MARIAH

QUICK REFERENCE FOR DEPARTURE

(updated 03/20/25)

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 30,000 pound, 44 foot power boat, knowledgeable of boating rules and regulations, and has read the more detailed Mariah 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 office station, look for the D.C. electrical panel, (DC on the right, AC on the left) turn ON the "ENGINE ROOM LIGHTS" CB for Engine Room Lighting.

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 CB *at the office station. Failure to do so may needlessly deplete the batteries!*

2. DISCONNECT SHORE POWER

a. At the office station breaker panel, turn OFF the SHORE POWER GANG AC breaker (at the top left side of the AC breaker panel.

b. 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.

c. Disconnect the yellow electrical cord from the boat and store the cord coiled in the yellow cord bag in the Lazarette. *Always DISCONNECT first from the SHORE-END and ---CONNECT first to the BOAT-END---this way you avoid moving a LIVE cord!*

3. TURN ON DC/BATTERY POWER

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

- All DC breakers may be left on with the exception of the following.
- Oil change pump and engine room lights. TURN THESE ON ONLY WHEN YOU WANT TO USE THE SYSTEM AND THEN TURN THEM BACK OFF.

4. **CLOSE ALL PORT HOLES AND HATCHES** which might permit water to enter the interior, except those deliberately left open for ventilation**.**

5. **CHECK AROUND THE BOAT**

Review the exterior area around the hull to confirm that there are no obstacles in the water or loose items that should be secured.

6. **HELM CHECKLIST**

a. **Check the fuel level** at the "Tank Tender" gauge at the helm (key must be on to power the gauge) and/or the sight tubes on the fuel tanks. The sight tubes are much more accurate. Fuel should be full from previous user.

b. Check that all Breakers are on at the helm station except the following,
3 SPARES, the Windless, Top Deck Freezer, Camera, and fuel transfer. Turn these on only if you are using that item. Keep the windless cb off for safety, turn it on only when you are going to use it.

c. Start up the Garmin MFD Chart plotters by *pressing the* button in the lower right-hand corner of the screen until the screens comes on.

d. Turn on the VHF radios.

- **Check the weather channel.**
- **Turn on Channel 16 on one radio and a ship to ship channel on the other.**

f. The aft facing **CAMERA** is used mostly for situational awareness and when backing up. The camera can be accessed on the right Garmin unit by pressing the "Home" button, then the "Pinned" button and the aft camera icon on the left.

GETTING UNDERWAY

1. Make sure that the **shift lever is in the neutral position**.

2. **Turn the ignition key ON**. An alarm will sound (low oil press). Wait for the engine's air heater to preheat the air. Watch the voltmeter to drop below 12 volts (about 15 seconds). When the voltage rises toward 12 volts the preheat cycle is complete. (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. **Let the engine idle** for about 5 minutes or until the engine coolant temperature gauge reads above 140. *Note: During warm-up at idle, the voltmeter 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. Cruise RPM is 1350, anything more is inefficient, anything less is more efficient concerning fuel burn.*

5. **Turn on the bow and stern thrusters** by pushing the 2 ON buttons simultaneously. The amber light between the buttons will come on. Toggle the joy sticks momentarily in both directions to ascertain that the thrusters are functioning properly.

- The thrusters are used primarily in maneuvering at or near the dock. In open water while underway, they are not effective.
- The thrusters will turn off automatically after a period of non-use. Restart in the same manner.
- The thrusters may overheat and stop after 3 minutes of continuous running. After a brief cool-down period, they will reset.

6. **Check wind and current directions.**

7. Use the thrusters to control the movement of the bow and stern while operating the throttle in short applications of forward or reverse, pausing in neutral, as you maneuver in the marina. 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. Just raise the fenders to the rub rail and leave them in place for ease of deploying. Operate the engine at 1000 rpm for warm up. (5 min.)**

2. After 5 min. warm up operate the engine no faster than 1000 rpm until the coolant temperature reaches 140 degrees and increasing to the normal range of 160-165 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 160 to 165 degrees.
   - Oil pressure should range between 30 and 100 depending on RPMs.
   - Vacuum gauge for the RACOR fuel filters should read below 7 while cruising.
4. To use the auto pilot, you must select "Engage" on the overhead panel or on either Garmin MFDs at the helm. Once engaged the autopilot engages with the present heading and holds that heading, the wheel no longer steers the boat. You must select the desired change in heading by pushing the (<1) for 1 degree left or (<<10) for 10 degrees left. The (>1) and (>>10) are for turns to the right.
5. To use the remote, turn it on with the power button on the right upper side of the remote. PUSH THE RED BUTTON TO ENGAGE HEADING HOLD. To turn right push the >> button for 10 degrees right. For a 1-degree turn push the appropriate < or > for a one degree change each time you push the button. The up and down arrows are not functional. Pushing the red button changes the operation from HEADING HOLD to STANDBY. For other options you can read the manual found in a red RayMarine folding bag under the tip up instrument panel.
6. **Caution: If using the remote outside of the pilot house, please use the lanyard and wear it around your neck. The remote costs over $250 to replace if lost overboard.**
7. **After turning the autopilot off or to standby on the overhead panel remember to turn the remote off by pushing and holding the power button on the side of the remote until it shuts down. If you forget, the AA batteries will run down.**

RETURNING TO DOCK

1. Lower the fenders as follows:
   a. On docking side of the boat port side only!
   b. At appropriate level for the dock.
   c. Lower the Evenrude outboard motor while in confined areas if using the Tender vs the Dinghy.
2. The engine cool down period (the last 5 minutes) should be at slow speeds to allow the engine to cool down before shutting off.
3. Once docked and the *mooring lines are secure*, turn off the engine.
4. Shut down the Garmin multifunctional displays by *pressing* the power button in the lower right corner of either unit until the display shuts down. Do not shut these units down with the breaker…that is synonymous to crashing your home computer. Please re-place the screen covers over the screens.

CONNECTING TO SHORE POWER

1. At the office station electrical distribution panel, make sure the gang circuit breaker marked SHORE POWER 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. A 30- to- 20 amp and a 30-to-15-amp adaptor is located in the yellow cord bag in the lazarette. You may need these adaptors at smaller marinas in Canada. Connect the electrical cord to the dock power source, matching prongs, twisting, and tightening. Then turn the dock power source ON.
4. Return to the boat and turn the SHORE POWER 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. All AC circuit breakers should be on, if not turn them on.
7. NOTE: 30amp power may not be sufficient to run all the ship systems, the battery charger, and the hot water heater at the same time. If the power kicks off, try turning non-essential appliances like the hot water heater and electric heaters. Reset the breaker at the dock and check that it stays on after reducing the load. If not, there might be a weak breaker, try another outlet on the dock.

CLOSING THE BOAT

1. Close all windows and hatches. Pull sunshades down in pilot house and both sides of the boat to prevent interior sun damage.
2. At the DC POWER distribution panel at the office station,
    a. Ensure all breakers marked with a red indication are off.
    b. Leave ON the guarded DC POWER circuit breakers and all others on the DC panel.
3. On the AC panel ensure the red flagged breakers are off.
4. On the Victron Inverter panel ensure the toggle switch is in the shore power position. (This is to prevent discharging of the batteries by the inverter if AC power is interrupted.
5. Lock the doors.
6. On the dock, check the position of all fenders and see that mooring lines are secure.

SEVEN KEY ITEMS TO REMEMBER WHEN OPERATING MARIAH

1) Remember to properly seat all dipsticks after checking oil levels. If not seated, oil will spray out and make a mess. This has happened at least 5 times in the past. Don't let it happen to you!

2) When returning the Tender, remember to install the two aft tie- down straps and the stabilizer bar if you anticipate heavy seas. Always install the stabilizer bar even if conditions are calm. (This applies to the 30HP Aldura Tender.)

3) To save the batteries, turn the ice maker off when anchored. It is power hungry!

4) Ensure the Shore Power toggle position on the Victron Inverter panel (at the office station) is in the Shore Power position when shore power is connected. (Prevents battery depletion if shore power fails)

5) Unplug all three electric heaters when NOT connected to shore power. Other wise the inverter will attempt to power the heaters and will deplete the batteries and damage them.

6) When the 30HP Aldura tender is stowed make sure the remote drain plug switch on the tender dash panel is turned to the "out position" so that any water that may accumulate in the tender will drain out thus preventing water buildup and corrosion of electrical components in the tender. When launching, remember to turn the switch to the closed position and manually seat the plug at the stern with a slight push in, otherwise the plug may leak.

7) Concerning the 30HP Aldura Tender, ensure the outboard motor is tilted full up when under way, otherwise seawater may splash up into the tender and damage the electrical box and connections. On one occasion a charter guest left it down during rough seas and sea water nearly filled the tender requiring a complete rewiring of the systems. When in confined areas like docking put the outboard down to allow more clearance on the starboard side of Mariah.

Note: # 2, 6 & 7 above apply to the Aldura tender that is available for one-way charters to Northern B.C. or Alaska. For local charters there is an aluminum hull inflatable "easy to launch" dinghy available with a Honda outboard motor.

THANK YOU FOR FOLLOWING THESE GUIDELINES!