

# OPERATION MANUAL

for

BAYLINER 3388

WALK ABOUT

PLEASE NO SMOKING ON BOARD

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## TABLE OF CONTENTS

1. ENGINES
  - 1.1 Engine Compartments
  - 1.2 Engine Inspection
  - 1.3 Engine Start Procedure
  - 1.4 Engine Shutdown Procedures
2. FUEL TANKS
3. DINGY and OUBOARD
4. DINGY WINCH
5. ANCHOR and WINDLASS
6. BATTERY and BATTERY SWIGTCHES
7. ELECTRICAL PANELS
  - 7.1 Location
  - 7.2 DC Electrical panel
  - 7.3 AC Electrical panel
8. AC SHORE POWER
9. INVERTER/CHARGER
10. FLYBRIDGE
  - 10.1 Instruments
  - 10.2 Storage
  - 10.3 Propane Tank
11. AFT STATEROOM
12. MAIN SALON
13. DINETTE BERTH
14. GALLEY
  - 14.1 Basic Utensils
  - 14.2 Refrigerator
  - 14.3 AC Operation
  - 14.4 DC Operation
  - 14.5 Stove and Oven
15. PRESSURE WATER SYSTEM
16. HOTWATER SYSTEM
17. SINK DRAINAGE
18. HEAD/BATHROOM
19. FORWARD STATEROOM
20. COCKPIT
  - 20.1 Transom Shower
  - 20.2 Cockpit Sink
  - 20.3 Barbeque Grill
  - 20.4 Deck Chairs

## 1. ENGINES

1.1 ENGINE COMPARTMENT. The yacht is powered by two 150 horsepower Hino diesel engines. The two large hatches in the cockpit floor provide access to the engine compartment. The engine hatches have round silver pulls flush with the hatch cover to use for opening the hatches, and have hydraulic pistons to support the hatch after it is opened. To close the hatches, use the round silver pulls to gently ease the hatch down into position.

1.2 ENGINE INSPECTION. Prior to starting the engines, complete a "COBBS" check - - Coolant, Oil, Belts, Bilges and Sea Cock/Strainer.

Check the Coolant level in the recovery/expansion tanks. The tanks are located in front of the engines, and should be about half full when the engines are cold. The port engine tank is inspected by lifting up the top of the narrow cabinet against the aft bulkhead in the lower port-side stateroom.

Check the general condition of the Belts, hoses and fuel lines. Please report any concerns or problems you find.

Check the Oil level with the oil dip-stick - - use a paper towel to wipe off the dip stick, and add oil ONLY if the level is at or near the low mark. DO NOT OVERFILL.

Check the general condition of the Bilge areas - - that there is no excess water collected, and that the bilge pumps and automatic floats switches appear free and operating properly. Report any concerns or problems you find.

Check to confirm that the Sea Cocks are fully open for sea water cooling to the engine heat exchangers, and that the Sea Strainers are clean. A flashlight can be shined through the glass sidewall of the Sea Strainers to verify that the strainers are clean.

Also - - Inspect the glass bowls under both fuel filters. If a bowl shows any water or sediment, open the petcock on the bottom of the filter bowl a few turns and drain the water/sediment into a container for disposal; and Confirm that the Engine Battery Switch is in the ON position. This switch along with other batter switches) is mounted on a board located between the two cockpit engine hatch covers.

1.3 ENGINE START PROCEDURE. Confirm that the Master Switch on the DC Electrical Panel is turned ON so there is power for the engine ignition system.(Electrical Panel is located on starboard side at aft of the Main Salon). Use the controls at the LOWER HELM station to start and shut down the engines. Confirm that the Transmission Gearshift controls are in the NEUTRAL position (or the engine cannot be started because of the "neutral lock-out" feature), and that the Throttle controls are in the IDLE position. The PORT Engine should be started first. The engine must be PRE-HEATED prior to starting (unless the engine is already warm). So depress the PRE-HEAT button for 10-15 seconds prior to starting, Turn the ignition key completely clockwise to start engine. (Note: The Low Pressure Alarm will sound until the Engine starts and builds oil pressure). After the engine starts, advance throttle slightly to 750 RPMs for Warm-Up Idle. Repeat this procedure for starting the Starboard engine. After the engines start, confirm that there is water flow out of the stern exhaust hose, and monitor the oil pressure (approx 55 PSI at idle) and engine temperature (slowly rising to approx 175 degrees).

1.4 ENGINE SHUTDOWN PROCEDURE. Throttle back both engines to idle for 10 minutes to allow engines to cool down. (The time involved in motoring at idle to the marina dock is usually sufficient). Shut down Starboard Engine by depressing the Stop button above the Starboard Ignition Switch and hold down until engine stops. Then turn off Ignition Switch. Repeat same process for the Port engine.

## 2. FUEL TANKS

There is a 100 gallon diesel fuel tank for the Starboard engine and a separate 100 gallon diesel fuel tank for the Port engine. Each tank has a separate fuel fill tube with a stainless cap marked FUEL. Each fuel fill cap is located on the top of gunwale along the Port and/or Starboard side just forward of the cockpit. REFILL ONLY WITH DIESEL FUEL.

A Fuel Management Manifold is located next to the Port engine in the engine compartment. The Fuel Manifold has 3 valves for each engine for a total of 6 valves. Under standard operating procedures, the valves are set for the Port fuel tank to feed fuel to the Port engine, and for the Port engine to return the excess fuel back to the Port fuel tank. The valves for the Starboard engine should be set in a similar manner.

The Fuel Management Manifold also contains a fuel shutoff valve for each engine. This is an important safety feature in the event of a diesel runaway, fuel leak or fire.

## 3. DINGHY and OUTBOARD

The dinghy is an inflatable RIB that is stowed on its side in Weaver brackets (similar to a hook and eye fastener) at the rear of the swim platform. Two stainless “eye” brackets are attached to one side of the dinghy, and two stainless “hook” brackets are attached to the back edge of the swim platform. The dinghy is secured by snapping the “eye” brackets on the dinghy into the “hook” brackets on the swim platform, and rotating the dinghy onto its side and securing it with the stand-off support arm attached to the top of the transom.

The dinghy air tubes should feel firm to the touch. A foot pump is provided to maintain the air pressure of the dinghy tubes. This pump is stored in the cabinet under the cockpit sink.

The dinghy is equipped with a four-stroke outboard motor that operates on “regular” gas and does not require oil to be mixed with the gas. The gas is stored in a three gallon external tank with a gas line attachment to the motor. The external gas tank and the gas line to the motor must be removed from the dinghy prior to rotating the dinghy for storage.

The outboard motor is kept on a “sea wise” bracket on the dinghy that allows the motor to remain in an upright position (straight up and down) even when the dinghy is rotated out of or into the water. This allows the outboard to remain on the dinghy even when the dinghy is stored on its side on the swim platform. However, prior to rotating the dinghy: (1) The “locking pin” on the Sea Wise Bracket must be released in order to allow the dinghy outboard motor to remain up-right while the dinghy is rotated; and (2) The “locking pin” must be secured (locked in) to keep the motor in place when the dinghy is in the water.

#### 4. DINGY WINCH

The dingy is rotated into and out of the water with the 12 volt winch located on the port side of the swim platform. The winch drum is mounted on a pedestal above the port transom railing. To operate the winch: (1) Remove the "locking pin" from the winch drum to allow the drum to rotate; then (2) Press the black (in/out) button on the forward side of the pedestal to turn the drum to either ease cable out and lower the dingy into the water or pull cable in to take the dingy up for storage on the swim platform.

#### 5. ANCHOR and WINDLASS

The yacht is equipped with a 33 pound Bruce anchor mounted on the bow roller. The anchor is attached to 50 feet of chain and 150 feet of nylon anchor rode. The chain and the anchor rode are spliced together and slip through the windlass when anchoring.

The anchor is lowered and raised by a 12 volt electric windlass. In order to operate the Windlass, you must turn on two separate electrical circuits - - one for the windlass MOTOR, and another for the Windlass in-and-out direction CONTROLS. The windlass motor is connected to an electrical circuit that is protected by a high-voltage Circuit Breaker located near the Battery Switches mounted amidships just under the Port Engine Hatch cover in the cockpit. In order to operate the windless you must: (1) Turn ON the Windlass Circuit Breaker in the Port Engine compartment area; and (2) Turn ON the beaker-switch for the windlass controls that is located in the DC Electrical Panel on the starboard side of the Salon.

The in-and-out direction of the Windlass is controlled by the two foot-operated switches (round black raised cushions with black protection caps) located on the port side of the foredeck near the windless. One round switch is up and the other is down. When raising the anchor, you must go slowly when you reach the spliced section between the chain and the anchor rode. Occasionally the rode-to-chain connection will slip when it rounding the windlass. You then have to stop and let a bit of the rode out, and then start again to raise the anchor to get the spliced area to go around the windlass and into the deck opening for storage. Just go slow, watch your fingers, it will eventually go in.

If there is mud or other debris on the chain or anchor, please lower the chain and/or anchor back into the water and try to swish it around to rinse the mud off before raising the chain and/or anchor. Please WASH OFF all mud and/or debris from the rode/chain/anchor, and do NOT stow away any muddy or dirty rode/chain/anchor on the yacht.

When the anchor lifts out of the water, you must confirm that it is the correct position to pass through the anchor roller and slide onto the anchor platform. In the event the anchor comes in upside down, you must rotate the anchor around into the correct position to correctly pass through the anchor roller and slide into position. (You can generally use the boat hook to rotate the anchor around to the correct position). Again, watch your fingers and go slowly to be safe.

## 6. BATTERY and BATTERY SWITCHES

There are two separate battery banks - - a Start Battery dedicated to starting the engines, and a group of House Batteries dedicated to operating all interior/exterior lights, instruments, windlass, Inverter, and other DC appliances and equipment. All of the batteries are located along the center line on the floor of the engine compartment, and all Battery Switches are located along the center at the top of the engine compartment just below the Port engine cockpit hatch. There are three separate Battery Switches: (1) for the Start Battery; (2) for the House Battery bank; and (3) for an "Emergency Cross-Over". The "Emergency Cross-Over" switch is used ONLY to make a temporary emergency connection of the House Batteries to the Start Battery if needed for starting the engines. Additional switches and fuses are also located in the same area as the Battery Switches.

## 7. ELECTRICAL PANELS

7.1 LOCATION. The Electrical Panels that control the AC and DC circuits are located in a cabinet with black glass doors at the aft starboard side of the Main Salon near the cockpit door. The cabinet contains two separate electrical panels: (1) the DC panel (on the left side) and (2) the AC panel (on the right side).

7.2 DC ELECTRICAL PANEL. In order to activate any of the fuses, switches and circuits in the DC Panel, you must first (1) turn ON the House Battery switch in the engine compartment, and (2) turn ON the DC Master power switch on the DC panel. All DC circuits are protected by fuses located in the DC panel. The DC panel also contains two rocker switches for (1) the engine room lights and (2) for the fresh water pump.

7.3 AC ELECTRICAL PANEL. The AC Electrical Panel is located next to the DC Electrical Panel in the same cabinet on the starboard side of the Main Salon. All AC circuits are protected by a circuit breaker-switch. To energize an AC circuit, first turn ON the Master AC Switch and then turn ON the individual breaker-switch for the circuit you want to energize. (Note: Several AC circuits are wired to receive AC power through the Inverter whenever AC Shore power is NOT available - - including the "receptacles". The breaker-switch on the AC panel for the Inverter MUST be turned ON in order to power those circuits even when the yacht is connected to Shore Power. The "Inverter Function" on the Remote Control sub-panel (RC-7) does NOT have to be turned on, but the Inverter itself must be turned on in order to "pass through" the AC voltage coming from the Shore Power).

The AC voltmeter installed on the AC panel will display the voltage that is being supplied to the AC Panel.

## 8. AC SHORE POWER

The yacht is equipped with two shore power receptacles located next to each other on the starboard side slightly aft of amidships. Both receptacles accept 125 volt 30 amp power, and

connect to a single 50 foot long 125 volt 30 amp shore power cord with a splitter adapter for the two receptacles. Additional adapters are available at the Crown office if needed to attach the shore power cord to 20 Amp and/or 15 Amp shore power pedestals.

When AC shore power is properly connected to the yacht, two Green led lights on the panel will illuminate. In the event the polarity of the AC shore power is REVERSED from the polarity on the yacht or the AC connection is otherwise not correct, a RED led light on the panel will illuminate. DO NOT turn on any AC power when the RED light is illuminated - - a potential shock hazard and potential damage to equipment could result.

The AC voltmeter installed on the AC Electrical Panel will display the voltage that is being supplied to the AC Panel.

## 9. INVERTER/CHARGER

The yacht is equipped with a 2500 watt Trace Inverter/Charger that has TWO functions: (1) To convert 12 volt DC power stored in the House Battery Bank into 125 volt AC power; and (2) To recharge the House Battery Bank when connected to AC Shore Power.

9.1 INVERTER AC POWER. The Inverter can be used to provide AC power when AC shore power is not available. The Inverter AC power can be used to run the microwave for short time periods, to recharge computers/cell phones or other appliances plugged into the AC receptacles, or for other "light loads". To use the Inverter to supply AC power, the Inverter breaker switch on the AC Panel must be turned OFF (disconnected from AC shore power); and the Inverter button on the Inverter Remote Control panel ("RC-7" located in upper right corner of AC Panel) must be pressed ON and the Green led light illuminated. The AC indicator light on the Inverter Remote control panel will flash indicating that the Inverter is providing AC power to the Inverter circuits. The Inverter draws power solely from the House Battery Bank, and those batteries may be depleted quickly if the Inverter AC power is used for anything other than "light loads". A digital voltmeter in the display screen of the Inverter Remote Control will show the voltage remaining in the House Batteries that is available to use before recharging the batteries. The Inverter AC power will automatically turn itself OFF when the voltage in the House Battery Bank drops to 11.5 volts. The House Battery Bank must then be recharged.

9.2 INVERTER CHARGING FUNCTION. The Inverter is also used to recharge the House Battery Bank when the yacht is connected to AC Shore Power. To use the Inverter to recharge the batteries, the Inverter breaker-switch on the AC Electrical Panel must be turned ON; and the "Charge" button on the Inverter Remote Control subpanel must be pressed ON and the Green led light illuminated.

## 10. FLYBRIDGE

10.1 INSTRUMENTS. The flybridge has a duplicate set of Engine Controls, Navigation Instruments and gauges as those at the lower helm station, except for the FUEL gauges that are only located at the lower helm. The upper helm also has a separate Depth Meter on the Port side that is turned ON by the "Accessories" switch. A separate VHF radio is also located on the flybridge behind the locked panel by your left knee as you sit at the upper helm. A key

is provided for this panel. There is NO separate switch for this VHF radio - - the circuit is ALWAYS powered on - - so the VHF radio must be turned OFF when not in use.

10.2 STORAGE. There is storage underneath the flybridge seat cushions. There you will find a white water hoses to use for filling the Potable Water tank, a colored water hose for boat wash-down, power cable for shore power and seat cushions-safety flotation devices.

10.3 PROPANE TANK. The Propane Tank is located on the Port side of the flybridge behind a canvas curtain under the port side of the flybridge instrument panel..

## 11. AFT STATEROOM

The Aft Stateroom is located on the port side of the yacht, and has a large, almost king-size bed that extends forward partially underneath the Salon dining table area. The stairs down to the Aft Stateroom are in the aft Salon area just inside the door to the cockpit. The Aft Stateroom has a tall closet that will accommodate a few long items, and has a cabinet that has a sink on top with shelves and drawers below and with a mirrored cupboard with shelves above.

The stairs down to the Aft Stateroom can be rotated to lift up for access to the storage area behind the stairs. Inside the storage area, there is a vinyl cover that snaps loose to provide access to the compartment areas underneath the Salon Floor. A couple feet inside this compartment is the seacock valve for seawater to the toilet in the head. The lever handle must be UP (in line with the seacock valve) to allow the water to flow to the toilet. Turn the lever handle down (perpendicular to the seacock) to shut off the water flow to the toilet.

## 12. MAIN SALON

The Lower Helm Station is located on the starboard side in the forward area of the Main Salon. The ChartPlotter monitor, radar screen, and magnetic compass are mounted on the cabinet in front of the Lower Helm, along with various switches for windshield wipers, lights, accessories, etc. A set of engine throttle and transmission controls, and the engine ignition switches are on the starboard side of the helm cabinet. A VHF radio and binoculars are also on the counter top to the right.

LIGHTS. The lights for the main salon can be switched on or off at either: (1) the main cabin door, or (2) at the stairs down to the galley. The switches are labeled to indicate the lights they control.

## 13. DINETTE BERTH

The dinette table area can be converted into a wide berth. To make the conversion: (1) Lift the table off of its supports posts and remove the posts; (2) Slide the outside bottom seat cushion (which is mounted on a plywood bottom frame) out about a foot towards the center of the Salon;. (3) Insert the small wood "support brace" between the floor and the forward end of the bottom seat cushion (and against the adjacent cabinet wall) to support the front "inside end" of the bottom cushion; and (4) Unsnap the back of the outside seat cushion and insert it in the "open area" between the bottom seat cushion and the port side wall..



## 14. GALLEY

14.1 BASIC UTENSILS. The galley has storage for provisions in the cupboards above the galley counter, and in the two large bins on either side of the sink below the counter. The silverware and utensils are in the drawer under the sink, along with a dish drain rack/board, a cutting board, pot holders and towels, and miscellaneous other items. There is also a deep drawer under the oven which has a tea pot, a couple sauce pans and pots, plus a 6-hole muffin tin, a cake/baking pan, and cookie sheet (all on the small size). I have stored a cookie sheet and pizza pan in the oven. Two big skillets are in the cupboard above the microwave. The 8-cup perk coffeepot is stored in the cupboard that serves as a divider between the dinette and the galley, above the refrigerator. The plates, cups, bowls, glasses, and serving dishes are stored there also.

14.2 REFRIGERATOR. The refrigerator can be operated on either 12 volt DC.or 120 volt AC.

14.3 AC OPERATION. To operate the Refrigerator when connected to AC shore power, confirm that the Main AC circuit breaker on the AC Electrical Panel is turned ON, and that the circuit breaker switch in the Panel marked AC Refrigerator is also turned ON. Then open the refrigerator and confirm that the switch at the front bottom edge of the refrigerator is turned ON. A green light on that switch should illuminate to indicate that the refrigerator is operating. Adjust the temperature by turning the thermostat dial; A higher number on the dial results in a colder temperature. DO NOT leave the thermostat turned to the coldest position as items in the frig may freeze, bottles may break and cans may explode. The number 2 setting usually works well. When shore power is disconnect, turn the AC Refrigerator breaker switch in the AC Electrical Panel to the OFF position. The switch inside the refrigerator must also be turned OFF - - or the frig will automatically convert over to operate on 12 volt DC power and result in a depletion of the House Battery power.

14.4 DC OPERATION. The refrigerator may be operated on 12 volt DC power; But the DC operation will result in a depletion of the power in the House Batteries if operated when the yacht's engines are not running. There is no "switch" in the DC Electrical Panel for the refrigerator, but you should confirm that the refrigerator "fuse" in the DC Panel is properly engaged. Then open the refrigerator door to confirm that the refrigerator switch is turned ON and the green light is illuminated, and adjust the thermostat dial for temperature setting - - following the same procedure as the AC Operation described above. You may wish to turn the switch on the refrigerator OFF at night (or whenever the engines are not running) to avoid draining power from the House Battery Bank.

14.5 STOVE and OVEN . The stove and oven are fueled by propane. The propane tank is stored on the flybridge under the starboard portion of the helm. There is a white canvas cover that snaps into place that protects the area. To refill the propane tank, the tank needs to be unhooked and removed from this storage area You have to take the tank somewhere on shore to be filled and then replace. It will be heavy so be careful. I The propane has to be turned on at the tank for the stove to light. There is also a toggle switch on the wall on your right in the galley, by the plug-ins. This switch must also be turned to ON in order for the stove to light. Double protection. Of course, that means that they will both have to be turned off

later.

To light the stove burners, turn the switch for the burner you select to the LIGHT position. Then, press and release the lighter button on the left of the stove front. Sometimes, especially the first time you light the burner after turning on the propane tank, it takes a few presses and releases to get the burner to light. After that, it should be fairly quick.

The oven lighting directions can be found in the operator's manual in the binder that comes with the boat. The directions are easy to follow.

14.5 MICROWAVE The Microwave requires 120 volts AC is normally used only when connected to AC shore power, but some limited use of the microwave can be available from the Inverter. In order to activate the microwave, the circuit breaker switch for the microwave in the AC Electrical Panel must be turned ON.

## 15. PRESSURE WATER SYSTEM

All of the sink and shower faucets on the yacht are connected to a Water System that is pressurized by a 12 volt DC water pump. There is a switch on the DC Electrical Panel that must be turned ON in order to activate the water pump. Occasionally, some air may be sucked into the line that lead from the water tank to the water pump, and the pump may then "lose its prime". (The pump cannot pump air - - only water). If there is only a small amount of air, the pump may continue running a few extra seconds and then re-prime itself. If the pump continues running for more than 30 seconds or so after all the faucets are closed, you will need to turn the pressure pump switch on the DC Electrical Panel OFF. Make sure all faucets have been turned completely closed then try turning everything back on again. If the pump continues to run without pumping water, then you will need to turn the pump OFF and loosen the hose on the intake side of the pump to evacuate the air from the line.

## 16. HOT WATER SYSTEM

There is a 9 gallon hot water tank on the yacht which can be heated by 120 volt AC while connected to shore power. To activate the water heater, turn the water heater breaker switch on the AC Electrical Panel to the ON position. A limited amount of water in the hot water tank will also be heated when the Port Engine is running (by use of a heat-exchanger loop connected to the Port Engine). Once the water in the hot water tank is heated, it will usually stay hot for at least an hour or two. But, remember, that there is only 9 gallons (or less) of hot water in the tank.

## 17. SINK DRAINAGE

The drainage lines from all sinks do NOT drain into the Holding Tank but discharge directly over board. Please confirm that strainers are in-place over all sink drains. Do NOT allow any garbage, coffee grounds or other food stuffs to be discharged into the sink drains, since they can become stuck and clog the line discharge line.

## 18. HEAD/BATHROOM

The Head (bathroom) is on the starboard side forward of the Salon and across from the Galley. The light switches are located inside to the right near the door to the sink cabinet area. One switch is for the light above the sink and the other switch is for the light in the shower. The Head has a separate, enclosed stall shower with a window, a seat, and shower wand. The shower water drains into a small sump tank with pump connected to a float switch that activates the pump to discharge the shower water overboard.

The cabinet above the sink has sliding mirror doors with shelves for storage of toiletry items. The cabinet below the sink is available for additional storage, including a small trash can, toilet paper, cleaning supplies and other items.

\* \* \* The directions for using the head are on the underside of the toilet lid.

## 19. FORWARD STATEROOM

The forward stateroom has a V-berth that can be converted into a queen size sleeping area by inserting center cushion in the middle V area. There is a closet to your right as you step into the stateroom. There are three drawers directly ahead, under the bed. On either side of the V, below the bed, there is a door for an open compartment. The life vests are stored on the left, and bedding is stored to the right.

There are shelves on either side of the V-berth, above the bed. There is a screened window above the bed that opens and can be used as an escape hatch.

There is a screened porthole window on the starboard side that can be opened also. The cover for the porthole window is stored under the bed.

There are two storage compartments under this V-berth. The canvas window coverings are stored in one of these compartments. The other is empty.

In the very forward point of the V-berth is a padded headboard. This headboard flips open for access to the compartment that stores the anchor line and chain.

## 20. COCKPIT

20.1 TRANSOM SHOWER. A hot and cold water shower head is located in the cockpit transom wall near the port side.

20.2 COCKPIT SINK. The sink in the cockpit has a fresh water faucet; and there is a saltwater faucet in the cabinet under the sink. The cabinet also contains a fire extinguish, spare tie-up lines, a propane bottle for the barbecue grill, deck bucket, and cleaning supplies.

20.3 BARBECUE GRILL

20.4 DECK CHAIRS. Two black "fold-out" canvas deck chairs are folded up and stored in their nylon tubes.