

## WEAK MOMENT

### QUICK REFERENCE FOR DEPARTURE

The Quick Reference for Departure is just that— condensed checklists and reminders. It assumes that the charter guest/operator is experienced and competent in the safe operation of a 21,000 pound, 39 foot power boat, knowledgeable of boating rules and regulations, and has read the more detailed Weak Moment Owner's Notes. These notes do not attempt to anticipate every situation or occasion that may arise, and are not a substitute for reading the Owner's Manuals and other informational materials which are located on the boat, or for exercising reasonable care and good judgment in the handling and operation of the boat. No warranty is expressed or implied.

## PREPARING FOR DEPARTURE

1. **ENGINE ROOM CHECKS** should be performed daily, before cruising.
  - a. At the helm station, turn ON the Engine Room Lights.
  - b. Enter the engine room and complete the engine room checklist shown in the Owner's Notes and posted on the wall of the engine room.
  - c. When the engine room check is completed, turn OFF the engine room lights *at the helm station*.
  
2. **DISCONNECT SHORE POWER**
  - a. At the helm station breaker panel, turn OFF all the AC breakers at the AC breaker panel.
  - b. Make sure the SHORE circuit breaker in the SHOREPOWER OR GENERATOR distribution panel is in the OFF position.
  - c. On the dock, first turn OFF the shore power circuit breaker at the pedestal on the dock, then disconnect the yellow electrical cord from the dock power.
  - d. Disconnect the yellow electrical cord from the boat and store the cord coiled in the round blue basket in the Lazarette. *Always DISCONNECT from the SHORE-END and ---CONNECT from the BOAT-END---to avoid moving a LIVE cord!*

### 3. TURN ON DC/BATTERY POWER

Review the power usage on the *BATTERY POWER distribution panel* to make sure you have the appropriate circuits in the ON position, including

- DC POWER in the ON position
- UPPER ELECTRONICS in the ON position
- LOWER ELECTRONIC in the ON position
- REFRIG in the ON position

4. **CLOSE ALL PORT HOLES AND HATCHES** which might permit water to enter the interior, except those deliberately left open for ventilation.
5. **CONFIRM THAT DINGHY IS SECURELY ATTACHED TO THE DAVIT, & THAT THE PLUG IN THE BOTTOM OF THE DINGHY IS OPEN** so as not to accumulate water in the dinghy in rough seas.
6. **CHECK AROUND THE EXTERIOR OF THE BOAT** to confirm that there are no obstacles in the water or loose items that should be secured.

## 7. HELM CHECKLIST

- a. **Check the fuel level** at the “Tank Tender” gauge at the helm.
  - *Push and hold* the button marked “Tank 1”, then pull out the PUMP knob to the right and slowly pump once or twice. The *outside scale* will indicate in inches the amount of fuel in tank 1. Translate into gallons using the table on the left.
  - Repeat the procedure for tank 2.
  - See fueling instructions in the Owner’s Notes if fuel is needed.
  - Record fuel quantity, engine hours, and date in the log book.
- b. **Check the water level** in the same manner as the fuel check, except read the *inside* scale, and translate to gallons with the table on the *right*.
  - See instructions in the Owner’s Notes for adding water, if necessary.
- c. **Start up the LARGER Raymarine 120 multifunctional display** by pressing the red button in the lower left hand corner.
- d. **Start up the SMALLER Raymarine E80 display** by pressing the red button in the lower left hand corner.
- e. **Turn on the overhead VHF radio** by pushing in on the volume knob in the upper right corner.
  - **Check the weather channel** (third button from left marked CH/WX).

- Turn on Channel 16 (first button on the left).
- f. Turn on the additional VHF radio to the left side of the helm station by pressing the *Power 16/9 button*.

## GETTING UNDERWAY

1. Make sure that the **shift lever is in the neutral position**.
2. Turn the **ignition key ON**. Wait a minute as the **VOLT METER** at the helm panel rises to or near the **12 volt level** (the red marker.) as the preheat operation is completed. (The oil light may come on, but should go out once you start the engine.)
3. When preheating is complete, **push the START button** while the key is in the ON position to start the engine. *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."*
4. **Check that cooling water is coming out the engine exhaust**. (Look down at the water from the starboard side of the cockpit for bubbles and currents swirling out of the underwater exhaust outlet. If no water flow is visible, check in the engine room to see that the seawater intake seacock is open!)

5. **Let the engine idle** for about 5 minutes or until the engine coolant temperature gauge reads above 100. *Note: During warm-up at idle, the volt meter will register about 12 volts. The temperature indicator will not show any indication of heat until the engine has been running for several minutes. Keep the engine below 1000 RPMs for five minutes, as the preheater cycles on and off as needed during this time period. RPMs over 1000 block the preheating function.*
6. **Turn on the bow thruster** by pushing the 2 ON buttons simultaneously. The yellow light between the buttons will come on. Toggle the joy stick momentarily in both directions to ascertain that the thruster is functioning properly.
  - The bow thruster is used primarily in maneuvering at or near the dock. In open water while underway, the thruster is not effective.
  - The bow thruster will turn off automatically after a period of non-use. Restart in the same manner.
  - The thruster may overheat and stop after 3 minutes of continuous running. After a brief cool-down period, it resets itself.

Use the thruster to control the movement of the bow while operating the throttle in *short bursts of forward or reverse*, pausing in neutral, as you maneuver in the marina.

7. Check wind and current directions.

8. Note: *when using reverse, the STERN WALKS TO STARBOARD.*

## CRUISING

1. When clear of the marina, make sure all **mooring lines, fenders and anything loose are stowed.**
2. Operate the engine no faster than 1400 rpm until the coolant temperature reaches 140 degrees.
3. Monitor the engine instruments at the helm station while cruising.
  - Volts should read between 13 and 14 at normal cruising.
  - Water temperature should be between 180 and 190 degrees.
  - Oil pressure should range between 45 and 100 depending on RPMs.
  - Vacuum gauge for the RACOR fuel filters should read below 7 while cruising.

## RETURNING TO DOCK

1. Fenders out and
  - a. On docking side of the boat
  - b. At appropriate level for the dock
2. The engine cool down period (the last 5 minutes) should be at slow speeds to allow the engine to cool down before shut off.
3. Once docked and the *mooring lines are secure*, turn off the engine.
4. Shut down the *smaller* Raymarine multifunctional display by *pressing and holding* the red power button in the lower left corner for the countdown on the screen. Please replace the screen cover over the screen.
5. Shut down the *larger* Raymarine multifunctional display by *pressing and holding* the red power button in the lower left corner for the countdown..
6. At the BATTERY POWER breaker panel next to the helm station
  - a. Turn OFF the UPPER ELECTRONICS and LOWER ELECTRONICS.
  - b. Turn OFF the REFRIG circuit breaker.
  - c. Leave ON the DC Power circuit breaker.

## CONNECTING TO SHORE POWER

1. At the SHORE POWER OR GENERATOR distribution panel at the side of the helm, make sure the circuit breaker marked SHORE is in the OFF position.
2. Take the bright yellow electrical cord located in the Lazarette and connect it to the receptacle located forward of the starboard helm door. Line up the prongs, insert the plug, turn, and tighten.
3. Locate the power supply on the dock, making sure that the breaker on the dock is in the OFF position. The yellow electrical cord is 30 amps. Check the amps for the shore power pedestal on the dock, and use an appropriate adapter, if necessary. Connect the electrical cord to the dock power source, matching prongs, twisting, and tightening. Then turn the dock power source ON.
4. Return to Weak Moment and turn the SHORE circuit breaker to the ON position.
5. Verify that you have power to the main electrical distribution panel by looking at the AC voltage gauge on the SHORE POWER OR GENERATOR distribution panel.
6. Turn ON the desired AC circuit breakers, including
  - BATTERY CHARGER
  - REFRIG

## CLOSING THE BOAT

1. Close windows and hatches, unless you want to leave some open for ventilation.
2. At the BATTERY POWER distribution panel next to the helm
  - a. Turn OFF the FRESHWATER and HEAD circuit breakers.
  - b. Leave ON the DC POWER circuit breaker.
3. At the INVERTER/CHARGER panel above the circuit breaker panels next to the helm
  - a. Turn OFF the Inverter, so if shore power should fail, an onboard appliance will not draw down the batteries.
4. Lock the doors.
5. On the dock, check the position of all fenders and see that mooring lines are secure.