

QUICK START- VESSEL CHECK LISTS

BEFORE STARTING THE ENGINE

- Review the weather and float plan with crew. Fingertip navigation on a chart.
- Make sure everything below deck is secured with portholes and hatches closed, and no loose gear.
- Make sure you have adequate fuel and water for your plans.
- Visual inspection of the engine room. Everything clean, tidy, stowed with no evidence of fluid leakage.
- All lines prepared for departure where they are easily pulled aboard from the boat deck.
- Make sure that the propeller and stern of the boat are clear of any lines or other objects.
- Tender should be thoroughly secured to the marine lift.
- Cockpit secured: deck chairs, BBQ covered, appropriate doors closed.
- Sliding door between cockpit and salon should be opened to the first latching position where it will not close on its own yet will also allow for someone to move between the cockpit and the salon easily.
- Power on to all of the instrumentation at both helms - DC breaker switch. Both helms prepared to operate Moondance. Remove covers from various instruments.
- The pilothouse has much better visibility than the flybridge. Make sure you can easily access both pilothouse doors. Rear view cameras are also helpful. When approaching and leaving a dock we have found that having the first mate stationed at the appropriate door of the pilothouse enables them to see the length of Moondance and inform the captain of the distances fore and aft.
- The flybridge may be better when anchoring.
- Shades should be fully open in the salon to allow for as much visibility as possible.
- Shore power turned off and the appropriate power cord retracted and stored.
- Crew on deck and ready to remove lines as discussed and planned. Rover on deck with fender ready.
- Captain and first mate should have EarTec headphones on to ease communication.
- Turn on VHF radio.

STARTING ENGINE

- Make sure the ETS throttle is straight up in the neutral position.
- Turn key to the ON position and let the Mercury/Cummins engine monitoring system boot up.
- Turn key to the start position and the engine should start without hesitation.
- Monitor temperatures and pressures. Allow 2 minutes for these to stabilize.
- Moondance's exhaust is below the waterline so you cannot confirm exhaust water flow visually.
- Ready to go after 2 minutes at idle throttle. Extended warmup is actually harmful.

LEAVING THE DOCK

- Turn ON Nav lights if conditions warrant. Make sure anchor light is OFF
- Make sure rudder is centered.
- Thrusters should be activated, and each tested with a momentary burst.
- Final check of traffic and conditions.
- Cast off mooring lines as previously discussed, following instruction from captain.

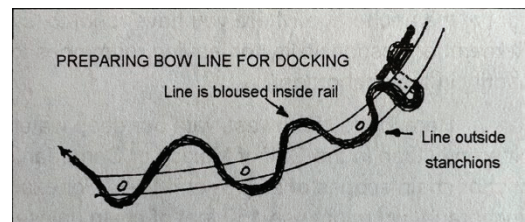
- Rover should be ready to move as needed to protect against possible contact.
- Once clear of potential issues the fenders and lines should be stored.
- All doors to cockpit should be closed.

UNDERWAY

- Helmsperson on watch at all times. Be alert for logs, debris, crab pots, nets, etc. that may be in the water. The amount of debris in the water is worse in the spring, yet always a potential hazard.
- Know your location at all times. Zoom in and out of the electronic chart as needed.
- Monitor Channel 16 on the VHF.
- Pay attention to AIS, yet also keep in mind that not all vessels have AIS.
- Monitor engine parameters. Keep RPM <1000 until engine temperature is >135 degrees, and below 1300 RPM until temperature is 130 degrees. Max RPM is 1800 until temperature reaches 160 degrees.
- Be cognizant of your wake and the potential damage it can cause. Pay attention to “No Wake” zones.
- Cruise/Economy speed is 8 knots. Maximum speed 11 knots.
- The Mercury/Cummins Engine Monitor will display your fuel consumption.
- Close the salon door to prevent exhaust fumes from entering.

DOCKING AT A MARINA

- Get dock assignment before entering marina. Either call ahead or use VHF to hail them. Know where you are going and what type of tie you have - Port or Starboard, Bow In vs. Bow out.
- Captain & Crew should spend some time evaluating the wind & current conditions in the marina and discuss plan on how to safely dock.
- EarTec headsets to help with communication. Make sure they are secured via lanyard.
- Fenders should be placed appropriately and early enough where there is no last-minute rush. You have 8 fenders.
- Mooring lines should be prepared. Bow line should run OUTSIDE the stanchions and fender lines. The line should blouse over the rail so that it can be easily reached from the dock.
- Enable Thrusters and tap momentarily to confirm operation.
- Approach with just enough speed to maintain steerage: idling or going back & forth from neutral to idling forward. Once in position, a brief reverse in idle to stop forward momentum.
- Crew should be ready to step off the stern to secure the stern line first in most circumstances and then the bow line. Midship line may be first in heavy crosswinds.
- Both thrusters at low can be used to HOLD Moondance against the dock while lines are secured.
- Minimum of 4 mooring lines: Bow, Stern, Forward and Aft spring lines
- If Bow In, make sure anchor does not protrude over the deck walkway.
- Once Moondance is secured to the dock you can turn off the engine with the key in the pilothouse.
- Turn off the flybridge breaker first, then all the other instruments that have been on.
- Attach to shore power and make sure you have at least 110V on the AC panel meter.



ANCHORING-

- Moondance is too big and heavy to use WA state mooring buoys. Occasionally, mooring buoys in Canada allow larger boats. If so, they will be clearly labeled, such as those at Chatterbox Falls.
- Thoroughly evaluate where you are considering anchoring, using Waggoners and other resources.
- It is a good idea to circle around the area you are considering, using the depth sounder and forward sonar to evaluate and finally pick your spot. At this point you should be heading into the wind.
- The crew at the bow operating the windlass via the foot pedals should be wearing the EarTec headphones and ready to communicate with the captain at the helm.
- Turn On the windlass breaker and have the crew release the anchor from the snubber tied to the stanchion and then drop the anchor over the roller using the foot pedals. Once over the roller drop the anchor into the water smoothly.
- The crew at the bow can monitor the length of chain using the nylon rope markers that are weaved into the chain. The captain can confirm chain length with the chain counter at the pilothouse helm.
- Once the anchor has been let out to the measured water depth, Moondance should be backed slowly while paying out the calculated amount of rode (less 25ft for bridle). Target scope of 4:1 at high tide.
- Attach the anchor bridle and drop it below the waterline so that you maximize the anchor holding. The bridle will add another 25ft of rode.
- Test the anchor holding by gently reversing for just 1-2 seconds.
- Spend at least 5 minutes monitoring your position, making sure the anchor is holding.
- Once you are convinced you are holding, turn off the engine with key.
- Continue to monitor your position for at least 10 minutes using an anchor watch program or using two reference points on shore to make sure you are holding position.
- Once you are totally satisfied, then turn off the breakers for the various systems used underway.
- See the anchoring section in the owners notes regarding raising anchor.

DAILY/OVERNIGHT

- If on shore power, confirm voltage is in normal range of 110-125V on the AC panel and that the house batteries are charging via the Battery Monitor on the helm or the Cerbo display in the Salon.
- Install the exterior sunscreen over the pilothouse windows if sunny and hot to moderate interior temperatures. The salon blinds can be lowered as well.
- Install covers over all the instruments to protect them from weather and light exposure.
- If in a marina that allows it, hose down the exterior to remove as much salt spray as possible. Wash it off, do not rub it off which will damage the finish.
- Check tank levels and refill or pump out as appropriate when in a marina.
- Do not allow the waste tank to exceed 75%
- Anchor light ON at night when anchored. Remember to turn OFF in the morning.
- When anchored, you must pay more attention to the batteries and the SOC.
- Visual check of the engine room.

LEAVING MOONDANCE - SHORE EXCURSIONS

- Turn off all unnecessary systems at the breaker panel - Yellow dots.
- Turn off the freshwater pump breaker.
- Firmly attach sunscreen over the pilothouse and close the blinds to the salon for theft deterrence and UV light and heat management.
- Lock the lazarette from inside the salon (handle behind settee on port side).
- Lock all the pilothouse doors and the door to the salon.