruising ranges:
  - a. Econo cruise: 8 kts @ 1400 RPM (~4.5 – 5.5 gph)
  - b. High Speed cruise: 15 kts @ 2250 RPM (~16 gph)
5. Reminders:
  - a. Sustained cruising above 2500 RPM is not allowed
  - b. "Normal" readings: Engine temp: 180-190 F; Oil pressure: 35 - 65 psi
  - c. Return trim tabs to fully bow up after reducing speed to econo cruise or less

## Approaching Dock:

1. Skipper / Crew: discuss plan to safely get to the dock.
2. Fenders: put fenders on appropriate side, port side tie is preferred given the location of the helm and the Swimstep access at the stern. (Whenever possible, place fenders on both sides for protection from an adjacent vessel with non-dock side fenders raised up high).
3. Mooring Lines: setup lines (bow, stern, midship) 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.
4. Thrusters: Enable the thrusters, tap momentarily to confirm operation.
5. Engines: use minimum safe speed for conditions, usually dead slow (Idle).
6. 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 anchor is not protruding over dock walkway.
3. Engines: press the STOP button to shutdown the engines, THEN turn OFF the keys at the breaker panel.
4. Systems: turn OFF unnecessary systems at the breaker panel, replace sunscreen covers.
5. Shore Power: once connected, make certain there is at least 110 volts on the AC panel meter. (See Electrical section of Owner's Notes for details.)

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## Tying up to a Mooring Buoy:

1. Crew Stations: Skipper at the helm, 1<sup>st</sup> Mate on port side of swimstep with boathook and two mooring lines.
2. Mate: secure one end of dock line to stern cleat.
3. Skipper: Position the vessel with mooring ball adjacent to the port side of the cockpit, stern into the prevailing wind.
4. Mate: catch the buoy ring with boathook and thread bitter end of line twice thru the ring resulting is a single loop around the ring (single loop is best, it resists wandering but still allows slippage if wind / wave conditions dictate weathervaning of the bow).
5. Mate: hand the boat hook to a second mate on the sunbridge, that person to use the boat hook to catch the mooring lines from the stern and then walks the lines to the bow while the skipper maneuvers bow close to buoy while monitoring the mate's movement along the side of the ship.
6. With buoy close to bow, secure one end of line to each front bow cleat. This allows for "quick release" when you're ready to cruise: Simply release one end of line from bow cleat and pull through the buoy ring and you're free to go.
7. Secure 2<sup>nd</sup> line as a safety if mooring overnight, either as a part of the above steps or after securing the primary line at the bow cleats. The procedure is to use a second dock line. Feed the second line thru the mooring ball ring without looping it around the ring. Secure the ends of the second line to the centered windlass bow cleat keeping the line loose, ie, more slack than the primary line.

## Anchoring:

1. Windlass: ensure the windlass breaker is ON. Release the chain stopper that secures the anchor. Make ready the bridle line from the bow deck locker.
2. Anchor is lowered with foot switches on the fore deck or from remote controls at the helm while boat is backed up slowly away from anchor. Be careful that anchor doesn't swing wildly and hit the bow. Better technique is to lower the anchor over the roller by hand while feeding out a short burst of anchor rode.
3. Mate at bow to monitor length of chain going out and to troubleshoot if it gets tangled. (Anchor rode is marked at every 25 ft increment with an 18" piece of nylon braided line woven into the chain. And at the 100 ft mark, there is a distinct double segment of nylon line woven into the chain.
4. The working rode is all chain up to 300 ft and then followed by 15 ft triple braid nylon rode that is attached to the ship in the anchor locker.
5. When desired chain length is out, stop the windlass. Target scope of at least 4:1 at high tide.
6. Attach the bridle to the anchor rode and secure the ends of the bridle to the bow cleats.
7. Skipper to reverse one engine at idle speed to test the set of the anchor.
8. Press the STOP button to kill the engines, THEN turn off the engine keys.
9. Turn Off unnecessary systems at the circuit breaker panels, replace sunscreen covers on the electronics, canvas covers and shades on Salon windows as appropriate.
10. See Owner's Notes for instructions on hauling anchor and saltwater washdown of the anchor rode.
11. The nylon rode segment of the anchor rode serves a second purpose, it would allow the skipper to fully deploy the chain and then cut it loose at the nylon rode 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 whenever possible, attach several fenders to the bitter end for future recovery of the anchor. We hope you never encounter a situation that requires you to take this action.

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## Daily (Overnight) Checklist in Marina:

1. Shore Power: AC Input ON for shore power.
2. Battery Charger: confirm system is charging and inverter is not enabled.
3. Systems: Turn Off unnecessary systems at the circuit breaker panels, replace sunscreen covers on the electronics, canvas covers and window shades for Salon windows as appropriate.
4. Tank Levels: Keep an eye on water tank level and holding tank level.
5. Salt Spray: If during the last passage, you experienced a lot of salt spray onto the topsides of the boat, take the opportunity to wash down the salt residue if permitted by the harbor / marina.

## 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. Tank Levels: keep an eye on water tank and holding tank levels.
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).

## First Thing Each Day:

1. Lights: if at anchor, turn OFF anchor light.
2. Charger: check the house battery voltage ( $> 12.2$  Vdc). Recharging is necessary when the resting battery voltage is approaching 12.2 Vdc. Charging occurs when underway, on shore power or on genset power.
3. Tank Levels: Check water tank and holding tank levels. Discontinue use and empty the holding tank if at 75% level or above.

## Before Leaving Vessel:

1. Electrical Panel: turn OFF unnecessary systems (Yellow circuit breakers).
2. Sunscreens and Window Shades: use Salon window coverings and window blinds for theft deterrence and UV / heat protection.
3. Access Points: lock the Salon door.