



SUNRISE PEAK
HOUSEBOATS

HELP MANUAL

2024 Houseboats

Sunrise Peak Help Manual

This guide is not intended as instruction in seamanship. It contains general information, which you may find helpful during your time on the boat.

A good course in basic seamanship is offered on a regular basis by the U.S. Coast Guard or the U. S. Coast Guard Auxiliary in most cities. The course is inexpensive, geared towards people with little or no previous training and is taught by people who operate boats. The course is worth consideration. Sunrise Peak strongly recommends this course.

VERY IMPORTANT: A complete crew briefing should be conducted by the captain BEFORE getting underway. The briefing should include but is not limited to: who is captain and who is second in command (this is important in an emergency); how marine heads work; an explanation of limited holding tank capacity; how to use the marine radio; how to start the engines and generator; what will happen when the engines are running and a line is dropped overboard (propellers will wrap up a rope instantly); why a small cut or any medical problem can become a big problem out on the lake; how the boat is to be anchored and who has responsibility for what; that **NO ONE SHOULD SWIM BEHIND THE BOAT AT ANY TIME WHILE THE GENERATOR IS RUNNING**, (carbon monoxide fumes are deadly); the D.C. powered lights (if left on, can run the boat's battery down); the no smoking policy on the boat; no animals inside the boat at any time; etc.

These may sound quite rigid but experience tells us that a thorough understanding of the boat, its systems and the responsibilities of those on board pay off in the long run.

TABLE OF CONTENTS

<u>SUBJECT</u>	<u>PAGE #</u>
Safe Boating	4
Need to READ.....	6
Communications - Cell, VHF, Phone	7
Engine Controls.....	9
Weather.....	14
Beaching	15
Venting the Bilge	16
Fuel System	17
Generator and 110 vac Electrical System	18
12vdc Electrical System.....	19
Refrigerators	20
Water System/Potable Water	20
Heating and Air Conditioning.....	20
Holding Tanks	20
Refueling	20
Checklist	21
Procedures & Standards Before You Leave Home.....	23
Check ON & OFF Glossary & Standards	24
What's Stocked on the Boat.....	30

GUIDELINES FOR SAFE BOATING - FIRE PROTECTION

Concentrate on prevention

Have a Fire EMERGENCY PLAN

Know the location and how to use all the EXTINGUISHERS onboard

Know where and how to call for help and report a fire to NPS or CONCESSIONAIRE

LIFE SAFETY - Evacuate to a safe place

ALARM - Notify all within hearing range: voice, bells, and horns. If possible, declare MAYDAY EMERGENCY on Channel 16.

EXTINGUISHMENT - If a small fire (no larger than a wastebasket size) and in your assessment is controllable, establish an escape route to your rear and attack the flames.

1. Use all-purpose dry chemical extinguisher, discharge aimed at the base of the flames.
2. If you cannot contain the fire - RETREAT

If the fire is larger than wastebasket size or involves gasoline or LP gas - RETREAT

GENERAL SAFETY TIPS

CHECK SAFETY EQUIPMENT

1. VHF radio - use channel 16 for **Emergency and Hailing Only**
2. Anchors and lines
3. PFD - Personal flotation device (life jackets)
4. Basic tools
5. Sound device
6. Maps & Charts
7. Lights
8. Bilge pump
9. Fire Extinguishers

SAFETY ON THE DOCKS

1. Make sure children and non-swimmers are wearing PFD's
2. No running on the docks
3. Secure all dock lines
4. No open flames
5. No gas containers on the docks
6. Wear shoes

SAFETY BEFORE LEAVING THE DOCK

1. Check the weather forecast
2. Check to be sure the fuel tanks are full
3. Make sure crew and guests know the location of all safety equipment and how to use the VHF radio
4. Gasoline vapors can explode! Use the bilge blowers 3-5 minutes before starting the engines **EVERY TIME**.

SAFETY ON THE WATER

1. Know the Utah and Arizona State Boating Laws
2. Remember, the basic rules of recreational boating are the same as the basic rules of the road: **DON'T DRINK AND DRIVE**.
3. Be courteous
4. Always keep a lookout while underway
5. Know and obey Aids to Navigation
6. Remember that you are legally responsible for injury or damage done by your wake. Wakeless speed is required within 150 feet of another boat, dock, launching area, designated slow area, or person.
7. Jet skis and wave runners are considered boats, **AND** must comply with all rules and regulations imposed on any other boats.

ETIQUETTE

On the lake, **QUIET HOURS** are from 10 p.m. to 6 a.m. Please be considerate of others.

The Courtesy Dock **LOADING AREA** is for loading & unloading **ONLY**. It has a 30-minute parking limit.

On the lake **VANDALISM** or **THEFT** should be reported to NPS or **CONCESSIONAIRE** immediately, channel 16 is monitored by NPS and **CONCESSIONAIRE** 24 hours per day.

WASTE DISPOSAL

TRASH must be deposited in dumpsters. Trash left on boats attracts pests. If it becomes necessary for you to empty the black-water tanks, **PUMP OUT FACILITIES** are located at all marinas. **DO NOT** dump or pump waste overboard. It is illegal to deposit human waste into the lake.

REVIEW OF THIS PAGE IS MANDATORY

.....
If you are not absolutely certain of your ability to safely pilot the boat in the confined spaces of the marina or anywhere on the lake, arrange now, before you leave home to hire a professional pilot from your Maintenance Company or for instruction and to help you avoid any problems. Remember, you are personally responsible for any damage caused during your time on the boat.

.....
Be certain the check-on form is completed and is correct, that all engine and generator times are written down properly and that you are happy with the operation of every system on the boat before you sign the check on/off form. **You will be held responsible for any and all damage discovered when you check off. NO EXCEPTIONS.**

A set of check-on and check-off standards will be specifically addressed when you check on the boat. A sample copy is located in this manual and in the operations binder on board the boat. If you have any questions concerning what is expected in cleanliness or boat condition, refer to the standards within this booklet. The standards in this booklet may be superceded if agreed to during your Check-on procedure. If the standards are changed, the change(s) must be in writing and signed by the owner and the Maintenance Company representative.

Make sure you understand the on-board systems before heading out on your own. If you need additional help, the person checking you on can show you how to operate anything you don't understand. It is your responsibility to make sure that you understand each and every system, how it works and what to do if it doesn't work.

The engine control system requires special procedures. Engine control (DTS) operating instructions are located in this Help Manual, marina personnel can also assist with your understanding of their operation.

Open the engine hatch covers and inspect for fuel leaks and odors. Operate the bilge blower for 3 to 5 minutes before starting an engine. **This includes operating the bilge blower before starting the generator**, gas fumes are explosive.

Be certain the drives are fully down before starting engines. You will be responsible for damage caused by running the engines with the drives up. There should be no reason to lift the drives except for inspection or maintenance.

The boat must be returned on time and in the same or better condition than when you received it or charges will incur.

COMMUNICATIONS

Marine Radio and Cellular

Remember: Cellular & VHF are both line-of-sight wireless transmissions. If you're deep in a narrow canyon you may not be able to send. Cell phones work best if you can see Navajo Mountain, however at best, they work intermittently on the lake.

Getting Help- General Procedures

Use the marine VHF radio: Channel 16 is reserved for Emergencies and Hailing. The Park Service and all marinas monitor Channel 16 continuously, you should too.

Once you have established contact, stay on Channel 16 unless you are advised by the Park Service or other authority to change to another channel. It is normal practice to conduct all emergencies on Channel 16 when there is a threat to life or the boat is in serious trouble, and to move to another channel when dealing with lesser threats and/or regular communication.

If you have a boat problem, first try to contact your Launch & Retrieval/Maintenance Company. You can hail them on the Marine Radio or if you are in an area where your cell phone works, you can attempt to call them. Their phone numbers are on page 6.

RADIO COMMUNICATIONS

Rules for the use of the VHF marine radios are rather strict. The radio must be licensed by the FCC and you must use your license number, i.e., the vessel name when transmitting. It is illegal for anyone to transmit by radio a message containing obscene or profane language.

Mayday calls are distress calls. They have absolute priority over all other radio traffic and are transmitted by radio only when "grave and imminent danger" exists. Children are not to use the radio, except, of course, in an emergency.

Adjust the volume for your comfort and adjust the squelch to the point where it just barely cuts off background noise.

To transmit, hold the microphone an inch or so from your mouth and press the transmit switch on the side of the microphone before you begin to speak. Speak in a normal conversational voice. If you talk too loudly or hold the microphone too far or too close to your mouth, your transmission will be distorted or difficult to understand. When you complete your transmission, stop speaking and THEN release the transmit switch. The radio requires a little “space” from the time you initially press the transmit switch until you begin to talk, and a little space between the time you complete your message and when you release the transmit switch. Otherwise, the radio transmission will “clip” the first and last parts of your message and it will be difficult to understand your message. When you finish your transmission, release the transmit switch and wait for a response. VHF is simplex, not duplex like telephones that we are used to. That means only one party may speak while the other party must listen.

If you are unfamiliar with VHF procedures, a good way to learn is by listening to radio traffic while you’re cruising on the lake. Listen to other boats and land stations as they change channels and take care of business. You’ll note some individual differences in technique, but the basic procedures are the same.

Basic VHF Rules

Monitor Channel 16 when not using the radio. If the radio is on, set it on Ch. 16 unless communicating on another channel. Ch. 16 is for emergencies & making initial contact with another boat or shore station (hailing). Once communications have been established, move to another channel. The channels for private use are limited to: 68, 69, 70, 71, & 78.

When calling another boat or shore station, state who you are calling then identify yourself using the vessel name. Make one short transmission on Ch. 16 and then listen for a response. If no contact is made on the first call, wait 30 seconds and try again. If no contact is made this time, just give your call sign, “**YOUR BOAT NAME**” and say the word “OUT”.

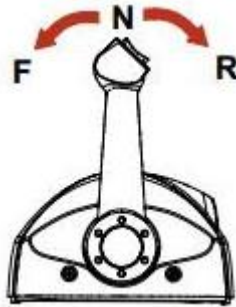
VHF Marine Radio Channel Availability

<u>Channel</u>	<u>Type of Traffic</u>
WX 1	NOAA Weather
8,10(After hailing from 16)	Antelope Point Executive Services
14	Antelope Cart Service
16	Emergency and hailing only
22	National Park Service
60's and 70's	Public Use

ENGINE CONTROL SYSTEMS-DTS Dual Console Remote Control

Dual Handle Console Control with CAN Trackpad Features and Operation

1. Operation of shift and throttle is controlled by the movement of the control handle. Push the control handle forward from neutral to the first detent for forward gear. Continue pushing the handle forward to increase speed. Pull the control handle back from neutral to the first detent for reverse gear. Continue pulling the handle back to increase speed.



2. Trim switch (if equipped) - Pressing the trim switch allows the engine to trim up and down. **(DO NOT TRIM THE OUTDRIVES WHILE ENGINES ARE IN GEAR AS THIS WILL DAMAGE THE OUTDRIVES)**



3. Neutral lights - The neutral lights illuminate when the engine is in neutral gear position.

The lights will flash when the engine is in throttle only mode.

NOTE: Gear position is determined by the position of the shift actuator on the engine, not the position of the control handle.

4. Troll button - Pressing the "TROLL" button activates troll control. The troll control feature allows the boat operator to set the engine speed for slow speed cruising or maneuvering. To activate, move the control handles into forward detent and press the button. Use the - or + buttons to decrease or increase speed, up to a maximum of 1000 RPM. If troll control is set at a desired speed and then shut off, the system remembers the set speed and will return to that speed when re-engaged. To turn off the troll control press the "TROLL" button, move the throttle to a different speed, or shift the engine into neutral.

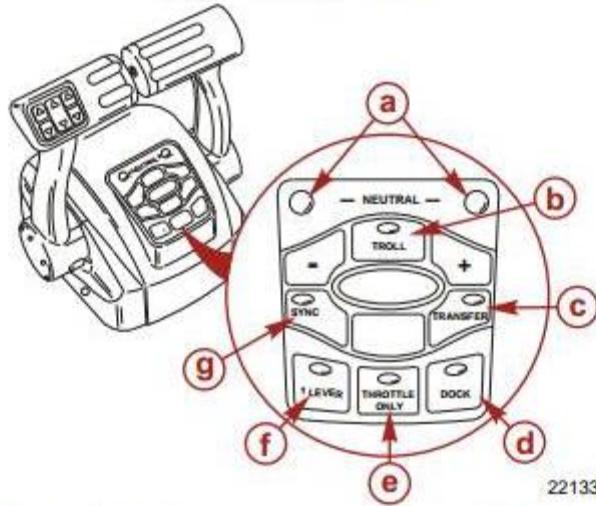
5. Transfer button - Pressing the "TRANSFER" button allows engine operation to be transferred from a different helm. Refer to Helm Transfer.

6. Dock button - Pressing the "DOCK" button initiates docking mode. Docking mode reduces throttle capacity to approximately 50% of normal throttle. To turn off docking mode, shift the engine into neutral and press the "DOCK" button.

7. Throttle only button - Allows the boat operator to increase engine RPM for warm-up, without shifting the engine into gear. To engage throttle only, move the control handle into the neutral position. Press the throttle only button and move the control handle ahead to the forward detent. The horn will sound once and the neutral light will start flashing. The horn will sound twice when throttle only is engaged. Advance throttle to increase engine RPM. To disengage, return control handle to neutral position and press the throttle only button. Engine RPM is limited to prevent engine damage.

8. 1 lever button - Pressing the "1 LEVER" button initiates single lever mode. Single lever mode enables the throttle and shift functions of both engines to be controlled by the port control handle. To turn off single lever mode, shift the engine into neutral and press the "1 LEVER" button.

9. Sync button - Pressing the "SYNC" button turns off or on the auto synchronization feature. Refer to Synchronizing Engines.

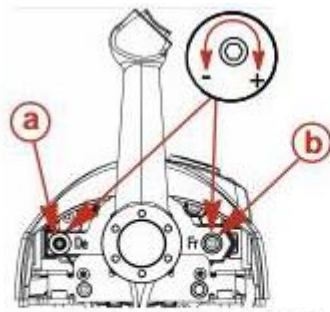


22133

- a** - Neutral LEDs
- b** - Troll button
- c** - Transfer button
- d** - Dock button
- e** - Throttle only
- f** - 1 lever button
- g** - Sync button

10. Control handle tension adjustment screw - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension. Adjust to tension desired.

11. Detent tension adjustment screw - This screw can be adjusted to increase or decrease the effort to move control handle out of detent positions (cover must be removed). Turning the screw clockwise will increase tension. Adjust to tension desired.

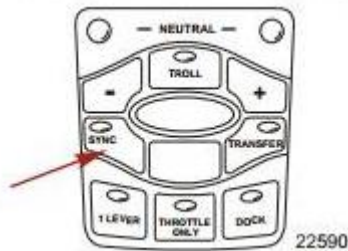


ob01170

- a** - Detent tension adjustment screw
- b** - Control handle tension adjustment screw

Synchronizing Engines

The auto synchronizing feature, when engaged, will automatically adjust all engine speeds to match the speed of the starboard engine. Press the "SYNC" button on the CAN trackpad to turn auto synchronization on or off. When the sync LED is yellow, the "SYNC" button has been pressed, but the conditions are not right for auto synchronization to engage. When the sync LED turns red, engine synchronization has been engaged. The engines will remain synchronized as long as engine speed is over 900 RPM for two seconds, remote control handles are positioned within 10% of each other, and the engines are below 95% throttle opening. To disengage the auto synchronization feature, press the "SYNC" button.



HELM TRANSFER

⚠ WARNING

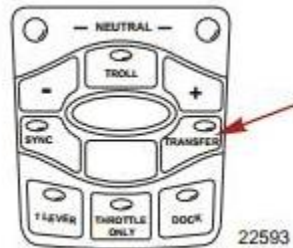
Avoid serious injury or death from loss of boat control. The boat operator should never leave the active station while engine is in gear. Helm transfer should only be attempted while both stations are manned. One person helm transfer should only be performed while engine is in neutral.

NOTE: Neutral position is preferred when doing a station transfer. If conditions do not allow the remote control to be placed in the neutral position, a helm transfer can be done while in gear.

The helm transfer function allows the boat operator to select which helm is in control of engine operation. Pressing the "TRANSFER" button two times allows engine control to be transferred to a new helm. When a helm transfer is initiated, the control will automatically start adjusting engine RPM and gear position to match the control handle setting at the new helm. Adjust the control handles to the desired throttle and gear position.

Once the "TRANSFER" button is pressed, the transfer LED will light up and one beep will sound. Press the "TRANSFER" button again to complete the helm transformation. When helm transformation is complete, another beep will sound and the transfer LED will turn off.

NOTE: There is a 10 second time frame to complete a helm transfer. If the helm transfer is not completed, the action will be cancelled and a double beep will sound. Pressing the "TRANSFER" button again will re-initiate a helm transfer.



SYNCHRONIZING HELMS PRIOR TO TRANSFER

Pressing the "TRANSFER" button allows the boat operator 10 seconds to match up the control handle settings at the new helm with the handle settings that are at the old (to be inactive) helm. If the handles are not matched, the neutral lights will flash. The light blinks

faster as the handles are nearing match position. Once the light stays on continuously, the handles are matched and the button can be pressed again to complete the transfer.

This completes the transfer process, and gives control to the new station. If the helm transfer is not completed within 10 seconds, the action will be cancelled.

Underway - Open Water

Operate the engines conservatively. **Cruise at or below 2800 RPM** (2100-2300 RPM for the best fuel mileage). Normal operations are conducted with both engines running. The boat can be operated on a single engine to return to the marina in case of mechanical difficulty. In such cases, expect the boat to be somewhat sluggish at the helm. Think well ahead of the boat.

Navigating the lake isn't difficult, but you do have to pay attention. The main channel is marked with buoys numbered with the approximate mileage from Glen Canyon Dam. Many of the major side canyons have markers with the canyon name. Adequate maps are sold in all marinas and many stores in Page.

It's a good idea to have a second person assist at the helm any time the boat is underway. This person can help with unexpected situations, navigation and communication. The extra pair of eyes can really come in handy at times. Binoculars at the helm are most helpful, especially for reading buoy numbers.

Operating a boat while under the influence of alcohol is against the law. Don't do it. Anyone caught with illegal drugs onboard can expect to be turned over to the National Park Service.

Out of the Main Channel

If available, use a speedboat with a depth finder as your "lead boat" when you leave the main channel. Make sure you have plenty of room and depth to maneuver before entering a narrow canyon or confined area.

Slow Down. We don't want any damage from submerged rocks. It's often easier to see rocks from the top deck. Sometimes it's worth it to go up there (even in lousy weather).

Note: There should be NO REASON to raise your out drives under normal conditions. If the drives are turned to the side and tilted up while they're still running, they may be damaged internally or strike the structure under the swim deck. *The out drives should not be engaged while tilted up.*

BAD WEATHER

The best tactic in heavy weather is to have the boat well moored in sheltered water before the weather becomes a problem. Bad weather can hit the lake quite suddenly so keep an eye on the sky. Start looking for a safe place as soon as you suspect things might get nasty. Remember that it takes time to beach, to set and test the anchors, and to secure for weather.

If you are caught in open water, close and latch the sliding glass doors, and close or secure the swinging doors. Check for items that may be thrown or blown around by the pitching and rolling of the boat and secure them. The outside deck areas are equipped with drains, and most of the water taken on deck will drain overboard given time.

Try to stay headed into the wind and angled at the waves, and steer for shelter. How much of an angle depends on the conditions. The more you face directly into the waves, the more you will take water over the bow and the more damage may occur. The more you face away from the waves, the more you will rock from side to side. Try not to let the boat get broadside to the waves, especially in high winds. If you do, the boat may rock violently and you may have difficulty turning back into the wind.

Wind can exert tremendous force on the side of the boat. Anchors you thought were solidly set can give way without warning. If you are in a storm while moored, use the engines to take the strain of the windward lines. Use forward gear, with the wheel hard over. Watch your lines on both sides and adjust your throttles to keep the sag even, do not allow too much slack in the lines. This requires constant attention & concentration, but it can keep the boat off the rocks when nothing else will.

BEACHING - MOORING - DOCKING

Pick your site carefully. Use a small boat or PWC to lead the way if you have one. Try to get the beach you want and still have clean deep water (15 feet or more is ideal) under the stern. Let your generator and drives have as much clear water as you can give them, and water deep enough that you don't suck up dirty water into the cooling system of the engines as well as the lake water system for the sinks and shower.

Approach the beach or dock DEAD SLOW. Give yourself plenty of time to react. If the wind is astern, you may need to reverse the engines to hold your position. Here are a few techniques you may want to try:

1. Idle the engines and shift into neutral when still well off your mooring. Allow the boat to come almost to a complete stop. "Nudge" the boat into position by shifting into gear for a few seconds at a time.
2. Use only one drive for slow maneuvering (leave the other in idle in case you need it.)
3. Approaching your mooring, try not to use throttles above idle unless absolutely necessary. Give the boat and yourself ample time to react. Unless the wind is really blowing, most beaching and docking is done easily with minimum power. Idle power & an extra minute or so will avoid damage to the boat, take your time.
4. Be sure of your anchors. DO NOT use a hammer or a rock to set the anchors. Digging a hole with the provided shovel works just fine. It seems that anchors set in wet sand hold better than ones set in dry sand. Use the engines to pull against them as a test. Forward gear with the wheel hard over and one engine at 2000-2500 RPM gives a good pull. If the anchor pulls out, you will still be nose on the beach in position to reset the anchor. Note: The anchors should be set at approximately 45-degree angles from the aft cleats.

When backing off the beach, use minimum power. Remember: Dirt & sand stirred up by the props are being sucked into the engines, sinks and showers. Be aware of all lines in the water. BE CAREFUL TO AVOID sucking up any loose anchor or docking lines into the props.

BEACHING YOUR BOAT

When beaching your houseboat, pick your site carefully. Try for wet, smooth sand with clean water and a steep drop-off. That will give the engines and generator good clean water for prop clearance and proper cooling for the generator. It will also give ample safety room for the use of the slide. It's best to use all the anchors and set them at approximately 45-degree angles from the boat to the wet sand at about the water line.

Dig a hole with the shovel and set the anchor deep in the moist sand and cover it. DO NOT beat the anchor with a rock or hammer. The water helps to pack the sand so the anchor holds better.

Keep your personal boat anchored separately from the houseboat in case of a storm that might dislodge the houseboat. That way you only have one boat to worry about. One person can handle a small boat but it might take all hands to help with the houseboat. Remember, the lake can fluctuate enough to allow the houseboat to float free and twist within the anchor lines. Try to avoid this, check that the lines are as tight as possible before you go to sleep, or even better, set the two small anchors directly off the bow about 20 feet. That way, if the water level rises, the boat can't twist within its own lines. Please put the boarding ramp down at night. This helps keep rodents off the boat. Also, be aware if the lake level is rising or dropping during your trip.

The lake usually rises two months out of the year (approximately the middle of May through about the middle of July) and usually drops during the other ten months. To avoid becoming beached, you may need to back the houseboat off the beach or snug it up a little higher on the beach at intermittent times depending upon how quickly the lake is rising or dropping during your trip.

VENTING THE BILGE

Gasoline vapors are heavier than air and if present in the bilge, will settle to the bottom. These vapors will form an explosive mixture with air and can be ignited by a spark. The spark could come from an engine starter motor, a solenoid contact, a battery jumper cable, or touching the wrong thing with a screwdriver.

The houseboat is equipped with a gasoline fume detector in the engine compartment. It is very sensitive and will sound if fumes are present, however in addition and to be certain, Sunrise Peak recommends that you open the engine covers, stick your head down in the engine compartment and sniff. **Your nose is also a very sensitive vapor detector.** If you happen to smell gas vapors, open up the whole back deck, air it out and determine the source.

MAKE SURE THERE ARE NO GASOLINE FUMES IN THE ENGINE COMPARTMENT BEFORE YOU DO ANYTHING THAT COULD CREATE A SPARK (LIKE STARTING AN ENGINE OR JUMPING A BATTERY). ALWAYS RUN THE BILGE BLOWER FOR 3-5 MINUTES BEFORE STARTING ANY ENGINE.

FUEL SYSTEM

DO NOT SMOKE NEAR THE MAIN FUEL TANK OR ON THE BACK DECK AT ANY TIME.

For 2024, **Zodiac, Aspire, Encore, Ovation & Cosmos** will have a **1000** gallon tank containing diesel fuel to run the two generators and two engines. These boats will also be equipped with a **500** gallon tank containing gasoline equipped with an electric fuel pump for your personal watercraft.

For 2024, **Galileo & Aurora** will have a **700** gallon tank containing diesel fuel to run the two generators and two engines. Galileo will also be equipped with a **250** gallon tank and Aurora will be equipped with a **375** gallon tank containing gasoline equipped with an electric fuel pump for your personal watercraft.



GENERATOR / 110 VAC ELECTRICAL SYSTEM

110VAC power is available from the ship's generator. Before starting the generator, be sure to check the generator oil level and coolant. Coolant level should be 2/3 of the way up the small plastic tank when the engine is cool. Set the AC power switch to OFF, if you try to start the generator with the AC power switch on GEN, it may not come fully up to speed or may not start at all. This is very hard on the generator system. Anytime there is debris in the water, you need to check the water strainers daily before running the generator. This will prevent the water pump impellers from burning up & possibly overheating the engine. In the engine compartment, aft of the generator, you will find an inlet for the lake water to the generator. It is a plastic intake with a cup the size of a pitcher, with brass screws on the lid. There is a valve to keep the water from coming in. Turn it to the horizontal (off) position, unscrew the brass lid & pull out the metal screen. Rinse out debris, replace the screen & screw the lid back on. Be sure to re-open the water valve again & check for water flow or generator will overheat!

Before starting the generator, open the hatch, check for fuel and fumes in the bilge, and have someone stand by to listen to the generator when it starts. Hold down the Pre-Heat button for 5 to 10 second seconds and then the start button for 3 seconds until the generator starts. The light will stay on if the generator is running. If the generator does not start, try running through the process again.

Let the generator warm up for a few minutes before turning the AC power switch to GEN. Be sure to avoid switching a full electrical load to the generator at the moment the generator is switched on. Turn on the desired loads individually after the generator is running so the generator can adjust gradually. When you turn on the AC, push COOL and set the desired temperature.

There has been a running controversy over operating the generator while underway. Sunrise Peak recommends that you **DO NOT OPERATE THE GENERATOR WHILE THE BOAT IS UNDERWAY**. If you choose to ignore this suggestion, you accept all liability for any damage that may result from this decision. What happens is that air bubbles are trapped under the hull and get sucked into the generator-cooling pump. This can burn up the rubber impeller. However, it's cheaper to replace the impeller than the generator engine. It is also not recommended that you operate the generator while moored in very shallow water. Dirt and sand stirred up by the motion of the boat are sucked into the cooling pump and greatly accelerate the wear on the pump impeller and impeller case. Try to choose mooring sites with a good, steep slope so the water under the stern is deep. Fifteen feet or more is ideal.

12-VOLT DC ELECTRICAL SYSTEM

1. **Starboard battery:** (Right side of the boat, looking forward): This battery is the starboard engine starting battery. This battery is charged by the starboard engine when it is running or the battery charger when the generator is running.
2. **Port battery:** (Left side of the boat, looking forward): This is the port engine starting battery. The port engine or battery charger charges it.
3. **Generator batteries:** This is the generator starting battery. Only the generator alternator charges it.
4. **House batteries:** These deep cycle batteries run in series to produce 12-volt power. They run the radios and the small fans in the bedrooms, bow & aft lights, stairwell lights, and cuddy fans.
5. **Inverter Batteries:** This is a bank of 6-volt batteries tied to an inverter which produces 110V AC power to run the refrigerators, ice makers, and freezer on the front deck, oven controls and TVs without running the generator.

The most frequent failure of a 12V system is a blown fuse, or a switch that is off. There is a fuse panel under the main console and one under the fly bridge. Many units also have independent in-line fuses located in the wiring next to the unit. If something doesn't work, check the switch first, then the fuse.

Replace blown fuses with those of the same rating, but first, check out why the fuse blew. DO NOT use an oversized fuse. There is a reason the fuse blew in the first place. Using an oversize fuse is dangerous and could cause a fire or damage equipment.

If you find yourself with a dead battery, start the generator and turn on the main AC power switch to GEN to start the battery charger and use that system to boost the dead battery. Jumper cables are located in the aft deck closet if you need them. **You will need to run the generator a minimum of 8-10 hours per day to keep all of your battery systems charged.**

WARNING: BATTERIES GENERATE HYDROGEN GAS THAT CAN EXPLODE. JUMPER CABLES USUALLY SPARK WHEN CONNECTED. MAKE SURE THE BILGE IS WELL VENTILATED BEFORE ATTEMPTING TO JUMP A BATTERY. DON'T HAVE YOUR FACE RIGHT ABOVE THE BATTERY WHILE CONNECTING OR REMOVING JUMPER CABLES. WEAR GLASSES TO PROTECT YOUR EYES.

The safest thing you can do is to keep the batteries charged so you won't have to use the jumper cables. Remember the 110V AC battery charger is operating any time you have the generator running with the selector switch on. Running the generator three to four times a day for a few hours each time should keep the batteries charged.

REFRIGERATORS

The refrigerator is electric only and is powered by the inverter. As long as you keep your inverter batteries charged, the refrigerator should work just like what you have at home.

WATER SYSTEMS

There is a fresh water UV system on board that provides a continuous supply of filtered lake water. Be sure to turn on the FRESH WATER PUMP on the main electrical panel. Fresh water is connected to the galley sink, bathroom sinks, dishwasher and roof bar sink, toilets, showers, washer/dryer, rear deck show and all wash downs.

Water Heater- The water heaters are located in the lower hold. The water in the tanks stays hot a long time, so you should have hot water in the morning without running the generator all night.

HEATING AND AIR CONDITIONING

The boat is equipped with heating and air conditioning units. The unit runs on 110V AC power, so you need the generator running before starting it.

The thermostat is located on the wall in the hallway and should be similar to what you are used to at home. Select the Heat or Cool mode and set your temperature.

SEWAGE HOLDING TANK PUMP-OUT

There are holding tanks below in the hold. The holding tank capacity is 260 gallons per tank. The pump-out fittings are located on the side of the boat. Take care not to let the fitting caps fall overboard.

REFUELING

Fill fittings for the fuel tanks are the two silver fittings under the flap on the aft deck. The boat uses unleaded gasoline only.

Required Preparations:

Everyone is required to remain onboard at all times while at the fuel dock. Turn off the propane tanks at the BBQ. Shut down all engines. Turn off all electrical equipment. Close all windows and doors. Top off the tanks. They won't take the fuel at full flow from the pump. You have to fill them slowly. Take your time, especially when they're nearly full. Make sure they're FULL!

After fueling is complete, operate the bilge blower for 3-5 minutes and open up the back hatches to air the place out before starting the engines. Restart Systems as desired.

CLEANING

As part of your Check-on procedure, you should understand precisely what condition the boat must be in when you return it. Before you leave, be sure you understand what is required of you when you return. You may incur additional charges if those items are not complete. See the “Checklist Procedures and Standards” and ask your Maintenance Company for a cleanliness guideline.

RETURNING TO THE MARINA

Evaluate weather conditions as you approach the marina. Plan to allow for rough water or wind.

A pilot from Antelope Point Marina will pilot the boat to the slip for you, be sure to hail a pilot on channel 16 of the marine radio as you approach the marina.

The boat must be returned by your scheduled time. You will unload your belongings at the marina after you go through your Check-off procedure. **Remember that late check-offs may be subject to an assessment fee.**

Have a great time! Treat the boat like you hope it’s been treated the week before you. **It’s your boat!**

CHECKLIST

We recommend that you spend the evening (on the boat) before you leave the marina going through the following checklist thoroughly to make sure all systems are functioning and that you have all the necessary safety equipment you need.

By taking the time you will expedite your check on process with the concierge and pilot as well as expedite any needed repair that you may discover. We also recommend that you communicate any issues you discover to the concierge and boat manager, so that they can help with the resolution.

Finally, if an issue arises during your trip, we recommend that you communicate as soon as possible with the concierge or boat manager so that they can inform the next owner as well as engage the service company to solve the problem.

Note generator hours (found on the generator) #1 _____ #2 _____
 Note engine hours Port _____ Starboard _____

Items to check on the boat the night before the trip

<u>QTY</u>	<u>Description</u>	<u>Note Condition</u>
4 _____	150' anchor lines	_____
2 _____	100' anchor lines	_____
6 _____	dock lines	_____
4 _____	37lb anchors	_____
2 _____	23lb anchors	_____
24 _____	life jackets (16 adult, 8 youth)	_____
4 _____	windless heads and crank	_____
2 _____	shovels	_____
1ea _____	pick, rake	_____
1 _____	life ring	_____
2-4 _____	PWC ramps	_____
2 _____	PWC remotes	_____
3 _____	fire extinguishers	_____
12-14 _____	bumpers	_____
2 _____	shore power cords	_____

Systems to check the night before the trip

- Disconnect shore power _____
- Run Generator _____
- Start engines _____
- Test inverter _____
- Run audio visual _____
- Check the ice makers to make sure they are producing ice _____
- Test water filtration system (go below to make sure UV light is functioning) _____
- Run dishwasher _____
- Run compactor _____
- Test oven and microwave _____
- check main radios _____
- Check all fridges and freezers _____
- Run showers and sinks - test for hot water and that all water pumps are working properly _____
- Checks props and drives _____
- Make sure water slide is working _____
- Check BBQ to confirm it is working and propane is full _____

PROCEDURES AND STANDARDS

BEFORE YOU GO - YOU SHOULD KNOW

Check-on and check-off, coordination of repair services, and maintenance will be done by your Maintenance Company. If your boat launches from Antelope Point, your company is Unlimited Houseboats. Communication with them is important; it will help them to do a better job for you and the boat. **It is best to contact them at least 4 weeks prior to your arrival time.**

CHECK-ON

Check-on and check-off will take place at Antelope Point Marina, at the times stated in your Rules and Regulations. Please be prompt. Expect to show photo I.D. to verify that you are the legal, insured owner. You will have confirmed your turnaround time when you completed your arrangements on the Trip Scheduler. If you would like to make a change, you may do so during the Check-on procedure. They will bill you for all personal services not included in the launch and retrieve fee.

As you work through the checklist, refer to the attached standards for guidance on any item about which you are not sure. Make sure to verify the condition of anything you don't want to pay for when you return. This is the time to note maintenance items that need immediate attention or scheduling. If there is a problem of a minor nature that does not affect the safe operation of the boat, you will have the option of waiting to get it fixed or working around it during your week.

CHECK-OFF

If you know of repairs on the boat that will need attention during the turnaround, call your Maintenance Company from a cell phone or the VHF as soon as possible. They will appreciate a little time for preparation for any major repairs, so give them as much time as you can. You must plan to allow them enough time to get the boat ready for the next owner.

The boat must be ready for a walk through with a representative from your Maintenance Company as soon as your boat is returned to the yard (or marina). If you are late, you may be charged \$500 for each additional 30 minutes you are late. The turnaround times are carefully timed and sequenced. If one boat is out of sequence it causes a chain reaction of inconveniences.

A carefully orchestrated turn around can become a real problem and real inconvenience to a lot of people if your return is even just a few minutes late. It can be quite expensive, too.

Check on and off times may be different from year to year. Confirm your Check on and off times with your houseboat manager at least two weeks prior to your trip.

THE CHECK-ON & CHECK-OFF GLOSSARY

The intent of this glossary is to explain the standards that should be met with regard to the equipment on the houseboat.

Forward deck area:

Table & Chairs: The table should be clean. The legs should not be bent or loose.

BBQ, Tank & Tools: The BBQ grill should be cleaned, without grease, food, etc. on the grill. The propane tank should be more than ½ full at the start of your week. The valve is to be turned off, except when cooking. The tools should be accounted for and cleaned, not dirty or bent. (They may be in the galley)

Mooring Lines (6): There should be six on the forward deck. Your Maintenance Company will know at a glance if they have been cut or shortened. If so, you will be responsible for buying an entirely new line.

Anchors (6): Anchors should not be beaten on with a hammer or rock. The tang (center bar) not bent from setting the anchor at an angle to the boat. Ears not bent from hooking the anchor over a rock (that puts undue pressure on one ear).

Anchor Lines (6): Lines should be clean, neat and without knots or scuff marks. These lines need to maintain their strength 100%. If there are any cuts through the outer coverings, the line should be replaced.

Large Fenders (12-14): NO rips or cuts. The Fenders should be full of air and each should have a small short line with which to attach them. These are NOT BUMPERS. They are to “fend” off something that might come in contact with the hull. Not to stop a crash.

Boarding Ramp: Located just below the front deck, “telescoped” in to the hull, should be clean, not bent or broken. If this gets damaged during your trip, please alert Antelope Point Marina/Offshore Marina personnel when returning to the marina so it can be repaired.

Carpet: Clean and vacuumed with no sand, food, trash, etc. left on it at all. Check around the BBQ for grease & burns.

Shovel: Usually located in the front storage hold. Rinsed off and not bent or broken.

Rake, Broom & Mop: Same as Shovel.

All of the boat’s Railings: Railings are not meant to be used as seats or to tie anything up to. They are for looks and safety only. They should not be broken or bent.

Garbage Can & Lid: Both should be clean and without odor, a new bag should be installed.

Sliding Door / Screen: The glass and screen should be clean and in good working order. The tracks should have been vacuumed and have no sand present.

Wash-down Hoses: This hose should have pressure whenever the lake water pump is on.

COMMAND CONSOLE

Keys: The keys to the houseboat and fuel/waste caps are on a key chain at the helm.

Instrument Panel: Check and see that all the gauges are working and that nothing is broken.

VHF Marine Radio w/mic: Use of the VHF is covered in the manual, but verify that it works and that you know how to use it.

Stereo System & Speakers: Make sure that all the speakers work.

Captain's Chair: High backed bar stool. Some people like to lean back in the chairs (which breaks legs). Be sure it has no damage.

Generator Control: Located inside the main electric panel. Be sure you understand what the switches are and how to use them.

Throttle / Shift Controls (DTS): Check the gauges to see that oil pressure, battery charging and temperature are all within normal limits. These are covered in the manual, however, make sure that you know how to use them before going off on your own.

Fuel Gauges: See that the fuel gauges show that they are full. When you sign the check on slip, you bought whatever gas is or is not in the tanks.

Steering Wheel: Should not be bent or broken and should move freely throughout its rotation and be tightly attached.

MAIN SALON

Fire Extinguishers (3): They should be in ready condition. One located near the helm, one in the galley and one in the master stateroom near the sliding door.

Windows / Blinds: Clean and in working order. Sometimes the blinds get damaged.

VESSEL SYSTEMS

Lake Water System: Feeds shower, sinks & hoses. **NOTE: Most boats have a single water system with unlimited fresh water**

12V Electrical System: The battery is the same as in your car. It is 12V DC and does not like being left on when not in use.

110V Electrical System: Only works when the boat is plugged into shore power or when the generator is running. Please let the generator warm up before using a lot of power.

Air Conditioning: With the generator on and warmed up, verify that the AC works. Understand how to use this unit.

Toilets / Sink Drains: These toilets are not like yours at home. Have your Maintenance Company show you how they work. Remember, you have 260 gallons of waste storage per tank. Make sure the drains are clear and working. Please do not use bleach to clean the faucets; it will cause them to discolor.

GALLEY

Bar Stools : Not broken or ripped. These are not outside furniture.

Chairs: : Not broken or ripped. These are not outside furniture.

Microwave: Clean and working.

Stove Top: Should be clean and ready to use.

Oven / Broiler: Same as above.

Refrigerators: Cleanliness is paramount. They should be empty, clean and dry so no mildew or rust will form.

Freezers: Same as above. Be sure to let them defrost.

Coffee Maker: Clean and working. Bring your own Mr. Coffee filters.

Toaster: See that it isn't full of yesterday's toast crumbs.

Utensils for 12: Clean and ready to use, there may be more than 12, as replacements come in sets of 4. If you are short, let your Maintenance Company know so they can find replacements.

Dinner Plates (12): Same as above.

Tea Cup & Saucer (12): Same as above.

Cooking Utensils: Clean and ready to use.

Trash Compactor: Clean, empty and ready to use with a fresh liner. Check for extra bags.

Drinking Glasses (24): Clean and ready to use.

Dish Rack & Drain: Clean and ready to use.

Cutting Board: Clean and ready to use.

Pots and Pans: There is a full set that should be clean and ready for use without melted handles or burn marks.

Bowl & Storage Containers: Clean and ready to use.

Galley Floor: Should be swept and mopped with no water spots or burn marks.

Make sure you bring your own cleaning supplies & paper towels.

BEDROOMS

Mattresses: Clean and ready for your linens, with nothing in the cracks between the mattress and the wall, should have no stains or rips.

Closets & Dressers: Drawers should be on their tracks and not cracked or broken. Closet doors should latch properly.

Lights & Fans: Make sure they have the right amount of bulbs and that the fans are in working condition.

Carpet: Be sure the carpet in the bedrooms as well as throughout the cabin have been thoroughly vacuumed and that any spots have been washed up.

BATHROOMS

Floor: Clean & Dry

Shower: Same, the hardware should be in good working order.

Sink, Vanity and Mirror: Same.

Lights: Make sure they work and that they have working bulbs.

Toilet & Chemicals: VERY IMPORTANT. In hot summer months you may need to use more chemical than usual to keep the smell under control. Everyone onboard will use the toilets and everyone needs to know how to properly use them, including what can and can't go down. Note: Only your waste and the supplied marine toilet paper and chemical goes down the toilet. **NOTHING ELSE MAY BE FLUSHED OR DROPPED DOWN**

THE TOILET. Feminine hygiene products will get stuck when pumping out.

Hot / Cold / Fresh Water: Make sure the faucets are working properly.

ENGINE COMPARTMENT

Generators: Located in the center of the engine compartment. Check the oil level and that the water strainer is clean. It feeds the heat exchanger.

Port Engine: Check the oil level and that the accessory belt is okay. There should be no fuel or oil leaks in the compartment.

Starboard Engine: Same as Port, but also check the power steering unit and it's fluid level.

Oil: VERY IMPORTANT. Check the oil level in all engines, DO NOT OVERFILL. If the oil level is low or if the oil is black, make sure it gets changed before you go out.

Battery Charger: Check and learn how it works.

Bilge Blower: Check to be sure it runs. Make sure the flexible hoses which lead from the blower down to the bottom of the compartment are securely attached and in good repair. The purpose of the blower is to evacuate any explosive vapors from the bilge. These vapors are heavier than air and will settle in the compartment. The hoses MUST be in place and in good repair or the blower will not be able to suck vapors from the bottom of the bilge. The water level inside the bilge should not be deeper than halfway up the bilge pump.

Bilge Cleanliness: Can't be too clean.

Lake Water Strainer: Should be clean, without debris.

UPPER DECK

Hard Top: In place, see that the lights are in working order.

Life Jackets (24): There should be 16 adult and 8 child life jackets. There should be no tears and they should be clean and dry and should be used as EMERGENCY equipment only, they should not be used for skiing, swimming, etc.

Deck Chairs: Clean and not bent or broken.

Lounge Chairs: Clean and not bent or broken.

Bar Stools: Clean and not bent or broken.

Sleeping Matts (8) – Zodiac does not have sleeping matts: Remove and check that the mats are clean, not ripped, that the cover clean and the zippers are working properly.

Bench Seats and Captain's Chair: No rips or cuts. Clean and dry.

Instrument Panel: The instruments are fewer than at the main console, but all necessary engine instruments are present. They should be clean, dry and in working order.

AFT DECK

Fuel tanks: Open them up and see that they are full.

Out drives & Props: Scuffs and nicks less than 1/8 inch on the preller blades are considered minor and aren't cause for concern. Deeper damage is not acceptable; maintenance will replace the prop and have the damaged prop repaired.

Wash-down Hose: Should have a pistol type nozzle.

Water Slide: Check the slide for cracks and make sure the water pump is working. (The switch for the pump is located in the hallway above the light switches)

MISCELLANEOUS

Vacuum Cleaner (Shop Vac & Upright): ShopVac is located in the storage hold below the helm and the upright vacuum is located in one of the closets.

Life Rings (1): These are NOT for swimming, but to be used in saving someone's life. They are EMERGENCY EQUIPMENT ONLY.

Windows / Screens: All windows should be clean, inside and out. The screens should be in good working order with no rips or cuts.

SUPPLIES

The boat, through your annual maintenance fee, will supply the following items, be sure they are onboard:

- X Marine Toilet Paper (DO NOT use toilet paper from home) & chemicals
- X Bags: Black Trash Bags and Trash Compactor Bags
- X First Aid Kit

If you use anything in the first aid kit, it is your responsibility to replace it. Remember that the next owner will be expecting everything to be full and useable.

EXTERIOR

Walk around the boat and look for dents and scrapes, especially those that penetrate the paint. Look for loose or missing hardware on the boat. There should be 6 to 7 fenders per side, securely attached, and inflated with air to provide a cushion when docking. Note any that are damaged or not inflated. Running lights are required if the boat is operated any time after sunset or before sunrise. However, it is recommended that you DO NOT run the boat on Lake Powell when it is dark, because it is not possible to see submerged rocks that can seriously damage the boat. Check both sides, the red, green, and white navigation light on the top deck aft railing. Check that the two waste holding tank caps on each side and the fresh water tank cap on the forward port side deck are present and secure.

DAMAGE

Anything which is broken, torn, dented, smashed, ripped, burned, etc. is damaged. "Damage" is not the result of ordinary use, but is caused by some specific occurrence. (Normally "damage" means something will be repaired or replaced.) Examples would be broken windows, torn screens, torn fenders, bent or broken skegs, propellers that have been dinged or chipped, anchors bent out of shape, blown stereo speakers, etc. Owners

are individually responsible for costs resulting from damage.

NORMAL WEAR AND TEAR

The routine wearing (or wearing out) that results from ordinary use. Worn upholstery, minor scuffs and scrapes in hull without denting, minor chafing of lines which does not penetrate the outer covering, sun-rotted canvas are examples. Wear and tear items generally do not require anything to be immediately replaced. Expenses resulting from normal wear and tear are paid for out of the general operating funds provided by owner assessments.

SERVICING

Satisfy yourself that the boat has been properly serviced. This is easier said than done. You can tap on the tanks, shine a flashlight down the toilets and look.

ITEMS STOCKED ON THE BOAT

<p>Anchor ropes (6) Anchors (6) B-B-Q equipment B-B-Q grill B-B-Q Matt Bathroom Rugs Blender (2) Bowl set Broom and dustpan Bumper ropes Bumpers Cake pan Chaise lounges (3) Galileo & Aurora Coffee maker (2) Colander (strainer) Comforters (6 - 8) Compactor bags Cookie sheet Cork screw (2) Cupcake tins Cutting board Deck chairs stackable Deep pot Dish drainer Docking lines Door mat Drinking cups-12 lrg., 12 med. Duct tape Electric beaters Extension cord-50'</p>	<p>First Aid Kit Fly swatters Frying Pan Funnel Garbage bags- 32 gal. Garbage cans-(Bathrooms) Garbage cans (32 gal.)-3 Grater Griddle (pancake) Hangers Hand can opener Hoses & sprayers-2 @ 25' Hot pad and kitchen towels Iced tea jar Ice cube trays (4) Jumper cables Knife set Life vests - 16 adult and 8 youth Lifesavers (floaters) Lighter Mattress pads (No bedding for kids cuddies) Measuring spoons Measuring cup-2 cup Measuring cups Mixing bowl Mop and spare head Pan spatula Pans (2 Sets) Paper towel holder Pick Pillows (5-8 Sets) Pitcher (1 gal.) Pizza cutter Placemats (2 Sets) Potato peeler Potato masher</p>	<p>Rake Rubber spatula Salad Tongs Salt & pepper Scissors Scrubbers for kitchen Serving utensils (2 Sets) Setting for 12 – Galley Setting for 8 – Upper Galley Sheet sets (3) (slip boats only) Shop vac Shovel (2) Silverware Tray Silverware for 12 – Galley Silverware for 8-Upper Galley Sleeping Pads (8) Zodiac (0) Spice Rack Sponges Spot Light Steak Knives Storage containers for fridge Toaster Toilet brush (3-5) Toilet paper Toilet chemicals Tongs Tool kit (basic) Tow rope Towel sets (3)(slip boats only) Upright Vacuum Wire whisk Wine glasses</p>
--	--	---