

GREY GOOSE QUICK START

1. **Engine room checks should be performed daily, before cruising.**
 - a) Check engine oil and coolant levels.
 - b) Check Generator oil and coolant levels.
 - c) Check Racor fuel filters for water or contamination.
 - d) Check generator fuel filter.
 - e) Observe engine room for leaking oil, coolants, or fuel.
 - f) Check that main sea strainer is clean and free of debris.
 - g) Check that generator strainer is clean and free of debris.
2. **Disconnect shore power**
 - a) Turn off all AC breakers.
 - b) Confirm Shore power breaker is in off position.
 - c) Turn off shore power circuit breaker at pedestal on the dock.
 - d) Disconnect white electrical cord from boat and place in lazarette. Always disconnect from the shore end and connect from the boat end to avoid moving a live cord.
3. **Turn on DC/Battery power**
 - a) Turn on electronics, VFH, Autopilot and Radar breakers.
 - b) Turn on other circuit breakers as you desire.
4. **Close all port holes and hatches that might permit water to enter the boat.**
5. **Confirm that dinghy is secure.**
6. **Check around boat for obstacles in the water and items on the boat that need to be secured.**
7. **If not already powered, turn on Garmin Electronics, VHF Radio and Autopilot (if desired).**
8. **Start Engine**



- a) Set throttle/shifter control handle to neutral (perpendicular to base mounting surface).

- b) Turn ignition switch 2 clicks clockwise to ON. Wait 30 seconds for the Vessel View control panel (located left side of the throttle/shifter) to power up and for the engine to pre-heat. The red Neutral light on the throttle/shifter base will glow when the shifter is set to neutral.
- c) Press and hold the soft black Start/Stop button on the throttle/shifter base and crank engine until it starts. Note-Cummins engine company states “do not crank engine for more than 30 seconds, wait 2 minutes to allow the starter motor to cool down before restart attempt.”
- d) For cold weather warm up, the transmission can be disengaged and the RPM increased by pressing the soft black Throttle Only button on the throttle/shifter base. The red Neutral light will flash in this mode. Increase the RPM to 800 to smooth out the engine vibrations. When the engine temperature reaches 100 degrees the throttle can be decreased back to idle. Press the Throttle Only button again to re-engage the transmission.
- e) Check that cooling water is coming out the exhaust.
- f) When needed, stop the engine by pressing and holding the Start/Stop button on the throttle/shifter base until the engine shuts down. Turn the ignition key counter clockwise to OFF.

9. Check fuel level using Vessel View monitoring panel (loc. Left side of throttle/shifter lever). Record readings in cruising log book.

10. Turn on Bow and Stern Thrusters by pushing both “ON” buttons at same time.

- a) Toggle the joysticks briefly in both directions to ensure that the thrusters are functioning properly.
- b) The thruster control panel (joysticks) will turn off automatically after 5 minutes of non-use. Press the “ON” buttons again to reactivate.
- c) Use the thrusters in short bursts of 5-10 seconds to prevent overheating. If the thrusters are used continuously for more than 3 minutes they will also overheat. See Owner Notes Section 4.2.c for thruster reset instructions.

11. Check wind and current directions.

12. Boat Operation

- a) Warm up by advancing throttle to 1000 rpms when clear of marina.
- b) Operate engine no faster than 1400 rpm until the coolant temperature reaches 140 degrees.
- c) Operate the engine at any speed after reaching normal operating temperature of 180-185 degrees.
- d) If you are operating at the maximum rated rpms (2600-2800), do so for only one hour out of eight.

13. Returning to Dock

- a) The engine cool down for the last 5 minutes should be at slow speeds to allow the engine to cool down before shut down.
- b) Place fenders on docking side of boat.
- c) When docked and the mooring lines are secure, shut off the engine.
- d) When returning to Bellingham at the end of your charter, refuel at the fuel dock. Following is the refueling procedure:
 - i. One person watches the Vessel View monitor panel. Alert the fueling person when the gauge reaches 7/8 full and again when full.
 - ii. The fueling person listens for a change in pitch (higher pitch) in the fill pipe. Stop the fuel flow immediately when the pitch rises. If the monitor shows FULL, you’re done. If not wait 30

seconds for any bubbles in the filler pipe to recede and SLOWLY continue filling until the pitch rises again OR the monitor person indicates the gauge is at FULL.

- iii. Note that the sight tubes on the fuel tanks are not convenient to use and will only show the fuel level up to 90% full. Please use the Vessel View tank monitor as described above.
- e) Turn off power to instruments.

14. Reconnect to Shore Power

- a) Turn off the Shore Power breakers at the AC panel.
- b) Connect the shore power cord to the boat.
- c) Before connecting the shore power cable to the dock side receptacle, turn off the dock breaker. Turn on the dock breaker after connecting the cord.
- d) Turn on the Shore Power and battery charger breakers at the AC panel. Check that the voltmeter reads 110V and the Magnum Energy panel says "Charging". If the panel reads "Inverting", press the Inverter button. If after 30 seconds the panel is not reading "Charging", re-check the dock breaker and cord connections.

15. Closing the Boat

- a) Close all windows and hatches.
- b) Lock the doors.
- c) On the dock, check the position of all fenders and see that mooring lines are secure.

16. Key Items to remember

- a) Properly seat all dipsticks after checking oil levels. If not seated, oil will spray out and make a mess.
- b) Turn the Inverter OFF on the Magnum inverter panel (helm station) when shore power is connected. (Prevents battery depletion if shore power fails).
- c) Turn the Windlass breaker off (located in the DC breaker panel) when anchor is not in use. (Prevents accidental deployment of the anchor).
- d) When raising and lowering the shades, use two hands. Note also that there is both a courtesy shade and a privacy shade associated with each salon window
- e) When operating Macerator, turn the macerator key 2 clicks clockwise to begin. The associated LED light indicates the pump is running.
- f) If the tender outboard motor has been raised using the motor tilt control, insure the motor has been turned to full starboard rotation (using steering wheel). Failure to do so, could allow oil to leak when underway, which can result in smoke plums during starting and subsequent rough running of the outboard motor. If the outboard motor is not tilted, the engine may remain in the neutral position.