

# Quick start procedures for *Shell y T* ver. 1.6

## **Engine compartments:**

1. Visually examine for drips, leaks or anything out of order.
2. Check the oil. After the first check, you probably won't need to check it again unless you detect a leak or if the engine low oil alarms sound.
3. Check overflow coolant level and top off with 60/40 mixed coolant. Some bonehead added oil to it once which necessitated a purge of the system. If you're not sure what to do or how to do it, call San Juan Yachting.
4. Visually check seawater strainer
5. Make sure the seawater thru-hull is open.
6. Using the hand operated bilge pumps located in each of the cabin hanging lockers, pump the hull bilges dry. .

## **Cabin:**

1. Close all the hatches.
2. Check for loose gear.

## **Helm Station:**

1. Remove instrument covers and stow in cabin chart locker.
2. Turn on the instrument rocker switches.
3. Insert the C-Map # M-NC701 chip into either of the vertical slots in the chartplotter.
4. Check the check the rudder indicator lines at the bottom of the ST5000 autopilot for the rudder position.

## **Start Engines:**

1. Place throttles in neutral detent position. The engines will not start in any other position.
2. Start the starboard engine first.
3. Turn key to the right to start. Release when low oil alarm stops.

## **Electrical:**

1. If tied into shore power, turn off the "Shore Power" circuit breaker switch on the AC SOURCE SELECTION at the electrical panel. Turn off the breaker at the shore power pedestal and disconnect the 30-amp shore power cord. THEN disconnect the power cord from the boat. Coil the cord into the Cord Caddy and stow in the aft lazarette. Close and latch the cover of the shore power inlet plug on the boat

2. Turn on breakers marked with green dots.

### **Getting Underway:**

1. Make sure electrical cords and water hoses are disconnected, stowed
2. Make sure that the engines are started and in neutral and the rudders are centered.
3. Check for other vessel traffic.
4. Take in and stow the dock lines.

If backing out and there is minimal current, gently bump both throttles into reverse to start the Shell y T moving backward. She backs true because the twin props balance the engine torque. Once clear of the slip, use the throttles and helm to clear the dock.

If departing from a face dock with minimal current, leave the outboard engine in neutral and gently engage the engine closest to the dock and then slightly turn the helm away from the dock. Shell y T should swing away from the dock and you can then engage the outboard engine.

5. Retrieve and stow the fenders in the forward starboard locker and the dock lines in the port.

### **Docking:**

1. **All docking maneuvers should be done at dead slow speed.**
2. Place a fender about 1/3 of the way back from the bow and one at mid-ship and one just forward of the rear deck gate. Adjust the height to match the dock.
3. Secure a bow, mid-ship and stern dock lines. We've found it easiest to tie the mid-ship line to the dock first, or pass the mid-ship line to a dock assistant.
4. Once the boat has been brought alongside, tie the stern and the bow lines. Then adjust the mid-ship line as a spring line.