

Before Starting Engines:

1. Weather check for planned route of travel.
2. Power panel: Green breakers ON; Yellow breakers ON as needed; Red breakers OFF; Engine Room Lights ON; Electronics and Autopilot breakers OFF.
3. Go below, close all hatches and portholes in staterooms and heads. All loose gear secure.
4. Salon, Galley, Pilothouse: all loose gear secure.
5. Flybridge: Secure enclosure as appropriate, remove the upper helm and bench seating covers as appropriate and stow in the port side of the bench seating when dry. Optional: open the center Strataglass panel and secure to straps (See detail section). Dinghy secure, davit breaker off?
6. Upper helm: Install the remote autopilot controller (kept at the lower helm when not in use) and stow the sun covers.
7. Lower helm: stow the sun covers.
8. Remove the windshield sunscreen, fold vertically and stow in the lazarette on top of the stbd fuel tank.
9. Open blinds and curtains in the salon for 360 degree visibility.
10. Secure deck furniture. Secure BBQ grill cover.
11. Disconnect shore power; stow cord(s).
12. Conduct a visual check under and around the engines looking for any signs of abnormal fluid spotting. Confirm all equipment / gear / bins are secure.
13. Check oil and coolant levels in engines and generator
14. Confirm seacocks for the engines and genset are open and seawater strainers are clear.
15. Confirm fuel strainer bowels have clean fuel and no accumulation of water. Vacuum gauges max indication needle below 5". Reset needle to zero.
16. Engine Room lights OFF.

Starting Engines:

1. Close the salon door.
2. Ensure ignition keys at lower helm are in place.
3. Ensure tranny controls are in Neutral. Engine throttles at idle.
4. The John Deere engines don't require any preheating. (See detailed notes about use of block heaters in colder conditions.)
5. Ignition keys ON, check fuel gauges at lower helm, sufficient for today's trip?
6. From either helm: starboard engine first, PUSH the start button until engine catches. Then port engine, same steps. Engine will normally 'catch' and begin running after just 1-2 seconds of starter engagement. Allow about 10 seconds before the second engine start is a good habit. If an engine starter doesn't engage, be sure tranny controls are in neutral (safety interlock). If engines do not start easily, stop and investigate, something is amiss.
7. Allow 2-3 minutes minimum to ensure stable engines. Idle speed will stabilize at 600 RPM.
8. Check oil pressure, typically 70-90 psi when cold engines
9. Water running from both engine exhausts? (Go look)
10. Throttles all the way down to Idle before engaging transmissions!
11. Keep salon door closed when engines are running to prevent diesel exhaust film from settling on interior furnishings.

Electronics: Be sure you start the engines before turning on electronics and autopilot

1. Turn on the Electronics and Autopilot breakers on DC power panel, then turn on pilothouse and flybridge chartplotters (pilothouse first).
2. Chartplotters: press the red POWER button for a couple seconds to power up, acknowledge start-up message, set brightness by momentarily pressing the power button and then adjusting the brightness with the rotary knob, then OK.
3. Radios: monitor channel 16.
4. Garmin Portable GPS: hold power button on to start, once GPS signals acquired, we recommend you use this device to monitor the tide chart, select it by successively pressing the 'Page' button.

Quick Start Procedures – Sea Wings

Before Leaving Dock:

1. Center the rudder.
2. Skipper and first mate, don the Eartec wireless headsets.
3. Untie and stow mooring lines. (Use buckle latch straps or stow in the transom locker.)
4. Close and latch the step-through door in the transom.
5. Once underway, stow the smaller four fenders in fender racks at the fore deck. The larger fenders can be stowed in the deep well at the base of the lazarette steps.

Always use Upper Helm station for departure and arrival, you will have better situational awareness.

Underway:

1. Shut off and stow the Eartec headsets.
2. Helmsperson "on watch" at all times. Be alert for logs or debris in water, it's out there with surprising regularity. Monitor the gauges, regularly validate your position and water depth.
3. Keep RPM under 1000 until engines warm to 140 degrees and below 1300 RPM until 160 degrees.
4. Always keep effects of your wake in mind.
5. Three cruising sweet spots:
 - a. Super Econo cruise: 8 kts @ 1000 RPM (~4.4 gph), trim tabs – fully BOW UP
 - b. Econo cruise: 10 kts @ 1250 RPM (~7.7 gph), trim tabs – fully BOW UP
 - c. High Speed cruise: 14.5 kts @ 1750 RPM (~19 gph), trim tabs – fully BOW DOWN
6. Reminders:
 - a. Sustained cruising above 2000 RPM is not allowed
 - b. Once every other cruise day, run at High Cruise speeds for at least 20 minutes
 - c. Remember to raise trim tabs (BOW UP) when you slow down or cruise below 1500 RPM
 - d. "Normal" readings: Engine temp: 155-165 F; Oil pressure: 30-50 psi

Approaching Dock:

1. Put fenders on appropriate side (At home port, both sides is preferred for protection from an adjacent vessel with non-dock side, fenders high).
2. Attach Bow line to cleat and run line 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.
3. Don the Eartec headsets.
4. Engines should be dead slow (Idle), rudder amidships, thrusters ON.
5. 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. 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. Turn Off Flybridge and Pilothouse chartplotters (flybridge off first), then Electronics and Autopilot breakers; replace sunscreen covers at both helms, canvas covers on Flybridge as appropriate.
4. Engine keys to OFF at lower helm.
5. Once shore power is connected, make certain there is 110 voltage on the panel. (See Electrical section of Owner's Notes for details.)
6. Power down and stow the Eartec headsets.

Quick Start Procedures – Sea Wings

Typing up to a Mooring Buoy:

1. Sea Wings exceeds the maximum limits for length and is therefore not allowed to use the WA state mooring buoy system.
2. She is allowed to use the horizontal mooring line systems such as those in Echo Bay on Sucia Island and Reid Harbor on Stuart Island.
3. Approach with fenders deployed as if docking, adjusted for the appropriate height for mooring line
4. Tie up to the linear lines securely including a bow and stern line and two spring lines.

Mooring at Anchor:

1. Turn ON Windlass power at the power panel. Release safety tether that secures anchor. Bring the bucket from the lazarette that has the snubber line.
2. Anchor is lowered with foot switches on the fore deck or from remote controls at either 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 line marked at every 25 ft increment with an 18" piece of nylon braided line woven into the chain. And at the 100 ft and 200 ft marks, there is a distinct double segment of nylon line woven into the chain.
4. The working rode is all chain, 300 ft and then followed by 25 ft triple braid nylon rode that is attached to the ship in the anchor locker. The nylon rode segment has a specific purpose, it would allow the skipper to fully deploy the chain and then cut it loose if emergency conditions warrant. Remember, anchor and chain is an expensive investment, cut it loose only in an emergency (vessel or crew is in immediate danger) and if possible, attach a fender to the bitter end for future recovery of the anchor. We hope you never encounter a situation that requires you to take this action.
5. When desired chain length is out, stop windlass. Target scope of at least 4:1 at high tide.
6. Skipper to reverse one engine at a time to test the set of the anchor. (Never both engines in reverse.)
7. Attach Snubber line to anchor chain: Secure snubber line to windlass bow cleat. Run out enough rode to form loop in chain so anchor rode tension is transferred to snubber line.
8. Turn OFF Windlass power at power panel. Power down and stow Eartec headsets.
9. Turn OFF Electronics and Autopilot breakers. Turn OFF engines; replace sun covers at both helms.
10. See "Tackle" section of Owner's Notes for instructions on hauling anchor and **saltwater washdown of anchor rode.**

Daily (Overnight) Checklist in Marina:

1. AC Input ON for shore power.
2. Xantrex Charging controller: Charger ON – Be sure it is charging.
3. Cover electronics screens at both helm stations. Be sure ignition keys at the lower helm are in the OFF position. Use flybridge canvas as appropriate to prevent rain / moisture from settling on the gauges / seats.
4. Keep an eye on water tank gauge and holding tank gauge.
5. 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.

Quick Start Procedures – Sea Wings

Daily (Overnight) Checklist at Anchor or Mooring Line:

1. Anchor light: ON during hours of darkness.
2. Turn off unnecessary electrical items.
3. Cover electronics screens at both helm stations. Use flybridge canvas as appropriate to prevent rain / moisture from settling on the gauges / seats.
4. Keep an eye on water tank gauge and holding tank gauge.
5. 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. If at anchor, turn OFF anchor light.
2. Setup flybridge for normal operation per prestart checklist.
3. Check Xantrex Charger control panel for battery reserve.
4. Check water tank level (gauge at the lower helm).
5. Check holding tank gauge (GAUGE at the lower helm). If more than 2/3 full, pumping is necessary.

Before Leaving Vessel:

1. Power panel: Turn OFF unnecessary systems (Yellow circuit breakers).
2. Reinstall front windshield sunscreen for UV protection and reducing the heat load transferred to the pilothouse.
3. Use blinds for theft deterrence and further UV / heat protection.
4. Lock the pilothouse door, lazarette hatch and salon door.