

TRUE BLUE 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 both Engine Racor fuel filters for water or contamination.
 - a. The pointed tip on the yellow selector handle points to the filter in use.
 - b. If filter IN USE is dirty or has contaminants, select the other filter and NOTIFY SJY.
 - d) Check the smaller Generator Racor fuel filter.
 - e) Observe engine room for leaking oil, coolants, or fuel.
 - f) Check that Engine 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 individual AC breakers at the Main AC circuit breaker panel, (helm station).
 - b) Turn OFF Main AC Gang circuit breaker (labeled Shore 1) at the Main AC circuit breaker panel,(helm station).
 - c) Turn OFF shore power circuit breaker at pedestal/power receptacle on the dock.
 - d) Disconnect from the Dock/Shore Power receptacle and coil and place in aft cockpit.
 - e) Disconnect cord from vessel's power input receptacle then coil and store in lazarette.
 - f) 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, VHF and Autopilot to warm up prior to engine start.
 - b) Turn on other circuit breakers as you desire, after engine start.
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 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 the Wema tank level indicator located below the center window in the pilothouse. Record readings in cruising log book.

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

- a) Ensure Engine operating, warmed up before using bow/stern thrusters. Battery conservation.
- b) Toggle the joysticks briefly in both directions to ensure that the thrusters are functioning properly.
- c) The thruster control panel (joysticks) will turn off automatically after 5 minutes of non-use. Press the “ON” buttons again to reactivate.
- d) 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 3.2.iii for thruster reset instructions.

11. Check wind and current directions.

12. Boat Operation

- a) *Two Second delay on throttle & Gear inputs*, small-short inputs of Forward/Reverse immediately followed by Neutral is the best practice to gently nudge the vessel in the desired direction.
- b) Warm up by advancing throttle up to 800 - 1000 rpms when clear of marina.
- c) Operate engine no faster than 1400 rpm until the coolant temperature reaches 140 degrees.
- d) Operate the engine at any speed after reaching normal operating temperature of 180-185 degrees.
- e) 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) Approaching Destination – reduce power to no more than 800 RPM during last 5 – 8 minutes at slow speed. This allows the engine and turbocharger temps to stabilize and cool before engine shut down.
- b) Place fenders on docking side of boat. Starboard preferred, closest to helm for captain to see alongside.
- c) When docked and the mooring lines are secure, (Bow, Stern, Fore and Aft Spring), shut off the engine.
- d) When returning to Bellingham at the end of your charter, refuel at the fuel dock.
- e) The Following is the suggested refueling procedure:
 - i. One person watches the WEMA Tank monitor panel. Notify/Alert the person refueling when the gauge approaches 7/8 full, and again when approaching full.

- ii. The person refueling 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.
- f) DC Circuit breakers - Turn off power to instruments.

14. Reconnect to Shore Power

- a) Turn OFF the AC Gang C/B labeled Shore 1 on the Main AC Breaker panel, (helm station).
- b) Connect the shore power cord to the vessel receptacle, check security of connection.
- c) Before connecting the shore power cable to the dock side receptacle, ***turn off the dock breaker.*** Connect cord to dock receptacle, check security of connection, then turn on the dock breaker.
- d) At Main AC Breaker panel - Turn on the AC Gang C/B labeled Shore 1 and turn ON the Battery Charger circuit breaker. Check that the AC voltmeter reads 120V and the Magnum Energy panel says "Charging". If the Magnum Energy panel reads "Inverting", press the Inverter button to toggle to "Charging". After 30 seconds if not "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 plumes 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.