

15 May 2023
OPERATIONS MANUAL
FOR
REVEILLE

53' NAVIGATOR CLASSIC



As owners of the Reveille, we would like to extend a seafaring welcome. We have made every effort to make this manual include relevant information so that you can have a safe and memorable vacation aboard Reveille.

Our vessel name, Reveille, comes from the name of the mascot at Texas A&M University. Reveille, the mascot, is a Border Collie Dog. She earned her name because she barks at the Bugler for Reveille or First Bugle Call in the morning for the Corps of Cadets. A brief history of Reveille is on the last page.

REVEILLE

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Reveille was manufactured in Parris, CA, USA by Navigator Yachts. Navigator Yachts are strong durable yachts designed for the pleasure boater. Navigator Yachts systems are very straight forward. Navigator Yachts are very easy to cruise and maneuver.

SPECIFICATIONS:

Length: 53 feet
LOA: 57 feet
Beam: 15 feet & 5 inches
Draft: 4 feet & 3 inches
Displacement: 46,000 Lbs.
Fuel: 600 Gallons
Water: 200 Gallons, plus 180 gallons of aux tanks
Waste: 70 Gallons
Electrical: 50 Amp or 30 Amp Shore Power
2500-Watt Inverter
9 K.W. Generator
Fuel: Diesel, only, filler ports are in the cockpit floor

ACCESSORIES LIST:

Tool Box: Located under galley
Other Tools and Repair Items: Located under galley
First Aid Kit: Located in cabinet forward of main electrical panel
Emergency Locator USCG Light Located in cabinet forward of main electrical panel
Flashlights: Located in cabinets in staterooms, heads, salon cabinets
Power Cord Converters: Located in lazarette
Davit Cord: Located in cabinet forward of main electrical panel
Fluids & oils for Engines: Located in engine room, forward starboard
Life Jackets: Located under seats on fly bridge

Familiarize yourself with the various systems outlined in this manual. This boat has many features that are designed for easy use, comfort, convenience, and safety. Proper use and thoughtful care will ensure your trip will be safe and relaxing.

There are operational manuals with individual manuals of the engines, instrumentation, and most of the systems on "Reveille". These operational manuals cover repairs and maintenance of major items as well as operating procedures for use of the various accessories and systems on the boat. These operational manuals are in the cabinets in the forward stateroom on the starboard side.

All the required licenses, permits, and documentation information are in the AYC Grey Book located at the helm in the pilothouse.

BOAT OPERATION

PRE-START CHECK LIST

Before you operate the vessel for the day, do an inspection of the mechanical systems and the engine room. Any problem is much easier to fix while securely tied up at a dock, or even at anchor, than it is adrift.

MAIN ENGINES

1. Turn on engine room lights breaker on 12-volt panel. Turn on the engine room lights as provided and on the additional light fixtures in the engine room.
2. Grab a flashlight and enter engine room via hatch in cockpit or below the galley.
3. Check oil level in main engines. Dipsticks are down low near center of engines facing centerline of boat. **You need to pull the dipsticks, wipe, then reinsert and pull again to get a proper reading.**
4. Check the coolant level in each engine. The easiest way to do this is to take filler cap off and feel for coolant. The coolant level should be one inch from top.
5. Check for water in bilge, general condition of belts, hoses, and fuel lines.
6. Check sea strainers directly in front of engine for obvious obstructions.

NOTE: In case of engine overheating or lack of raw water coming from exhaust shut down engine immediately. Then close thru hull for engine raw water intake, and disassemble sea strainer and clean basket. Re-assemble Sea strainer, open thru hull and restart engine. Check immediately for water flow out of exhaust. Make sure raw water system has picked up a prime, if not, shut down close the thru hull and open top of sea strainer and fill to brim with water in order to get a prime. Re-assemble Sea strainer, open thru hull, restart engine and check for raw water flow.

7. Check transmission fluid levels. Take care in reinserting dipsticks.
8. Check fuel filters for water and other contaminants and drain as needed into a bucket for disposal. The fuel filters are on the top of each engine.
9. Engine oil, transmission fluid/oil is stored in the engine room on the starboard side forward of the starboard engine. Filters for oil and fuel are stored in the engine room on port side, forward of the port engine.

GENERATOR

1. Enter engine room from the lazarette or the galley
2. Open hatch at left side of sound shield.
3. Check oil — dipstick is down low on engine.
4. Check coolant level, it should have about a quarter inch of coolant in the coolant container
5. Check sea strainer for obvious obstructions.
6. Check fuel filter for water and contaminants and drain as needed.
7. Close sound shield and close lazarette or galley hatches.

BATTERIES

The bow thruster battery is under the galley. The other batteries are in boxes in the engine room. Add distilled water as necessary. Distilled water and the distilled water dispenser are located forward of the port engine. Distilled water is for house batteries only. They are in the white box. The two engines start batteries are AGM and are located, port side, aft.

STARTING MAIN ENGINES

After your engine room check, you are ready to start main engines.

1. Turn on the engine start switch. Monitor the engine preheat light. When the engine pre-heat light blinks out, you are preheated and ready to start the engine.
2. Make sure gearshifts are in neutral, at both helms. **Engines will not start unless gearshifts are in neutral.**
3. Turn engine keys to full clockwise position to start the engines and release after the engines start.
4. Observe readings on tachometer, voltmeter gauge, and oil pressure. Engine temperature should rise slowly.
5. Start each engine independently and monitor each set of gauges. Immediately after engine start. Look over the port and starboard sides to confirm that water coolant exhaust is operating. If not, then immediately shutdown.
6. Start the port engine first. The port engine alternator charges the port engine battery, the starboard engine battery and the generator battery. The starboard engine alternator charges the starboard engine battery and the house batteries, (6).

ENGINE SHUTDOWN

Turn off the engines, with the engine keys by fully turning the keys counter clockwise. Following engine shutdown, turn the engine keys briefly to clockwise and then back counterclockwise to cause the engines RPM to indicate zero at complete shutdown.

GETTING UNDERWAY

DISCONNECT the shore power cord (see 110-Volt page). Close the portholes, windows, and forward hatch. Turn on your VHF and electronics. Assign crew members their various positions. Once outside the marina, out of the way of traffic and a safe distance from navigation hazards, idle the engine while crew brings in fenders and lines.

PLEASE KEEP THE AFT DOOR CLOSED WHILE RUNNING THE ENGINE TO KEEP FUMES FROM ENTERING THE VESSEL!

ELECTRICAL SYSTEM

Reveille has a straightforward electrical power system. The electrical system is divided into two subsystems: 110-volt AC and 12-volt DC. The 110-volt system consists of two legs of 110 volts. Reveille does not have 220-volt power. Reveille will operate on 30-amp shore power. However, if you are simultaneously using the washer/dryer, toaster, hairdryer, stove top or other power drain items then 50-amp shore power is preferred. There is a splitter in the lazarette to connect two 30-amp shore power plugs into the 50-amp power cord which should give you 50 amps of service. There is a 50 amp to 30-amp pigtail in the red storage box in the lazarette and there are two 30-amp power cords in the lazarette.

The electrical panel on Reveille is very straight forward. The electrical panel is divided into the DC side or batteries and the AC side which is shore power or generator power. Reveille does not have 220-volt power. Care should be taken not to exceed the boat's limit to provide electrical power. All breakers' switches on the electrical panel are labeled.

This vessel's electrical demand can exceed the dock's capacity to provide. When an electrical device or circuit is not needed, be sure the device is turned off.

110 VOLT SYSTEM

110 Volt electricity is used to run the TV/VCR, Stereo, Microwave, Wall Outlets, etc.

1. The 110-volt system breakers are on the right-hand side of the electrical panel
2. 110-volt power can be obtained from three sources:
 - a. Shore power
 - b. Generator
 - c. Inverter

SHORE POWER

A 50 Amp shore power cord is mounted on the starboard side railing. This cord will enable you to easily connect to 50-amp shore power when your connection is off of the bow or off the stern. Just plug in this cord into the 50-amp receptacle on the stern starboard side and then take another 50-amp cord located in the lazarette or cockpit to the bow, connect it and then to the shore power.

Also onboard are:

- (1) 50 amp to 30-amp pigtail adapter
- (1) 30 amp, 25' cord, two
- (1) adapter for a 50 amp to 2- 30-amp connectors, (splitter)

NOTE: When connected to shore power, priority should always be given to the battery charger breaker that charges all batteries from and thru the inverter. Always turn on it on.

Be certain to check thru Line 1 and Line 2 on the AC panel for voltage and amperage on both lines. Some marinas can experience poor shore power facilities. If the salon, galley, staterooms and pilothouse plugs are off, then the line voltage and subsequent amperage on Line 1 is insufficient. The quick fix is to flip the breakers, tighten your connections or shut off the shore power and then change.

GENERATOR

When shore power is unavailable, the generator can provide ample 110-volt power.

1. Turn off the shore breaker, located on the bottom of the 110-volt panel.
2. Press and briefly hold the generator start toggle switch to start the generator. Once the generator starts, the toggle start toggle switch will flip to the center position.
3. Turn the main generator breaker on.
4. Switch on the desired breakers for 110-volt service from the generator.
5. To turn off generator, turn off main generator breaker and push toggle switch.

NOTE OF CAUTION: The main generator breaker must always be off before the generator is started or stopped. A mechanical lock on the electrical panel will allow only generator power or shore power.

INVERTER

The inverter is truly automatic and you should not find it necessary to adjust any of its settings. The best thing is leave it alone unless there is an issue. If so, then please take a picture of it and forward to AYC for a discussion.

110-volt power can be provided by the inverter, which uses 12-volt battery power to make 110-volt AC power. 110-volt power is very limited with the inverter because it comes from a limited source (the house batteries). You cannot run, on the inverter, heaters, microwave, hair dryers, TV/VCR, etc. at the same time or for any length of time. It will drain the batteries.

The inverter's best use is to provide low wattage, or intermittent 110-volt power during an evening at anchor to save the generator from constant short start-ups and shut downs.

When the boat is on shore power or has the generator running, the inverter also becomes a battery charger for the house batteries.

The remote switch and indicator panel for the inverter is located on the starboard side of the salon as you go up into the pilothouse. When there is no shore power or generator power, then turn off 110-volt power sources which are not needed. This should be done at night while at anchor, etc. When using the inverter alone for 110-volt power, it is a good idea to make sure the battery charger breaker is off on the 110-volt panel.

12 VOLT SYSTEM

The 12-volt system runs the electrical systems necessary to operate the vessel; bilge pumps, electric toilets, navigation lights, water pumps, house lights, electronics, etc.

The 12-volt circuit breakers are located on the left-hand half of the electrical panel console. Use only the circuits needed while keeping the others off. There are enough lights and other 12-volt devices to drain the house batteries of power if they were all left on during a long evening when not connected to shore power of the generator.

BATTERY SWITCHES

The battery switch box is in the engine room, port side above the house and generator batteries. Leave these switches on. Each switch is marked as to which battery bank it corresponds to. The crossover switch is used to jump the engine starting batteries with the house battery. Leave this switch off unless the starting batteries have insufficient power to crank the engines. The simplest thing is to just leave all of this alone unless there is a real problem and then it might be best to photograph contact AYC for discussion.

EXTREMELY IMPORTANT: Make sure the inverter switch and battery charger breakers are off before crossover switch is turned on. If both are on when crossover switch is turned on, it will destroy the inverter.

FRESH WATER SYSTEM

The quality of fresh water at remote island outposts can vary considerably, depending on the island and time of year. Please monitor the quality of the island water so to avoid refilling with brackish or silty water.

Reveille has a lot of water carrying ability. Reveille has the factory installed water tank, 180 gallons and two additional aux water tanks, 180 gallons for your trips. Reveille has a fresh water filtration system. It is located below the galley with additional filters. **However, we recommend that you purchase your potable water for drinking water**

Reveille will be full of water for your charter. Water valves for the main tank and the two auxiliary tanks are in the lazarette at the bottom of the lazarette ladder. To fill Reveille with water, go to either water port on starboard or port and insert the water hose into the water filler port. Allow the water to fill slowly. The water will first fill the main tank which is the lowest and thence fill the two auxiliary tanks. When full, water will run out the over fill port.

The water gauge on the panel in the pilothouse reads the water remaining in the main tank. When it reads one-half you will be down to 90 gallons of the total. The water & waste tank gauges are on the electronics breaker.

Don't put water into the diesel tanks or the waste water tank.

FRESH WATER PUMPS

Reveille has two fresh water pumps. A belt and suspenders! They are pumps A and B. They are labeled on the electrical panel and in the engine room, starboard side and just forward of the starboard engine. Pump B is the one turned on. To change pumps, one needs to first turn off both pumps on the electrical panel, then in the engine room, move the valve between the two pumps to the pump selected and thence turn it on the electrical panel. There is an accumulator or compression tank for the fresh water on pump B. The pumps activate upon water demand. It is a good idea to cruise, sleep or go ashore with the water pump off. You will hear the water/pressure pump come on periodically for the fresh water pressure. The water pump sometimes will run for a period of time after say two showers have used the hot water. If it runs excessively, turn off pump B and let it rest for a while and the re start. Pump A is water on demand, or no accumulator tank.

ELECTRIC WATER HEATER

The electric water heater, of 20 gallons, runs off the 110-volt system. It should be used only on shore power or with the generator operation. The circuit breaker is on the 110-volt panel. **EXTREMELY IMPORTANT: Do not use the electric water heater if the water tanks are very low or if they run dry. The electric element may burn up if the tank has no water.**

SANITATION SYSTEM

Reveille has two heads, each with electric vacuum toilets. These electric vacuum toilets have macerators to “grind” the wastes and thence vacuum pump the waste into the holding tank. The water supply for the toilets is fresh water. There is one holding tank. The only water going into the holding tank is toilet water. All other water sources are pumped or gravity flow, overboard.

ELECTRIC TOILETS

It is critical that every member of the crew be informed regarding the proper use of marine toilets. NEVER dispose of paper towels, tampons, Kleenex, sanitary napkins, household toilet tissue, undigested food, etc., in the marine toilets. In the event of seasickness, DO NOT USE THE MARINE TOILETS. The valves, openings, and pumps are small and will clog very easily. A clogged toilet can be very expensive to repair, leave a huge mess, and potentially ruin a vacation.

To operate the electric toilets, make sure the breakers are on at the 12-volt panel. Depress button: water should appear in the bowl within 1 to 4 seconds. Use the toilet. Hold button in long enough to flush bowl and evacuate waste. (Approximately 3 to 8 seconds), then fill the toilet with a little water for the next use. Keep the lid down on the toilet. Add chemical as needed to the holding tank.

HOLDING TANK

The holding tank is located under the floor at the base of the bed in the forward stateroom. It has a capacity of 70 gallons.

IMPORTANT: You must be mindful of the extent of your crew’s use of the holding tank. Both toilets flush directly into the holding tank. The waste level indicator for the holding tank is on the panel at the helm in the pilothouse. The only wastewater going into the holding tank is the water from the toilets

NEVER overfill the holding tank. It is possible to break a hose, clog a vent, or burst the tank if it is used when it is full. The result is an indescribable catastrophic and a costly repair bill.

Discharge of the the holding tank is done one of two ways. There is a deck pump-out on the starboard side, for use with marina pump out stations. The contents of the holding tank can also be pumped overboard with the macerator in appropriate areas. (SOME CANADA LOCATIONS ONLY).

MACERATOR

It is very important to understand the macerator operation. Brief the waste tank macerator operation with your AYC fleet captain prior to shoving off.

1. The macerator seacock is located under the forward stateroom floor and is open.
2. Turn on the macerator pump on 12-volt panel. There is a guard on that switch.
3. When the tank is empty, discontinue operations. The macerator tank level indicator lives a "pretty rough environment" The constant accuracy of the gauge is questionable. A good rule of thumb is to pump out or discharge, as noted, after three days of use by four souls.
4. NEVER run the macerator for lengthy periods or when holding tank is empty so to prevent pump burnout. Five minutes of pumping out with the macerator will usually empty the tank. The discharge for the macerator is on the starboard side, under the water line and just below the starboard side pilothouse door. When stopped in calm quiet conditions you will hear it chirping when it is on.

DISCHARGING THE HOLDING TANK OVERBOARD IS NOT PERMITTED IN ANY U.S.A. WATERS. YOU ARE PERMITTED TO DISCHARGE OVERBOARD IN CANADIAN WATERS, BUT NOT IN HARBORS OR MARINAS IN CANADA.

WINDLASS AND DAVIT

The anchor windlass and davit motors use a large amount of electrical power. You will need to have main engines running or 50-amp shore power or generator when operating the windlass or davit. When the dinghy davit is used at anchor, use generator power or engine power. The ships batteries are not enough power for the windlass or the davit. The breakers for the windlass and davit are in the electrical panel bottom left. Keep the main power to the anchor windlass and davit off when not in use. These breakers will trip often. Simply reset and continue.

WINDLASS

1. Turn on the windlass breaker.
2. Always use proper anchoring procedures when anchoring.
3. Bring boat to complete stop before setting anchor.
4. Pay out enough scope before setting anchor.
5. Monitor vessel's position periodically while setting anchor to see that anchor remains solid. This is important if it becomes windy or if there is a current.
6. Always start main engines before you begin to weigh anchor.
7. Care should be taken that the anchor does not swing into bow and that the shank is guided over pulpit rollers.
8. When finished with windlass, turn off breaker at panel.
****NOTE: When recovering MORE THAN 150' of chain, ALWAYS HAVE SOMEONE AT THE RODE LOCKER (V-BERTH) to push the chain pile over so it will not jam the winch.**
9. There is a fresh water pump water faucet at the windlass. Wash down the anchor and all chain before storing into the anchor locker. If you do not, then it will really smell in the staterooms. You may need to run fresh water over the chain in the chain locker. If so, then use the water hose provided. The chain locker gravity drains the water.
10. The anchor chain is painted in red & white markings, every 25 feet.

DAVIT SYSTEM:

1. Locate davit remote in cabinet to the left of the electrical panel and plug into the davit outlet on flybridge.
2. Make sure dinghy bridle is securely fastened to dingy. **Make certain that the drain plugs in the dinghy are in tight and closed.** Remove tie downs for the dinghy
3. Operate davit with the remote. BE SURE to check the cable to make sure that it is feeding from the bottom of the drum, that it is not frayed, and that it is in the groove on the roller in the nose.
4. IMPORTANT: It is best to use two people to lower dinghy, one person on fly-bridge and one ready to move along port side to guide dinghy safely past salon windows into the water.
5. Be sure to have a line on the dinghy. There are water ski type of life jackets under the flybridge seats, Life jackets for all persons in the dinghy are a good idea.
6. Detach davits from tie down and attach to lifting harness of dinghy. Using the remote control, lift the dinghy clear of the deck and high enough to clear the railing. Remember to lift straight up, do not pull sideways. **It swings real fast.** Keep it from swinging by holding the line on the davit.

TO LIFT THE DINGHY:

8. Align the dinghy on the port side, with bow to match Reveille's bow. Using a line attached to the bow or stern of the tender, swing the tender to the launching position. Pulling the tender into position will automatically swing the davit around. Do not use the davit to swing the load. It is easier to use the load to swing the davit.
9. When the tender is in the launching position, stabilize it, then use the remote to control to set it
10. When the winch is in operation, you may hear a loud "thump". This is the cable ending one layer on the drum and rolling off itself to start a new layer.
11. Secure the tender to the yacht then have someone board the dinghy and connect the harness Be sure to always keep the tension on the cable. Lifting the weight can allow the cable to go slack on the winch drum.
12. Use remote control to reel in the cable and do not stop when lifting.
13. Swing the davit back toward its stowed position and reattach it to it tie down with dinghy outboard engine on the starboard side of Reveille.
14. Unplug the remote control and replace the plug cover.
15. Turn power to the system off until ready to use again.

DINGHY USE

The dinghy key is in the cabinet starboard side forward of the electrical panel, starboard side.

1. Turn on the battery switch on the helm. Turn battery switch off when leaving the dinghy.
2. The outboard for the dinghy is fuel injected and typically will not require a priming. It is a four-cycle engine. The fuel should be ethanol free and the fuel tank is built into the dinghy. Upon adding ethanol fuel into the tank always add some fuel stabilizer. Make sure it is in neutral when starting. The dinghy fuel tank is 7 gallons. The fuel gauge in the dinghy does not indicate, it seems, until the 7-gallon dinghy fuel tank is about one half full. There are two gasoline tanks for additional dinghy fuel in the dinghy.
3. The dinghy has a depth finder and a VHF. The antenna for the VHF is in the stow box next to the helm. The dinghy has an automatic bilge in any battery condition on or off. There is also a bilge switch on the panel. Please place the slip cover on the dinghy helm when not in use to protect the helm.

ELECTRONICS

USE OF AUTOPILOT

Instructions for use are in the “Accessories Manuals”, stored in the forward stateroom. There is the main unit located in the pilothouse and a remote plug-in unit located on the fly bridge.

As owner of Reveille and a commercial aircraft pilot, I do not recommend using autopilots on pleasure boats

HOWEVER: IF THE AUTOPILOT IS ENGAGED, A HELMSMAN SHOULD NEVER LEAVE THE HELMSTATION! WHEN THE BOAT IS UNDERWAY, VIGILANCE MUST BE MAINTAINED! A collision with floating debris can cause severe damage to the boat’s props, shafts and rudders as well as the hull.

USE OF GPS CHART PLOTTERS

Reveille has two independent GPS navigation systems. One navigation system is on the flybridge. It is a 12 inch i pad hard mounted and hard wired in a Ram frame with the Navionics app on it. This i pad is for GPS use only. It does not have a phone number and it will not connect to an internet

The other navigation systems are the Simrad chart plotters in the pilothouse and flybridge. They are AIS in and out. The pilot house chart plotter has radar and sonar. There is a Raymarine depth finder on the panel in the pilothouse. The flybridge chart plotter powers the depth finder. So, it must be turned on for depth indication of both chart plotters.

The chart plotter in the pilothouse is a Simrad EVO 2. The chart plotter on the flybridge next to the i pad is a Simrad GO 9. All of Reveille’s GPS navigation devices (chart plotters) are touch screen and operate very much like an i pad. They are very intuitive. Handbooks for all devices are in the operations manuals located in the forward stateroom cabinet on the starboard side. It is best to review the use of these GPS navigation devices prior to shoving off. There are some very good internet sources for instructions and videos on U Tube on how to use these GPS devices. We suggest to look at some of those before your charter

The GPS is considered a navigational aid. Feel free to use it but do not rely on it. The compass, charts, dividers, etc., are considered navigational tools. You must be continuously aware of your appropriate position, depth, course, and speed using the navigational tools. Electrical problems can render electronic navigational aids unreliable or inoperable. Never set any portable electronic items such as radios near the magnetic compass. Paper charts are fool proof. The requisite paper charts are at the pilot house helm and stored under the pilot house seats.

On board personal i pads for navigation are recommended.

CAUTION: When at the helm, and cruising, it is easy to forget to look up often from the GPS screen. As a result, you may run into logs, driftwood, kelp, or shrimp and crab traps. Ask your crew to help provide lookout while cruising anytime, but especially now! Hiring a diver to pull kelp off your prop, or assessing damage because you hit a log or have a crab trap line wrapped around the driveshaft is not vacation time! A haul-out plus damages, is not fun.

RADAR

Instructions for the use of the Simrad MARINE RADAR are in the Simrad manual in the Reveille's Operations Manuals (located in the V-berth stateroom). U Tube for the Simrad EVO 2 is very good source to review.

VHF RADIOS

Instructions for use of the VHF RADIOS are in the "Operations Manual" stowed in the V-berth stateroom. It is recommended to use the low power transmission when hailing or communicating with ports. Use proper radio terminology and be brief. Tips for that are in Waggoner Manual.

ENTERTAINMENT

SATELLITE TV AND RADIO

Instructions are on a laminated "cheat sheet" stowed above the TV and entertainment center. The television is direct TV. On the right side of the TV, Open the door to the electronics. To turn on the Satellite, push in the round knob on the narrow box. (On the left side of the box) It may take 10 minutes for the Satellite to finish start up.

BE SURE THE SATELLITE IS OFF DURING CRUISING. Press the round button once again to turn the Satellite off.

The Harmony Remote will then run the direct TV, XM/Sirius radio and blue ray. Press the rectangle and the Direct TV will come on. If the sound or the picture, does not appear, on the Harmony remote there is a help for assistance. Inside the clear box, it will ask you what is wrong, tap on the correct answer and it will also ask you, if that fixed the problem. NO" then tap NO and it will try again. Continue with question and answers until it is fixed.

XM/Sirius Radio: When ready to listen to music, on the Harmony remote, tap the music symbol. The TV will go off and the music will begin. Any problems?? Go the help on the Harmony remote and it will help you fix the problem.

The sound board is on top of the TV. You can adjust the volume of all the speakers through out the boat by turning those knobs. Enjoy!!!!

**May take 10 minutes to link up to the Satellite. Further instructions are in the Operations Manuals

HVAC SYSTEM

PLEASE ALSO REVIEW THE HVAC SYSTEMS SUPPLEMENT IN THIS GREY BOOK

WEBASTO DIESEL HEATER:

The Webasto heater is a diesel fired heater. The Webasto heater main switch is in the salon on the starboard side at the stairs going to the pilothouse. The down switch is for engine heat to the cabin while cruising. The up switch is for cabin heat when the engine is not running. The red light will come on in either mode. Select the temperature you desire on the wall thermostats. Upon start-up, the heater will take a few moments to develop heat. You will see smoke from the webasto startup. The webasto water discharge is on the starboard side.

To operate: turn on as described above. Then turn on the two breakers on the 110-volt panel which are labeled as diesel heat. These two breakers control the two units in the staterooms. These two stateroom units are supplemental fan units to further carry the Webasto heat to the staterooms. You must turn these on to get heat into the staterooms. Each stateroom has a thermostat for the temperature you desire.

To shut down: turn off at the Webasto heater main switch (as described above). Then allow about 20 minutes for the two stateroom units, as described above, to cool down before turning them off. Please follow this procedure for the cool down. Failure to do so may result in a very expensive repair.

REVERSE CYCLE HVAC UNITS

There are four HVAC units for air conditioning or heat on Reveille. These can only be used on shore power or with the generator running because they draw a significant amount of AC power. The units control panels are located in the salon next to the refrigerator, in the pilothouse by the helm, and one in each stateroom. Each unit will deliver heat or air conditioning. Each of these units are a stand-alone compressor, evaporator, condenser and blower fan for air conditioning or heat. They are very much like a residential heat pump unit. The heat is provided by the heat from the compressor. The air conditioning is provided by the compressor, et al, and it uses freon or just like a residential unit.

To operate: First turn on the AC Pump on the breaker. The AC pump must be turned on. This is extremely important. Failure to do so will damage the system and is very expensive to repair.

Confirm that the AC Pump is operating by observing the circulating cooling sea water discharging from the port and starboard side, following the tuning on of a unit.

Then turn on the unit you desire at the unit and its associated breaker switch. Select the temperature you desire by pushing the red button for heat or the blue button for air conditioning.

To turn off: First turn off each unit at the unit and then on its breaker. Then also turn off the breakers for the two stateroom units. Then please allow about 10 minutes for cool down before turning off the AC Pump.

THE AC PUMP MUST BE ON FOR OPERATIONS FOR HEAT OR AIR CONDITIONING. FAILURE TO DO SO MAY DAMAGE THE UNIT.

MISCELLANEOUS

BBQ GRILL

The propane valve and tank refills for the Grill are in the cabinet below the stern mounted Grill. The spare gasoline tank for the dinghy is in the dinghy helm cabinet. Keep the propane and gasoline tank outside in these locations

LAZARETTE LOCK

Reveille has a lock for the lazarette hatch in the cockpit. The latch is opened and closed with a push/ pull opener, which is located under the galley sink on the left side and is placarded on the cabinet door. You must open the latch to access the lazarette from the cockpit hatch. Please keep this latch in the locked position when you leave the boat.

WASHER/DRYER

The washer and dryer are “typical residential units” and very easy to use and will allow you to wash and dry on board and not have to use shore facilities. Instructions for operation of the washer and dryer are in the “Operations Manual”. Use the liquid laundry detergent provided which is under the master bath sink cabinet. There is a light above the washer for convenience. When one opens the lid of the washing machine, lift the lid UP to the Velcro patch and that will hold the lid UP so you can maneuver clothes in and out of the tub.

Check to be sure the Washer breaker and the Dryer breaker are in the on position. Best to run either the washer or the dryer one at a time.

Before you turn the on the washing machine, check the water level gauge on the helm. Be sure there is plenty of water in the tanks.

Please clean the filter that is in the back of the dryer drum on the right for lint. Pull it out with 2 fingers, clean and then replace it in the back of the drum.

FREEZER

Reveille has a small freezer located below the galley. It runs on 110 power. The breaker for it is also the breaker for the dryer. Make sure that breaker is left on. The freezer will run on shore power, the inverter or the generator. The freezer breaker is on the dryer breaker.

GENERAL VESSEL OPERATON:

Always operate the vessel from the helm station that provides enough visibility given your course, depth, speed and sea conditions. It is best to center the wheel (gauge on lower helm) and use only the engines to maneuver the boat backwards or at very low speeds. Make certain throttles and engines are at idle whenever you shift in or out of gears. Failure to do so can result in transmission damage.

When planning a day's passage, it is good to have an alternative plan in the event of inclement weather, crew preference, etc.

It is a good idea to refuel before the tanks reach 1/4 full. One reason is so that you are not searching for fuel with dangerously low tanks. Another reason is to prevent any sediment that may be in the fuel tanks from entering fuel lines and prematurely clogging the fuel filters. Fuel capacity is 600 US gallons. Do not run out of fuel with a diesel engine.

SAFETY

Safety equipment and their locations are listed on the inventory sheet located in the gray binder on board.

LED flashlights are in abundant aboard Reveille.

FIRE FIGHTING

Reveille has several fire extinguishers. They are all placarded. They are in the cockpit below the grill, in the salon by the icemaker, in the galley under the sink, in the closet in the hallway going to the staterooms and in each stateroom.

There is an emergency halon fire pull extinguisher for an engine room fire only on the helm in the pilothouse. **This is to be used in an emergency.** Please review this unit with your AYC Captain before shoving off. Reveille has several batteries powered fire/smoke alarms. One in the engine room, one above the electrical panel, one on the furr down in the galley and one in each stateroom. Batteries for these are in the starboard side cabinet forward of the icemaker

CHECK IN

First, call AYC and advise them when you expect to be back into slip A-24 at Anacortes Marina. Then an AYC check in Captain will meet you upon your arrival at Slip A-24.

It is very important that you completely brief the AYC check in Captain of any and all discrepancies which you found on Reveille. You purchased insurance for your charter and with some exceptions, any damage which you caused or anything which you may have lost is covered by your purchased insurance.

SO, PLEASE, PLEASE, PLEASE ADVISE THE AYC CHECK IN CAPTAIN OF EVERYTHING. DOING SO REALLY HELPS ALL OF US.

Think of this as preparing the boat for the next skipper, which you are! Think of this as your home, and our home!

1. Leave yourself one to two hours to unload and clean up Reveille.
2. There is a vacuum sweeper in the hall closet Dust bags are in the galley, if needed.
Vacuum all carpets and shake the throw rugs.
3. One of the most important rooms to clean well are the bathrooms. Please tidy up. Do not leave a dirty bathroom.
4. Please cover both helms to keep sunlight off the dashboard, instrumentation and compasses.
5. Make certain every utensil, pans, china, plates, cups, etc. are clean and put away in the proper locations. Clean sinks and run fresh water through the garbage disposal.
6. Covers for the flybridge seats and the flybridge instrument are under the seat cushions. Please cover the instrumentation, even during your trip when at anchor, or in the marina to protect from hot sunshine. Please leave everything covered when you leave from your vacation, and then close the blinds.
7. The cover for the front windscreen at the pilothouse is stored under the galley. Please put it ON to keep out the harsh sunlight.
8. Remove your garbage, stack all linens and laundry on the beds, remove all your personal items, foods and alcohol.

THANK YOU

WE TRUST THAT YOU WILL HAVE A WONDERFUL TRIP

REVEILLE

Owner NOTES

MISCELLANEOUS THINGS AND TIPS

The showers in the hall bath drain very slowly (gets your feet clean). So, give it some time to drain. You will hear the shower pump coming on. It is located under the deck in the master stateroom and next to the mid-ship bilge pump. The shower pump has been cleaned, so it will pump out. CLR is a surfactant and one can put some of it in the shower. CLR will cut the possible collective soap scum. Look in the lazarette storage for the CLR.

Reveille has two bilge pumps in the stern. However, the two bilge pumps are mounted such that some water is always prevalent in the stern. There seems to be a small fresh water leak from the washing machine drain and it will occasionally drain to the bilge pumps. Thence the bilge pumps will come on and the red light on the panels of the pilothouse and flybridge. Not pleasant to see. So, if you wish, prior to a departure, use the West Marine hand blue pump stored in the lazarette with a bucket and simply hand pump out this residual water, for a little piece of mind. Or, turn on the bilge pump on the panel.

The water pump will sometimes seem to run for quite after a while after a shower because it is pumping to refill the hot water tank. If it seems to run too much, simply turn it off on the panel, let it cool down and then restart.

The valve for the overboard waste water discharge is open. Please refer to the Grey Book for instructions on pumping out the waste water tank.

The port engine fuel gauge indicates not full after filling the port engine tank with diesel.

Tip of the day:

Boat bathrooms just seem to constantly have an odor. Get some Listerine and splash/ dash it around the sink or soap holder and it will really take away the smell with a very nice aroma. Much better than any of those aerosol sprays.

THE STORY OF REVEILLE

Reveille is known as the First Lady of Aggieland and is the Texas A&M official mascot.

There are many stories as to how the first Reveille came to campus, but the most widely accepted tale has it that Reveille first made her appearance in January 1931. While driving on their way back to campus from nearby Navasota, a group of cadets hit a small black and white dog. They picked up the dog and brought her back to their dorm room to care for her, but since pets were not permitted on campus, the dog was carefully hidden. But the injured pup quickly blew her cover the next morning when Reveille was blown by the bugler to wake up the cadets. The dog went wild and barking and earning the name Reveille, as we know her today.

During the following football season, Reveille I was officially named the mascot of Texas A&M when she led the band onto Kyle Field. Reveille, I died on January 18, 1944 after 13 years as the mascot. She was given a formal military funeral at Kyle Field including a 21- gun salute. All the deceased Reveilles to current day are given the same military honor, and are buried outside the North end of Kyle Field where they have a special scoreboard so that they can always watch the Aggies outscore their opponents.

Before naming Reveille II, there were several other unofficial mascots, such as Tripod, Spot and Ranger. Reveille II a Shetland Sheepdog was donated by a former student and graduate. She made her appearance on campus 8 years after Reveille I passed away. Reveille III was the first full-blood Rough Collie and every Reveille since then has from that breed. The most current Reveille was introduced in May 2021.

Originally Reveille was given free reign of the campus. However, since 1960 she has been cared for by a Mascot Corporal, a sophomore cadet in Company E-2. The Mascot Corporal is chosen each spring and Reveille lives with him within his unit, Company E-2 for the year. Reveille goes to class with the Mascot Corporal, out on dates and goes home with him for holidays or days off. Reveille never leaves the side of the Mascot Corporal. He in turn escorts her to all of her functions and Aggie engagements.

Miss Rev as she is affectionally known on campus is the highest-ranking member in the Corps of Cadets and wears five silver diamonds (the Corps Commander has four diamonds). If Miss Rev falls asleep in a cadet bed, then the cadet must find somewhere else to sleep since she outranks all cadets. Tradition also dictates that if Reveille is in class and barks then the professor should end class because Miss Rev is bored.