

# “Strickly for Fun” Departure Manual

## 1. Purpose

This manual describes the steps we follow to begin our trip.

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## **2. Departure planning:**

### Planning:

Identify and order charts.

Buy courtesy flags.

Follow weather.

Pilot charts.

Prepare float plan, identify who to file float plan with.

Ed & Peggy. 360-378-8130

Vessel Assist 800-399-1921

Check if Travel Visas required.

<http://www.noonsite.com/>

<http://travel.state.gov/foreignentryreqs.html>

Identify special medical issues, shots etc.

<http://www.cdc.gov/travel/>

<http://www.cdc.gov/travel/destinat.htm>

Check for safety.

[http://www.iccwbo.org/home/news\\_archives/2002/piracy\\_report.asp](http://www.iccwbo.org/home/news_archives/2002/piracy_report.asp)

<http://www.marisec.org/piracy/reported%20attacks.htm>

Identify harbor to clear customs at.

Locate tide tables for departure and arrival locations.

Cross busy shipping lanes during daylight.

Make landfall during daylight tide rising.

### Guest:

Explain what it will be like.

Explain schedule.

Find food preferences.

Find movie preference.

Find music preferences.

Find out medical issues.

Provide and review manuals.

Cover medical requirements.

Make sure they have passports, visas, spare pictures etc.

International drivers licenses.

Prepare food menu.

Cash, proof of means of support.

### **3. Advanced voyaging actions:**

#### Long lead time:

- Let arrival marina know you are coming.
- Check if shots needed and get shots.
- Check medicine is current.
- Check insurance policy, licenses, keep copies on boat.

#### Stores:

- Replace emergency batteries-move them to working items.
- Review, plan and buy food, medicine, and batteries.
- Check stores lists.
- Check all spares list, confirm items exist and working order.
- Top off LPG.
- Update emergency water.
- For natives, pens, fishhooks, landmarks pictures, friends of boat t-shirts.
- Make sure hanging clothes are held with shock cords to prevent excess wear.
- Bring US Stamps to allow use to have others send our letters and cash.
- Get money in local currency.
- Let Departing Marina know how to get a hold of us/forward mail & packages.

#### Checks:

- Check all deck fillers and grease caps.
- Check compass, navigation equipment.
- Check dinghy gas, oil, battery water, clean and flush motor.
- Check propane tanks are within test period, and connects do not leak.
- Check all items will not expire during trip, check Nordhavn/Expirations.
- Check all personal items will not expire during trip, check Trip/Expirations.
- Check all maintenance items will not expire during trip, check Maintenance.
- Blow up PDF's with pump and check for leaks. (Mouth leaves moisture)

#### Cleaning:

- Clean exterior of boat.
- Clean all refrigerators and freezers.
- Dive boat and clean props and hull.
- Clean snorkeling gear with vinegar and toothbrush.

#### **4. Advanced departure engine room tasks:**

Check maintenance logs, what needs to be done during trip.

Change oil and filters (main, gen, wing, transmission) and transmission screen.

Top off all coolant (main, generator, wing)

Replace old impellers (generator, wing).

Clean out bilge.

Check both bilge pumps, switches, alarms and screens.

Check hand bilge pump.

Check all bonding connectors.

Check all hose clamps.

Check all fasteners.

Check all engine accessories are tight.

Grease all zerks.

Check rudder (stuffing box) and steering.

Check stabilizers oil, bonding, oil filter, leaks, actuators torqued to 50 ft lbs, oil.

Check bow thruster oil.

Check bonding system.

Check hydraulic system.

Check plumping system for leaks-pump on everything closed.

Check all sea cocks and strainers. Wing Engine, Gens, Water maker, AC.

Check stuffing box.

Check zincs.

Run wing engine:

Run generator.

Check water maker.

Air conditioner:

Clean strainer.

Check water overflow.

Clean fin coils.

Check vents and screens are clean.

## **5. Day before departure checklist:**

### Plan

- Check weather.
- Update Float plan.

### Stores

- Buy perishable food.
- Check/buy fuel.
- Check LPG fuel.

### Galley

- Pre-make a few meals.

### Deck

- If anchored make sure chain is clean of growth.
- Secure anchor.
  - After double-checking anchor is attached to boat and anchor line.
  - Prepare chain for sea anchor.
  - Disconnect anchor from chain.
  - Attach chain to hook holding other end of chain.
  - Make sure a white wire wrap is on the end chain to allow finding it.

#### Rig Jack Line

- Rig sea anchor

- Secure dinghy

- Take down Bimini

- Install storm windows.

- Top off water.

- Stuff rag in around anchor chain.

- Duct tape closed shore-power panel.

- Duct tape closed Fuel fills & Water fills.

- Duct tape lazarette hatch.

- Check scupper covers

### Saloon

- Empty trash.

### Everywhere

- Secure lockers for motion at sea.

- Check / cycle all thru hulls valves.

## **6. Engine room checklist:**

### Fuel system

- Check fuel Filters.
- Check fuel system for leaks.
- Check fuel valves- fuel tank is selected and
- Check fuel to engine is open.
- Check RETURN line is open.
- Check sufficient fuel onboard.
- Check day tank.
- Check fuel valve to day tank is open.

Check stabilizers oil level, chaffing, leaking.

### Main engine

- Check Main engine coolant, 1 \_ in below the filler cap when cold.
- Check engine oil level.
- Check oil level in transmission.
- Check for leaks, lose bolts, accessories, chaffing, soft hose, hose clamps.

Check all water lines, water heater, pump pressure switch and accumulator.

Check bilge water level.

Check packing / stuffing boxes (2)

### Generators

- Check generator oil.
- Check coolant.
- Check for leaks, lose bolts, accessories, chaffing, soft hose, hose clamps.
- Check for loose/frayed/glazed belts.
- Check fuel filters.
- Check sea strainers.
- Exhaust drain is off.

### Wing Engine

- Check engine oil.
- Check transmission oil.
- Check Coolant.
- Check for leaks, lose bolts, accessories, chaffing, soft hose, hose clamps.
- Check for loose/frayed/glazed belts.
- Check fuel filters.
- Check sea strainers.
- Check for leaks, lose bolts, accessories, chaffing
- Exhaust drain is off.

## **7. Departure checklist:**

### Deck check:

- Anchor is secure, chain hole plugged.
- All deck fills tightly closed.
- Loose objects stored.
- All ports and doors closed except for pilothouse.
- All windows, porthole and doors closed.
- Windlass ready to go.
- Dinghy stowed.

### Check everything is secure:

- Guest staterooms.
- Galley, including and both freezers and refrigerator.
- Windows closed.

### Pilothouse:

- Charts ready.
- Coastal pilot, tide tables are at hand.
- Binoculars, backup GPS in pilothouse.
- Adjust life vests.
- Review roles with line handlers.
- File float plan.
- Start log, date time, details, and engine.

### Fly bridge ready

- Circuit breaker panel
  - Turn off radios in pilothouse.
  - Turn on stabilizers
  - If night turn on 12 volt outlets
  - If night turn on Navigation lights
  - If night turn on Compass light
  - If night turn on Search light
- Get
  - Command mics.
  - Get Binoculars.
  - Get Sweatshirt/wind breaker.
  - Get Sunglasses.
  - If night spotlight.
  - If night headlight.
- Install command mics on flybridge.
- Turn on radio.
- Test spotlight.

### Guest:

- Brief roles and not to help by pushing.
- Do not get hand between line and boat.
- Location of emergency gear.
- Take seasickness medicine.

## **8. Removing shore hookups**

### **Electrical connection**

Works best with two people - one on boat and one on shore.

1. Turn off all-230V circuit breakers in boat.
2. Turn shore power switch off on shore.
3. Ask Scott or Teri to turn off master shore power switch.
4. Disconnect power cord from shore.
5. Disconnect power cord from boat.
6. Coil up cord without it getting wet.
7. If cable is dirty or got salt water on it-rinse it off with fresh water and dry.  
Use shore water if possible or boat water from cockpit (back of boat).
8. Inspect plugs to look ok.  
No scoring.  
Prongs are not bent.  
Spray with silicone.  
If necessary Use Power Cable Cleaner.  
Place caps on ends of the cords or plug ends together.
9. Store cable in lazarette, away from hatch.
10. Make sure all doors are shut.
11. Inform helmsman (Scott or Teri) that the task is complete.
12. Helmsman: Set appropriate circuit breakers.
13. Helmsman: Inverter/battery charger active (Europe 50 hz)
14. Scott turn on battery charger circuit breaker in lazarette.

**TV** – normally not used because most marinas do not support this feature.  
Same procedure as Electrical.  
Plug is located in aft cockpit.

**Phone** – normally not used because most marinas do not support this feature.  
Cell phones are taken over.  
Same procedure as Electrical.  
Plug is located in aft cockpit.

### **Large Zinc**

Remove Large Zinc from water.  
Rinse with fresh water at stern (use shore water or boat).  
Store in starboard aft locker.  
Inform helmsman (Scott or Teri) that this task is complete.

## **9. Starting**

### **In Pilothouse**

- 1 Test steering by going stop to stop counting turns, should be 7.
- 2 Gear shift into neutral.
- 3 Electronics off.
- 4 Move throttle control to full and back to idle.
- 5 Turn key switch to first position.
- 6 Listen for horn.
- 7 Check voltage above 12.
- 8 Turn key until the starting position.
- 9 Move throttle up to 1000 RPM.
- 10 Do not crank for more than 15 seconds.

### **After Startup**

- 1 Start log, date time, and details.
- 2 Record Voltage.
- 3 Warm-up for 3-5 minutes at 1000 rpm..
- 4 Oil pressure must be above 15 PSI, alarm rings if below 15 psi.
- 5 Voltage between 13 and 14 volts.
- 6 Water Temperature below 200.
- 7 Check exhaust smoke, should be clear.
- 8 Perform quick check of engine room.
- 9 Do not shift when RPM is above 900.
- 10 Quick check of forward/reverse gear.
- 11 Place stabilizers in center position.
- 12 Test bow thrusters.
- 13 Maximum RPM is 2400, 2200 for continuous duty.
- 14 Maximum cruising RPM – 1,800.
- 15 Turn electronics on.

### **Departure**

- 1 Set autopilot to standby, push twice for rudder angle.
- 2 Check if rudder angle matches steering.
- 3 Listen on 13 or Vessel Traffic Service.  
Then turn to channel 16
- 4 If night turn Navigation lights on.
- 5 Perform head count.
- 6 Check engine oil temperature/pressure.

## **10. *When underway***

Store lines.

If short trip, and short handed

Lines stay on cleats.

Get wrapped once around cleat.

Get coiled up.

Otherwise lines are stored in forward locker starboard side.

Chaffing gear is store in forward locker starboard side.

Remove fenders.

If short trip, and short handed.

Fenders stay connected.

Are brought in.

Forward fenders are stored in forward locker.

Other fenders are stored in fly bridge under port side.

Flags.

Haul down courtesy flag.

Stored in deck box.

Raise US flag.

Give guests watch instructions.

## **11. Leaving a dock (side tie)**

CHECK THERE ARE NO LINES IN THE WATER.

This is a very good activity to do wearing a life vest.

Handling while Docking:

Helm hard over, gear in forward, a power burst moves stern in opposite direction.  
If starboard tie, helm hard over to starboard and forward burst moves stern to port.  
Remember boat has left hand prop.  
Turns sharper to right.  
Turns sharper to starboard when backing up.  
Forward burst should move stern to port.  
Reverse burst should move stern to starboard.

Leaving a dock:

Plan which lines to remove first, usually the spring is last line.  
Tell plan to dock hands.  
Do not remove any lines until the captain says too.  
Do not remove fenders till clear of all docks.  
Try to keep lines from falling in the water.

If no wind or current or if wind/current comes from the front:

Leave the stern spring line in place.  
(This is the one from the rear of the boat to the front).  
Wait for wind to blow bow away and then begin to leave.  
Or back down on the line.  
Line handler feeds line out until clear.

If wind/current comes from the rear.

Leave the forward spring line in place. This is the one from the front of the boat.  
Slowly motor ahead.  
Line handler feeds line out until clear.

If wind/current is blowing off the dock:

Remove spring lines then bow and stern together.

If wind/current is blowing on to the dock:

Leave the forward spring line in place.  
This is the one from the front of the boat.  
Slowly motor ahead.  
Line handler feeds line out until clear.

Make sure no lines in the water.

Watch for overhead power lines.

After out of harbor remove fenders.

## **12. Leaving a mooring**

CHECK THERE ARE NO LINES IN THE WATER.

### General

This is a very good activity to do wearing a life vest.

Wear eyeglass holder to keep glasses from falling in water.

Also the person handling the line off should wear gloves.

Be very careful not to get hand caught between the line and the boat!

People have lost fingers from being caught between a line and the boat.

This task uses a boat hook.

The boat hook is stored in the cockpit.

Whenever using the boat hook attach the safely line to the boat.

Not over your wrist.

Motor up to the buoy.

Deck hand points the direction to go.

Deck hand indicates when to stop: by holding hand open, palm facing back.

If the line loops back to the boat:

Just release it and haul aboard.

If the line is attached to the buoy:

Use boat hook to catch the buoy.

Haul line up to boat.

Remember to remove and store the chaffing gear.

Return the boat hook to the cockpit.

### **13. Leaving a Mediterranean tie up.**

CHECK THERE ARE NO LINES IN THE WATER.

A Mediterranean tie up is when the boat is tied stern to the dock.

The boat is 90 degrees to the dock, bow out.

Leaving:

Plan which lines to remove first.

Tell plan to dock hands.

Do not remove any lines until the captain says too.

Do not remove fenders till clear of all docks.

Try to keep lines from falling in the water.

If no wind or current, wind from the front (ahead)

Remove all dock lines.

When we get access to the bow line remove that one also.

If the wind is blowing from the stern.

Remove the spring lines.

Loosen the stern lines and let boat drift forward to allow releasing the bow line.

Release bow lines, waiting cheater lines away from the stabilizer fins.

Then remove the stern lines.

If the wind/current is blowing from the side.

Leave lines holding the boat in place.

Use tension between the stern and bows line to keep boat in line.

Remove the other lines.

Slowly motor out.

If using a piling:

If there is a heavy crosswind/current place an extra slip line on the upwind piling.

Then go forward to retrieve the mooring buoy (previous page) or anchor (next page).

## 14. Raising the Anchor

(Owners page 82)

CHECK THERE ARE NO LINES IN THE WATER.

Two people. The first operates the windlass. The second person washes the chain.

This is a very good activity to do wearing a life vest and gloves.

Wear eyeglass holder to keep glasses from falling in water.

Be very careful not to get hand caught between the line/chain and the boat!

We know people have lost fingers from being caught between a line and the boat.

Run main engine when using windlass or bow thruster to provide extra 12 volt power.

PUSH (ON) – PULL (OFF) switch located under the step to the guest head.

Use either bow mounted switches, or pilothouse, or fly bridge switch.

Capstan is also capable of manual (non-motorized) operation .

**Disengage or loosen the clutch using the provided winch handle.**

**Remove the chain stopper, put the pin back in the claw and leave on indent in hatch.**

HELM

DECK

Set up anchor wash.

Drive up to anchor Take in chain / line as it comes up.

Wash it off as it comes up.

If you cannot wash as fast as the line is coming up

have the helmsman slow the boat up.

Extended thumb up going up means faster, down means slower.

When line is vertical signal stop open hand going back.

Shift to neutral Keep taking in line.

If breaks lose, signal anchor aweigh.

Tap head a few times.

This tells the helmsman the boat is drifting and they need to steer.

Boat now starts drifting

Take in rest of line.

Can wash anchor by dragging thru water, rush of water helps clean.

Wash it off as it comes up.

If can not wash as fast as the chain comes up pause the windlass.

Place cover on Windlass.

Fouled Anchor:

- 1 Take tension off line.
- 2 Motor forward to see if pulls.
- 3 Motor in small circle.
- 4 Trip line.

Keep float (fender), line knife wire tied to chain locket shelf.

1. Tighten chain to vertical.
2. Drop chaser.
3. If possible dive chain.
4. Pull chaser forward.

## **15. Leaving a raft up**

If you are the outboard boat you may just leave.

If an inside boat, inform boats on your sides you are leaving.

1. Have the outboard boat move their line that cross you to behind your boat.
2. Unfasten your bow and stern lines first.
3. Unfasten your lines not holding against the wind/current second.
4. Unfasten the lines from the boat outboard that are not holding it.
5. Unfasten the lines of the boat outside of you.
6. Unfasten the lines holding you to the other boat (at the same time as #5)

**CHECK THERE ARE NO LINES IN THE WATER!!!**

## **16. Wing Engine**

### **Startup**

(Owners Manual page 25)

1. Check wing engine day tank and return to day tank is open.
  2. Check fuel filter.
  3. Check coolant is above fill in overflow.
  4. Check fan belt.
  5. Check oil level in transmission.
  6. Check engine oil level.
  7. Check sea water inlet strainer
  8. Check sea water thru hull is open.
  9. Check the Engine Battery Emergency Shutoff is set to NORMALLY ON.
  10. Confirm GEN/WING ENGINE BATTERY EMERGENCY SHUTOFF is ON.
  11. Check gearshift is in neutral.
  12. Place throttle level in the full out position.
  13. Turn key to on, should hear alarms, Lo Pressure, Lo Charge, No Cooling water
  14. Turn key to start.
  15. If you turn for more then 30 seconds without draining exhaust muffler.
  16. Keep RPM at idle until oil temperature comes up.
    - Wait for engine to warm up.
    - Check for unusual noise.
    - Check exhaust smoke.
    - Perform quick check of engine room.
    - Start log, date time, and details.
    - Record voltage – between 13 and 14 volts.
    - Turn on electronics. GPS, Radar on standby, depth gauge.
- If wing engine does not start in 20 seconds drain muffler.  
Wait for engine to warm up-at 750 idle speed.  
Quick check of forward/reverse gear.

### **While cruising**

- If below 3000 speed, then every 2 hours
  - Place gear in neutral
  - Accelerate to 3500 rpm 5 times.

### **Shutdown**

(Owners Manual page 26)

1. Race the engine up to 3400 rpm 5 times.
2. Lower engine rpm to 1000 for 5 minutes.
3. Depress stop button until engine stops completely, and hold for 5 seconds.
4. Turn key to stop position.