

Odyssey Quick Start

Before Starting Engines:

1. Dinghy secured? Grill covered?
2. Disconnect shore power; stow cord in stern lazarette.
3. Power panel: Green dots ON; Yellow dots ON as needed; Red dots: Always OFF
4. Close all hatches and portholes in staterooms and heads.
5. Open blinds and curtains for visibility.
6. Check oil and coolant levels in engines; add if necessary.
7. Check sea strainers for debris. **This sea water intake is critical for water flow to cool the engines!**
8. Check under-engine oil pads.

Starting Engines:



1. Put gear controls in **Neutral**, throttle levers at "**Idle**."
2. On "**Engine Panel**" of electrical panel, flip power switch to **On** for starboard engine. Buzzer will sound. Push **Starting** button for starboard engine. When engine starts, the buzzer will stop. Do not try to start more than 30 seconds without a 2-minute "rest" period.
3. Repeat procedure for port engine.
4. Warm up at idle speed (650 RPM)
5. Oil pressure OK?
6. Water running from both engine exhausts? Run back to the stern swim step to make sure water is coming out both exhaust pipes. This can be very subtle at low idle speed. **It is critical to ensure that the engine cooling system is functioning to avoid burning up the engines!**
7. Throttles all the way down to "Idle" before engaging transmission!
8. Keep aft cabin door closed when engines are running to keep diesel exhaust from coming in.

Electronics:



See DC panel for turning on breakers for nav instrument, radar (this breaker also for depth sounder), chart plotter, autopilot, VHF and rudder indicator,

Before Leaving Dock:

1. Center the rudder.
2. Untie and stow mooring lines. Once underway, stow fenders.
3. Initial leaving the dock can be done using selective forward and reverse of the twin props with possible assistance from the bow thruster (always on, doesn't have a breaker)

Underway: Keep a watch for logs or debris in water. Monitor gauges.

1. Keep RPM under 1300 until engines warm to 150 degrees.
2. Normal rpm between idle and 2350. Please do not exceed 2400 rpm for more than 30 minutes and less than 10% of running time
3. Always keep your wake in mind.
4. "Normal" readings: Engine temp. 175-190 Oil pressure: 30-90 psi

Approaching Dock:

1. Put fenders on appropriate side. (We often put fenders down on both sides when maneuvering in close quarters).
2. Attach bow line to cleat and run line out through the hawse hole, OUTSIDE the bow rail and OUTSIDE fender lines toward midship. Same procedure for stern and spring lines. Station a member of the crew at midship to tend the mooring lines.
3. Engine throttle should be dead slow and rudders centered. Close maneuvering best done with forward and reverse maneuvers with twin props and judicious use of bow thruster bursts. Your expert check out skipper can demonstrate this and help you be very comfortable maneuvering her.
4. Mate ready to step off swim step (No leaping across water to dock!) and secure spring line (most circumstances), then bow and stern. Often you will find a friendly person to catch your dock lines and help you secure them.
5. Position mate on deck with a spare large fender with line attached. If the vessel will make contact with the dock or another boat, place fender to prevent damage. Arms and legs do not make good fenders!

Upon Arrival at Dock in Marina:

1. Secure all lines: Stern, Bow and two Spring lines as a minimum.
2. If bow-in, be sure anchor is not protruding over dock walkway.
3. Turn off engines (see "Stopping Engines" below).
4. Turn off electronics at both helm stations; replace covers.
5. Connect shore power. First to the boat, then to the shore receptacle (30 amp power for Odyssey)

Stopping Engines:

After operating at cruising speed, allow engines to idle a few minutes to cool down before shutting them down. (This usually happens naturally while tying dock lines or setting the anchor.)

Mooring at Anchor:

1. Turn on Windlass power on panel to the right of the helm. Anchor is lowered with foot switches on bow deck while boat is backed up slowly away from anchor.
2. Mate on bow to monitor length of chain going out and to troubleshoot if it gets tangled. (Anchor line marked with 10 foot yellow paint at 100 ft then 5 foot yellow paint every 50 ft. Odyssey has 250 feet of 3/8 galvanized chain rode.
3. When desired chain length is out, stop windlass. (See "Tackle" section for recommended scope in NW waters.)
4. Attach "snubber plate and lines" to anchor chain: Located in bow bench locker. Secure snubber lines through the bow hawse holes and to the bow cleats. Attach snubber plate to anchor chain beyond anchor roller. Snubber lines can be let out 10 to 15 feet so the plate is submerged. Run out enough chain to form loop in chain so tension is transferred to snubber line. Ask your check out skipper to demonstrate this important part of anchoring Odyssey.
5. Skipper reverse one engine at idle to test the set of the anchor. We often use a combination of sighting objects in the harbor and the GPS plotter to confirm anchor set.
6. Turn off Windlass power in panel.
7. Turn off engines.
8. See "Tackle" section of Owner's Notes for instructions on hauling anchor and **seawater washdown (very important!) of anchor chain.**

Mooring at state buoy

At 46 feet Odyssey is one foot over the limit to use the Washington State Parks Marine buoys

Daily (Overnight) Checklist in Marina:

1. AC Input "On" for shore power.
2. Inverter "On" – Be sure it is charging.
3. Keep an eye on water tank and holding tank levels.

Daily (Overnight) Checklist at Anchor or Buoy:

1. Anchor light: "On" during hours of darkness. Turn on "Anchor Light" switch on electrical panel.
2. Turn off unnecessary electrical items. Even unplugging appliances not in use will help reduce the drain on battery power.
3. Keep an eye on holding tank gauge in port side aft head on sink vanity.

First Thing Each Day:

1. If at anchor, turn off anchor light.
2. Check battery reserve on inverter panel. If less than 12 volts, start generator.
3. Check water tank level
4. Check holding tank gauge. If near full, pumping out will be necessary very soon.

Before Leaving Vessel:

1. Power panel: Turn fresh water pressure "OFF"

2. Cover electronics screens at both helm stations.
3. Optional: Close blinds
4. Lock the door.

Fueling: See instructions in “Engine Systems” section of Owner’s Notes.

