

# Escape **Quick Start Notes**

## **Upon Boarding “Escape” and Before Use:**

1. Turn shore power breaker “OFF” at electrical panel on the boat and on the dock.
2. Disconnect shore power and store cords and adapters on board (under the step at the forward end of the starboard side deck works well).
3. Power panel: Insure that batteries are charged and all needed breakers are “ON”. Turn on INVERTER breaker switch and push INVERTER button on inverter panel.
4. If you expect to use the fly bridge, remove fly bridge seat canvas covers and stow in compartment under starboard seats and install chart plotter repeater (located in stowage compartment forward of stairs to staterooms). Open deckplate next to helm and connect data and power leads. Install remote VHF radio unit (in same storage compartment).

## **First Thing Each Day:**

1. Turn off anchor light if illuminated.
2. Check oil and coolant in engines.
3. Check engine oil pads.
4. Check fuel tanks and water tank sight gauges in tank room. (access from lazarette). Open both top and bottom valves to check level and then secure – a flashlight is helpful.
5. Close and secure forward hatch.

## **Electronics:**

**Lower Helm Chart Plotter must be turned on FIRST or the Upper Helm Chart Plotter will not function.**

### **Lower Helm:**

1. Turn "ON" CHARTPLOTTER breaker to power lower chart plotter.
2. Turn "ON" Chart Plotter by holding in the POWER/BRILL button.

### **Upper Helm:**

1. Ensure data and power leads are connected, turn on monitor and bring remote control to upper helm, if desired.

## **Starting Engines:**

1. Be sure engine controls are in Neutral.
2. Turn key half way ON—buzzing will sound—. Immediately turn key fully until engine starts, usually immediately. Check oil pressure. Repeat with other engine.
3. If engine doesn't crank, verify controls are in neutral.
4. Buzzer should go off within a few seconds.
5. Check to see if exhaust and water is coming from both engines. Look for small bubbles on either side of swim platform.
6. Engines should be kept a lower RPM, close to idle speed until they warm up. This is frequently attained with a few minutes of warm up and idling slowly out of the harbor.
7. **With the electronic engine controls it is easy to rev up engines before gears have engaged. We suggest shifting from neutral to idle forward or reverse and then giving a count of 1-2-3 before revving engine. You will feel a 'clunk' as gears engage. This will eliminate unnecessary (and potentially expensive) transmission stress from engaging gears at higher RPMs. It will become second nature as you gain experience with these controls.**

**Leaving Dock:** Note — We prefer to dock and pull out from the pilothouse because of better visibility (you can see all 4 "corners" of the boat).

1. Check around boat for any possible hazards or situations that could arise.
2. Ensure bow thruster is active.
3. With deckhand on dock, untie and stow lines as appropriate, with captain at the helm and ready to depart.
4. Have deck hands with boat hook or fenders in hand, ready to assist if necessary.
5. When away from dock, haul fenders aboard and stow appropriately.

## **Underway:**

1. Again, helmsperson should be "On Watch" at all times while proceeding.
2. RPM under 1200 until engines warm, never to exceed 2300 RPM.
3. Always keep wake effects in mind.
4. Trim tabs can be used for leveling but are seldom needed.

## Approaching Dock:

1. Put fenders out on appropriate side.
2. Attach Bow line to cleat and put line through the hawsepipe and blouse around toward midships.
3. Attach Stern line to cleat through hawsepipe and lead back over rail, ready to tie to dock.
4. Attach midship lines to cleat and lead through hawsepipe and back over rail.
5. Trim Tabs in fully "Bow Up" position.
6. Ensure bow thruster is active.
7. Engines should be dead slow...often need to idle with one engine in neutral.
8. Mate ready to secure stern first (in most circumstances).

## Upon Arrival at Dock in Marina:

1. Secure all lines...bow line, 2 midship spring lines and stern line. (Reminder) Trim Tabs brought to the up position if being used!
2. **Before** connecting shore power, check that BOTH main SHOREPOWER switches are "OFF"... in the *power panel* and the *breaker on shore*.
3. **After** the adaptor (if needed) and yellow electrical cord are connected, turn *both* "ON". Check AC amp meter and voltage meters to be sure you are connected and batteries are charging.

## Using a Mooring Buoy – note that the *Escape* is too large to use WA State Parks mooring buoys:

### Mooring at Anchor:

1. Anchor is lowered with foot pedals while boat is backed up slowly away from anchor – **Be sure pawl is disengaged from ratchet mechanism at front of winch (pushing with pawl in place can break an internal shear pin, disabling the windlass and resulting in about 6 hours labor).**
2. When desired chain length out (4:1 or 5:1 scope), windlass is stopped.
3. Engines reversed at idle for "count of five" until chain pulls up virtually straight. Note: The boat should *not be held in reverse* against a taught anchor chain!
4. Attach keeper hook (located in exterior storage hatch under port side deck step) to chain 1 - 2 ft forward of cleats on bowsprit and secure lines to the bowsprit cleats so line is taut.
5. Loosen chain just enough to put pressure on tie lines and a bit of slack on chain coming off windlass. The main pressure of the anchor should be secured on the keepers and cleats, rather than on the windlass.
6. See "Owners Notes" for more info on anchoring.

### Stopping Engines:

After operating at cruising speed, allow engines to idle a few minutes to cool down and then turn key to "OFF". Normally, time spent docking or anchoring is enough cool down.

## **Overnight at Anchor or Buoy:**

1. Anchor light "On".
2. Unnecessary DC and AC electrical items "Off" (i.e. extra lights, etc).
3. Turn off water pressure switch.
4. Turn off heat (in most situations).

## **Upon Arising:**

1. Turn on heat if necessary.
2. Turn on water pressure switch if needed

## **Retrieving Anchor:**

1. Turn Washdown Pump "ON"
2. Connect hose with nozzle to appropriate outlet next to pulpit (forward is salt water and aft is fresh)
3. Remove keeper.
4. Captain **powers** boat forward slowly. Never pull boat forward with windlass (**this can break an internal shear pin, disabling the windlass and resulting in about 6 hours labor**).
5. Use foot pedal to retract chain, while rinsing with hose.
6. Stop when anchor shaft is at about a 45 degree angle to avoid accidentally stressing the windlass by pulling against the bow pulpit (**this can also break the shear pin, disabling the windlass and resulting in about 6 hours labor**).
7. Push the anchor stock down by hand until parallel with pulpit and secure using keeper tied off to bowsprit cleat. The chain should not be taut at this point.
8. Turn off rinse down spigot, coil and stow hose.
9. Turn Rinse Down Pump "OFF"

## **Before leaving vessel: (after use or after arrival at dock)**

1. Power panel: Turn water pressure switch "OFF".
2. Canvas covers on in all locations as appropriate.
3. Stow fly bridge chart plotter repeater and VHF radio remote below if used.