QUICK START - *INCEPTION*

revised 8/18/15

Upon Boarding and Before Use

- ☐ Power Panels: All "White" breakers always ON, "Green" breakers ON while cruising, "Yellow" breakers use with caution, "Unmarked" breakers evaluated for use.
- ☐ Canvas removed and stowed as appropriate.

First Thing Each Day

- ☐ Check engine oil, coolant. Check genset oil.
- ☐ Check under-engine oil pads. Okay?
- ☐ Check fuel tanks and water tank sight gauges. Open both top and bottom valves to check level and then secure.
- ☐ Check holding tank indicator. Need pumping or processing?
- ☐ Turn off anchor light if illuminated.
- ☐ Close and secure portholes and forward hatches before getting under way.

Electronics

- ☐ Navigation Computer breaker at Inverter Bypass Panel must be "On".
- ☐ Turn on instrument breakers at 12V and 24V DC Nav/Com panels. Instruments "On" and warmed up.
- ☐ At 12V DC Nav/Com panel, turn on following breakers:
  • GPS • AIS • GOFREE WIFI
  The AIS takes a couple of minutes to initialize. It must be on first for the Coastal Explorer navigation software to recognize it.
- ☐ Ship's computer on and Coastal Explorer navigation software running.
  - Laptop "On".
  - Planar touchscreen LCD display "On". Power button on lower right edge of bezel.
  - The Windows login, User : Inception, Password : sjy. Coastal Explorer icon is on the desktop. Click to launch.

Starting Engines

- ☐ All lines clear of propellers and on deck.
- ☐ Items running on AC evaluated vis-à-vis the Inverter and Generator.
- ☐ Appropriate DC breakers "On".
- ☐ Both Electronic Engine Control breakers "On".
- ☐ Throttles/Shifters in "neutral/idle".
- ☐ "MMC Port", and "MMC Stbd" breakers "On". Push MMC "Helm Select". Release button, red light will stay on.
- ☐ Engine keys "On", start engines in turn by pushing Start Buttons, warm up at idle. (See MMC instructions!).
- ☐ If engines do not turn over, see "What to Do If".

Leaving Dock (Only 3-4 minute engine warm up required!)

- ☐ Check around boat for any possible hazards.
- ☐ Eartec headsets for Captain and mate in pilothouse small drawer (be sure to charge first)
- ☐ Shore power switch "Off".
- ☐ 20Kw Generator running if Bow Thruster to be used.
- ☐ Inverter "On", breakers "On", panel switched to 20Kw Genset (Gen1).
- ☐ Bow Thruster/Windlass breaker "On".
- ☐ Shore power cord removed, stowed on board, cable reeled in (Cablemaster).

- ☐ Lines removed as appropriate.
- ☐ Fenders hauled aboard and stowed.
- ☐ Lines and other deck gear secure/stowed.
- ☐ Doors and hatches closed and secured as appropriate.

Underway

- ☐ Helmsperson on watch at all times.
- ☐ 24V DC panel Stabilizers breaker must be ON. Enable at overhead helm touch panel and set to Centered or Active as conditions dictate.
- ☐ RPM under 1400 until engines warm to 140º; RPM never to exceed 2000 RPM.
- ☐ Always keep wake effects in mind.

If Engines are to be Shutdown or Vessel will be Stopped or Reversed

- ☐ Press and hold "Center" on stabilizer control panel and confirm on bar graphs.

Approaching Dock

- ☐ Fenders out on appropriate side.
- ☐ Eartec headsets for Captain and mate in pilothouse small drawer (be sure to charge first)
- ☐ Bow line *OUTSIDE* stanchions through hawsepipe and bloused around toward midships.
- ☐ Attach stern line to cleat lead through hawsepipe and back over rail, ready to tie to dock.
- ☐ Attach midship line to cleat and lead through hawsepipe and back over rail.
- ☐ Autopilot to Standby. Engines dead slow, wheel centered for engine-only maneuvering.
- ☐ Stabilizers in "Centered" position.
- ☐ Ensure bow thruster is active, 20Kw Generator must be running.
- ☐ Mate ready to secure stern first (in most circumstances).

After Arriving at Dock in Marina

- ☐ Lines secure, including spring lines.
- ☐ If using Shore Power:
  - Water Heater breaker off until Inverter current settles (see "Inverters" below).
  - Other heavy AC loads also off until Inverter current settles.
- ☐ **Before** connecting shore power, check that BOTH power source selection switches of the AC Panels No.1 & No.2 are OFF … in the *power panel* and the *breaker on shore*.
- ☐ **If there is 120V AC available at the dock**, the electrical panel settings should be:
  - Shore Inlet No.2 as the AC source on the 120/240V AV Distribution Panels No.1 & No.2 rotary switches.
  - The Cablemaster #2 (outboard) power cord is used with a 120V adapter (in the step storage locker under the table in the pilothouse).
  - The Dock Voltage Selector Switch (starboard side of lazarette) set to 120VAC (this is already normally done).
- ☐ **If there is 240V AC available at the dock**, the electrical panel settings should be:
  - Shore Inlet No.1 as the AC source on the 120/240V AV Distribution Panels No.1 & No.2 rotary switches.
  - The Cablemaster #1 (inboard) power cord is used.
- ☐ **After** the adaptor (if needed) and Shore power cord are connected, turn the shore power breaker (at the dock) "On".
- ☐ Confirm Shore power voltage at the 120/240V AC Main panel meters.
- ☐ Set Power Selector switches for panels to Shore Power 1 or 2 and confirm on meters.
- ☐ Inverter "On".
- ☐ Electric use monitored for current capacity of shore facilities.

Arriving at Mooring Buoy – note that *INCEPTION* is too long to use WA State Parks mooring buoys.

Mooring at Anchor

- ☐ Stabilizers in "Centered" position.
- ☐ Bow Thruster switch (joystick at starboard of helm) must be enabled to use the Windlass.
- ☐ Anchor is lowered from pulpit with foot switches while boat is backed up slowly away from anchor. *Be sure pawl is disengaged from ratchet in front of windlass*.
- ☐ Before dropping anchor, remove pin & shackle (it flips back to lock position sometimes if left on). Remember to put back on after anchoring completed.
- ☐ When desired chain length out (4:1 or 5:1 scope), windlass is stopped.
- ☐ Engines reversed at idle for "count of five" until chain pulls up virtually straight.
  Note: The boat is not held in reverse against a taught anchor chain!
- ☐ Attach bridle (located in port seat locker) to chain 1-2 ft forward of cleats on bow pulpit. Drop chain until bridle is 2 feet above the water and secure lines to the bow cleats so they are taut.
- ☐ Loosen chain just enough to put pressure on tie lines and slight slack on chain coming off windlass. The main pressure of the chain should be on the bridle and cleats, rather than the windlass.

Stopping Engines

- ☐ Use red "Stop" button before turning key off! Allow engines to idle 3-4 minutes to cool down before turning off. Normally, time spent docking or anchoring is sufficient to cool down.

Generator Starting/Stopping

- ☐ Hold "Preheat" switch for 15 seconds, then hold both "Preheat" and "Start" until it starts (20 seconds max).
- ☐ Continue to hold "Preheat" for up to 10 seconds after generator starts, then release.
- ☐ Check stern exhaust for water flow, port side for 20Kw or starboard side for 8Kw.
- ☐ After 5 minutes for warm up, turn power selector from "Off" to "Gen1" for 20Kw or "Gen2" for 8Kw.
- ☐ Stopping: Remove all loads, wait 3-5 minutes for cool-down. Turn power selector switches from "Gen" to "Off",
- ☐ Hold "Stop" switch until stopped.

Overnight Checklist in Marina

- ☐ Shore power "On".
- ☐ Inverter "On".

Overnight at Anchor

- ☐ Run generator until batteries fully charged as shown on Link 10 Power Monitor.
- ☐ Inverter "Off" to conserve batteries.
- ☐ Anchor light "On".
- ☐ Unneeded DC electrical items all "Off" including radios, extra lights, etc.
- ☐ Turn off Webasto heat (in most situations).
- ☐ Turn off Fresh Water Pump breaker.

Upon Arising

- ☐ If at anchor, Inverter only “On” if necessary.
- ☐ Start generator if necessary for battery charging.
- ☐ Inverter “On” if shore power available or generator running.
- ☐ Turn on Webasto heat if necessary. Press Sun symbol on thermostats when occupied.
- ☐ Turn on Fresh Water Pump breaker (may need to press Power switch on Pump to reset)
- ☐ Go to top of this ***Inception*** checklist.

Retrieving Anchor

- ☐ The 20Kw generator must be on to operate the windlass. The windlass’ hydraulic power is provided by the PTO on the generator.
- ☐ Turn Bow Thruster/Windlass breaker “On” (located on the 24V DC NAV/COM panel starboard of the steering station in the Pilothouse). Press Start button on Bow Thruster control. The station must be enabled to use the Windlass.
- ☐ Turn Saltwater Pump breaker “On”.
- ☐ Remove the bungee connecting the netting across the bow pulpit.
- ☐ Captain **powers** vessel forward slowly. ***Never*** *pull vessel forward with windlass.*
- ☐ Use foot switch to retract chain slightly, enough to remove the bridle. After the bridle is removed, continue to raise the anchor while rinsing the chain with hose.
- ☐ Stop when anchor shaft is parallel with pulpit. **Do not** over stress the windlass by pulling the anchor in tight against the pulpit.
- ☐ Secure the anchor with the keeper.
- ☐ Release the tension on the chain.
- ☐ Turn off spigot. Stow the hose and bridle.
- ☐ Reinstall the bungee connecting the netting across the bow pulpit.
- ☐ Turn Bow Thruster/Windlass breaker “Off”.
- ☐ Turn Saltwater Pump breaker “Off”.

Raising/Lowering Dinghy

- ☐ Turn the Davit breaker (AC Panel No.1) “On”. The davit requires 120V AC, use either genset or shore power, do not use inverter to power.
- ☐ The control head/cable are in a drawer port of the helm. The control head cable screws into a connector at the base of the davit. Control is self explanatory. DO NOT ALLOW THE DAVIT TO LOWER BEYOND 30º when lifting the dinghy.

Before Leaving Vessel (After Use or Arrival At Dock)

- ☐ Power panel: All breakers OFF except “White”, cabin/salon lights, chargers, refrigerator.
- ☐ Webasto heat switch “Off”.
- ☐ Canvas covers on in all locations as appropriate.
- ☐ Curtains closed for sunlight protection.