

Indigo Odyssey - Quick Start Procedure

Rev April 14, 2025

Special Note Before Using This Procedure:

The following procedure is intended for use AFTER thoroughly reading and understanding Indigo Odyssey'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 Indigo Odyssey'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.

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:
 - a. Fuel: Confirm fuel level is sufficient for the intended float plan. Use the fuel tank sight glasses in the engine room to confirm fuel levels.
 - b. Water: Top off water as needed. Use the sight glass in the lazarette to confirm water levels.
 - c. Holding Tank: Pump out holding tank if required. Pump until tank is completely empty. The level gauge located to the right of the electrical station should indicate green (empty).
3. Cabins, Salon, Heads and Galley: Close all portholes in staterooms and heads. Secure all loose gear.
4. Upper deck: Secure deck furniture. Confirm dinghy, davit, and kayaks are properly secured.
5. Cockpit: Secure BBQ grill and cover.
6. Engine Room:
 - a. Oil and Coolant: Visual check each day for new oil spots; weekly, check oil and coolant levels in engine and generator. Do not add engine oil unless directed. This will be performed by maintenance personnel before and after your charter.
 - b. Seawater Strainers: Confirm seacocks for the engines and genset are open and the sea strainers are clear (small amounts of eel grass is acceptable)
 - c. Fuel Filters: Confirm fuel filter bowls are clean and show no signs of water accumulation
7. Shore Power: Turn off shore power breaker at the 120 Volt Distribution Panel, then turn off the dock shore power breaker, then disconnect shore power; stow cord in the starboard cockpit locker.

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8. DC Power Panel and Helm DC Power Panel: All green breakers ON; Yellow breakers ON as needed; Red breakers OFF. When turning on the ENGINE CONTROLS breaker, the throttle will begin beeping. Press the black button on the throttle body and hold for 1 second to silence the alarm and enable the throttle.
9. Pilothouse:
 - a. Set VHF volume and squelch, monitor ch 16.
 - b. Ensure throttle / shifter is in neutral position.
10. Headsets: Skipper and crew don the “Hollyland” noise-canceling wireless headsets and test comms. Note the mic is muted when the microphone boom is rotate up.
11. Skipper / Crew: Discuss departure plan, taking into account conditions and vessel position relative to other vessels / hazards. All crew should don PFDs.
12. Roving Fender: Assign an available crew member to manage the roving fender.

B) Starting Engine(s)

1. Captain return to the helm.
2. Throttle / Shifter: Ensure in neutral position
3. Engine Start Key: Turn key ON
4. Starting: Press black start button next to key. If the engine starter doesn't engage, be sure the throttle is in the neutral position (safety interlock). If engine does not start easily, stop and contact SJS, something is amiss.
5. Exhaust Water: Cooling water exits via the rear exhaust. Confirm flow off the starboard stern exhaust outlet.
6. Oil Pressure: Check oil pressure via the center Garmin console display, typically 70-75 psi when engine is cold at idle.
7. Warm-up: Allow 2-3 minutes minimum to ensure stable engine. Idle speed will stabilize at 600 RPM. Ok to depart once engine oil temp has reached 80 F or above.
8. Salon Doors: Keep closed when engines are running to prevent diesel exhaust fumes from entering the interior of the ship.
9. Portholes: Keep closed when underway to prevent water intrusion.

C) Leaving the Dock

1. Rudder: Set to desired position, normally centered.
2. Thrusters: Activate and momentarily test the bow and stern thrusters.
3. Traffic: Check for cross traffic in departing area.

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4. Mooring Lines: Cast off and depart per plan, stow mooring lines on hooks in the cockpit.
5. Transom Door: Close and latch
6. Fenders: When appropriate, stow the fenders in the cockpit holder or on upper rails.

D) Underway

1. Headsets: Shut off and stow. Return batteries to charger.
2. Helmsperson: Shall be “on watch” at all times. Be alert for logs or debris in water, it’s out there with surprising regularity. Monitor the gauges, regularly validate your position and depth.
3. Engine Warm-up: Keep RPMs under 1000 RPM until engine temps are above 135 degrees and below 1300 RPM until 155 degrees.
4. Boat Wake: Always keep effects of your wake in mind.
5. Cruise Speeds: Three cruising sweet spots:
 - a. Super Econo cruise: 7.0 kts @ 1200 RPM (~2 gph)
 - b. Econo cruise: 8.5 kts @ 1400 RPM (~4 gph)
 - c. Fast cruise: 9.5 kts @ 1800 RPM (~6+ gph)
6. Reminders:
 - a. General sustained cruising above 2000 rpm is not allowed, with the following exception
 - b. Once every other cruise day, run at 2100-2300 for about 30 minutes to maintain the injectors and burn out any excess carbon.
 - c. “Normal” readings: Engine temp: 177-185 F; Oil pressure: 20 - 35 psi.

E) Approaching Dock

1. Skipper / Crew: Discuss plan to safely get to the dock. All crew don PFDs.
2. Headsets: Put batteries back in the headsets, turn on and test.
3. Fenders: Put fenders on appropriate side, rover fender at the ready. If going in stern first be sure to have crew ready with the round roving fender ball at swim step. Be extra aware of the dinghy outboard on the starboard side.
4. 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.
5. Thrusters: Enable the thrusters, test momentarily to confirm operation.
6. Engines: Use minimum safe speed for conditions, usually dead slow (Idle).

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7. Crew: Mate ready to step off swim step 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 STOP button on the helm station to stop the engine. Turn the ignition key OFF.
4. Breakers: Turn off all GREEN breakers, this will turn off instruments and radios.
5. Shore Power: Choose the appropriate cord and adapter (located in the starboard cockpit locker if needed) for the power source on the dock. Once shore power is connected, turn the dock breaker ON. Then turn the Shore Power 1 breaker ON at the 120V Selection Panel.
6. Headsets: Power down and stow the headsets by removing the batteries.

G) Anchoring

1. Initial Prep:
 - a. Don headsets, one for person at bow and one for person at helm.
 - b. Turn ON windlass breaker at the pilot house DC panel.
 - c. Use foot switches on the bow, not the helm, for safety reasons.
 - d. Pull anchor snubber out of foot step locker in the pilot house and lay on deck
 - e. Release the safety tether that secures anchor.
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, but not too fast. This will require going into alternating between reverse and neutral every 10 seconds or so.
6. As you approach the desired chain length stop the windlass and put engine into reverse.
7. Attach anchor bridle to the anchor chain and the lines to the bow cleats. Run out enough rode to form a resting loop in the chain rode (about 25 feet) 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. Turn OFF the Windlass power at the helm DC power panel. Power down and stow the headsets.

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10. Press the STOP button on the helm station to stop the engine. Turn the ignition key OFF.
11. Turn off all GREEN breakers.
12. Turn ON the anchor light is staying overnight.

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 – voltage above 26 volts.
3. Tank Levels: Keep an eye on water tank level and holding tank levels.
4. Salt Spray: If permitted by the marina, take the opportunity to wash down the salt residue from the hull and topsides, especially on the hull where the fenders are hanging along the dock.
5. Hot water: Ensure the breaker is on.

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 disable to prevent unnecessary house battery drainage.
4. Battery Status: Monitor the House battery State of Charge. Run the generator if battery is below 12.2 Volts.
5. Tank Levels: Monitor water and waste 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 wash down the salt residue from the front windows using large quantities of fresh water (flush the salt away, don't rub). Fresh water is readily available from the washdown system.

J) First Thing Each Day

1. Lights: If at anchor, turn OFF anchor light.
2. Battery Status: Monitor the House Battery State of Charge, run the genset if battery is 12.2 volts or lower.
3. Tank Levels: Check fuel, water, and holding tank levels. Discontinue use and empty the holding tank if the FULL indicator is lit (tank is completely full at this point, further use will overflow the tank).

K) Before Leaving Vessel

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1. Electrical Panel: Turn OFF unnecessary systems (Yellow circuit breakers).
2. Window and Salon Door Coverings: Use blinds and curtains for theft deterrence and help with UV / heat management.
3. Access Points: Lock the pilothouse doors, the salon door and the forward stateroom hatch.