

Special Note Before Using This Procedure

The following procedure is intended for use AFTER thoroughly reading and understanding Do It Now's Owner Notes located on board in the Charter Guest Reference Manual (look for a white binder).

The Owner Notes contain detailed information about locating and operating Do It Now's systems and equipment that is not included in the Quick Start Procedure. This procedure contains only checklist-type material intended for daily use to help ensure you have a safe trip.

Do It Now Quick Start Procedure

A) Before Starting Engine(s):

1. **Weather:** Check the marine weather and review the planned route with the crew.
2. If in Harbor and these are available:
 - **Fuel:** Confirm fuel level is sufficient for the intended float plan.
 - **Water:** Top off water if needed.
 - **Holding Tank:** Pump out holding tank.
3. **Forward Berth, Main Cabin, Head, and Galley:** Close all hatches and portholes in staterooms and heads. Secure all loose gear.
4. **Forward Deck:** Secure any loose items.
5. **Aft Cockpit:** Secure BBQ grill and cover. Confirm dinghy and davit are properly secured. Confirm that benches are covered or that their covers are stowed. If door to cockpit is open, confirm that it is secured with the latch.
6. **Engine Compartment:**
 - **Oil and Coolant:** Visual check each day for new spotting; weekly, check oil and coolant levels in engine.
 - **Seawater Strainers:** Confirm seacock for the engine is open.
7. **Shore Power:** Turn off AC Main switch, then disconnect shore power; stow cord.
8. **Power panel:** Green breakers ON; Yellow breakers ON as needed; Red breakers OFF
9. **Main Helm:**
 - Remove and stow all instrument covers.
 - Turn on chartplotters, autopilot, and VHF radio.
 - Set VHF volume and squelch, monitor ch 16.
 - Ensure throttle / shifter is in neutral position.
10. **Command Bridge (if planning on driving from here):**
 - Stow the navigation equipment sun covers.
 - Connect the VHF radio handset. (Automatically turns on and matches main helm channel.)
 - Turn on chartplotter and autopilot.

- Ensure throttle / shifter is in neutral position.
11. **Predeparture Briefing:** Skipper and crew discuss departure plan, taking into account conditions and vessel position relative to other vessels and/or hazards. Have crew working docks don PFDs.
 12. **Roving Fender:** Assign an available crew member to manage the roving fender.

B) Starting Engine(s)

1. Return to the main helm.
2. **Throttle / Shifter:** Ensure in neutral position.
3. **Ignition:** Push the ignition button. Wait until Volvo screen starts up.
4. **Starting:** Press the Start/Stop button. If the engine starter doesn't engage, be sure the throttle is in neutral position (safety lock). If engine does not start easily, stop and investigate; something is amiss.
5. **Exhaust Water:** Confirm that cooling water exits at port stern.
6. **Oil Pressure:** Check oil pressure, typically 35-45 psi when engines are cold at idle.
7. **Thrusters:** Turn on and momentarily test each thruster.
8. **Warm-up:** Allow 2-3 minutes minimum to ensure stable engine. Idle speed will stabilize at 700 RPM. Ok to depart at idle speed once engine temp has reached 80 F or above.
9. **Command bridge:** If driving from the command bridge go upstairs and press the Station button on throttle control there to move controls to the command bridge. (Boat must be in neutral.)

C) Leaving the Dock

1. **Rudder:** Set to desired position, normally centered.
2. **Traffic:** Check for cross traffic in departing area.
3. **Mooring Lines:** Cast off and depart per plan, stow mooring lines.
4. **Fenders:** When appropriate, stow the fenders.

D) Underway

1. **Helmsperson:** Shall be "on watch" at all times. Be alert for logs or debris in water. Monitor gauges, regularly validate your position and depth.
2. **Engine Warm-up:** Keep RPMs under 1000 RPM until engine temps are above 135 degrees and below 1300 RPM until 155 degrees.
3. **Boat Wake:** Always keep effects of your wake in mind.
4. **Cruise Speeds:** Two cruising sweet spots:
 - Economy cruise: 7-8 kts @ 2000 RPM (~4 gph)
 - Faster cruise: 11-13 kts @ 3000 RPM (~11 gph)
 - Once every cruise day, run at 2800-3000 RPM for 15 minutes or so. (Enjoy the speed but not the fuel consumption.)

5. **“Normal” readings:** Engine temp: 185 F; Oil pressure: 60-66 psi.

E) Approaching Dock

1. **Prearrival briefing:** Skipper and crew Discuss plan to safely get to the dock. Crew working docks don PFDs.
2. **Fenders:** Put fenders on appropriate side, rover fender at the ready.
3. **Mooring Lines:** Setup lines (bow, stern, midships) to cleats; ensure Bow line runs 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.
4. **Thrusters:** Turn on thrusters, tap momentarily to test. Use sparingly during docking, short pulses only!
5. **Engine:** Use minimum safe speed for conditions, usually dead slow (Idle).
6. **Crew:** Mate ready to step off boat and secure stern first (most circumstances), then Bow. In heavier crosswind conditions, best to secure mid-line first and keep it as short as possible, then stern and bow lines.

F) Once Secured to Dock in Marina

1. **Mooring Lines:** Secure all lines: Stern, Bow and Forward / Aft Spring lines as a minimum.
2. **If Bow-In:** Be sure anchor is not protruding over dock walkway.
3. **Engine:** Press the On/Off button to stop engine. Press the ignition button to turn off the ignition.
4. **Thrusters:** Power OFF. If thruster remote was used, turn off the remote at the helm. (Forgetting to do this will drain the boat’s thruster battery.)
5. **Shore Power:** Choose the appropriate cord and adapter (if needed) for the power source on the dock. Once shore power is connected, turn ON AC Master switch and make certain there is at least 110 volts on the AC panel meter.

G) Anchoring

1. Initial Prep:
 - Pull anchor snubber out of locker and lay on deck
 - Ensure that the U-shaped fitting at the anchor is flipped UP so the anchor can move. (You can use the boat hook if you need to.)
2. Maneuver boat to position bow where you plan to drop. Bring the boat to a stop.
3. Observe depth and calculate rode needed to reach decided scope (at least 4 to 1).
4. Lower the anchor over the roller slowly by feeding out in short bursts. Once over the roller, promptly get the anchor into the water. Pay out enough to get anchor onto the bottom plus a few feet.
5. Begin backing boat slowly while paying out rode. This will require alternating between reverse and neutral every 5-10.
6. At the desired rode length, stop the windlass.

7. Attach anchor snubber to the anchor rode and the lines to the bow cleats. Run out enough rode to form a resting loop in the chain rode so the rode tension is transferred to the bridle / bow cleats.
8. Set anchor by reversing at idle speed to test the set of the anchor.
9. Press the On/Off button to stop engine. Press the ignition button to turn off the ignition.
10. Set inverter as desired.

H) Daily (Overnight) Checklist in Marina

1. **Shore Power:** Confirm voltage is in normal range (110-125 VAC).
2. **Inverter Battery Monitor:** Confirm batteries are charging or charged (BUL or FUL)
3. **Tank Levels:** Keep an eye on water tank level and holding tank levels.
4. **Salt Spray:** If permitted by the marina, wash the salt residue from the hull and topsides, especially on the hull where the fenders are hanging along the dock.

I) Daily (Overnight) Checklist at Anchor or Mooring Line

1. **Anchor light:** ON during hours of darkness.
2. **Systems:** Turn off unnecessary electrical items.
3. **Inverter:** Use inverter as needed and then turn OFF to prevent unnecessary house battery drainage.
4. **Battery Status:** Monitor House battery status. Keep above 12.2v.
5. **Tank Levels:** Keep an eye on water tank and holding tank levels.
6. **Salt Spray:** If during the cruise day you were experiencing a lot of salt spray onto the topsides of the boat, take the opportunity to rinse the salt residue from the front windows using fresh water. Flush the salt away, don't rub! Fresh water is readily available from the cockpit sink.

J) First Thing Each Day

1. **Anchor Light:** If at anchor, turn OFF anchor light.
2. **Battery Status:** Monitor the House Battery State of Charge, run the genset if approaching or below 60%.
3. **Tank Levels:** Check water and holding tank levels. Discontinue use and empty the holding tank if light glows red. (Tank will stop working when full; don't let it get there.)

K) Before Leaving Vessel

1. If at anchor, turn off inverter.
2. **Windows:** Use curtains for theft deterrence and help with UV / heat management.
3. **Access Points:** If you are concerned about the boat being boarded while you're gone, close the forward berth hatches (which double as emergency exits and are large enough for ingress, latch the side windows, and lock the door.