

Namadgi-3 has a Volvo D275F 75hp turbo diesel engine with a powerful 4 blade folding propeller.

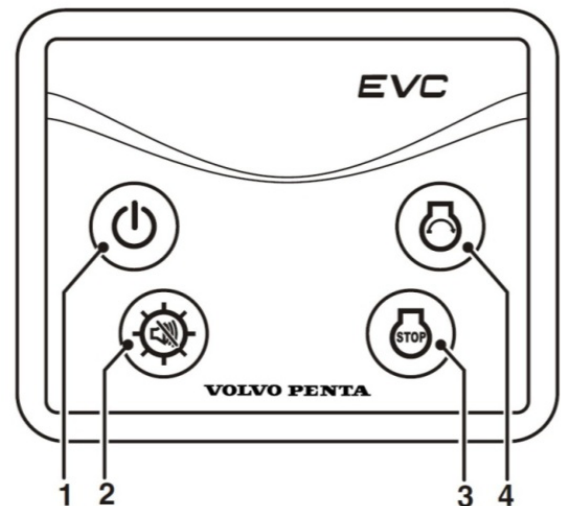
#### Preparing the diesel for running

- Turn on the red isolator switch labeled Engine at the base of the stairs - see photo at right.
- Open the engine compartment and visually check the engine for loose belts and any signs of water, fuel or oil leaks.
- Check the engine oil level. Fill if necessary.
- Check the engine coolant level. Fill if necessary.
- Check the cooling water skimmer filter on the aft wall of the engine bay. Clean if necessary.
- Check the fuel supply cock is open in Starboard aft cabin.
- Check the seawater cooling inlet seacock is already open. It is located Port side of the saildrive leg behind the engine and should always be Open.



#### To start the diesel

- Check no swimmers are near the yacht and no ropes near the propeller.
- Move the engine control lever to the neutral position.
- On the Cockpit motor control panel press the top left button 1 to energise the controller panel. You should see "Volvo Penta" in the LCD display panel
- Wait until it does a self check and beeps twice.
- Press the top right button 4 to start the motor
- Check for cooling water flow from the outlet under the starboard quarter. If no flow after 15 seconds stop the engine and investigate.
- Allow the engine to warm up for 15-20 seconds then increase the revs to 1500RPM in neutral for a few minutes before driving the boat.
- To increase the revs in neutral, press the black centre of the throttle/gear lever in while pushing the throttle gently forward. If you can see prop wash from under the transom you are still in gear.
- **Do not** allow the motor to idle for long periods.
- Button 2 adjusts the screen brightness.



#### Flat starter battery

If the starter battery is flat or doesn't have enough charge to start the Volvo use the emergency parallel switch in the engine bay to link the house batteries to the starter. Remember to turn it off when finished.

#### To stop the diesel

- On the Cockpit motor control panel press and hold the bottom right button 3 to stop the motor



- Turn off the top left button 1 when the motor stops. LED display panel will shut down indicating power is off.
- When sailing with the motor off, click the gear shift into reverse to feather the propeller and stop it rotating. But be careful when restarting the engine!
- If closing up the boat: Turn off the red engine isolator switch.
- If closing up the boat: Leave the fuel tap open.
- If closing up the boat: Leave the cooling water seacock open.
- If closing up the boat: Record the engine hours on the LCD display on the tachometer.

#### **Emergency stop**

- To manually stop the motor if the cockpit engine control panel is not working, use the manual stop lever on the engine shown in photo at right. Push and hold lever aft to stop.



#### **Notes and Capacities**

- Diesel fuel capacity 210 Litres
- Alternator generates 110 Amp effective when re-charging the batteries at 1500RPM.
- Recommended cruising engine speed is 2250 RPM.
- The propeller rotates anti-clockwise from the perspective of a person facing forwards in the boat. You might notice a small amount of prop walk to starboard in reverse gear.
- It is not necessary to check the saildrive oil every day. The risk of cross threading the dipstick is high. The saildrive oil only needs to be checked about once every 6 weeks.
- To recharge the batteries when stationary run the engine in neutral at 1500RPM not idling.

Updated Volvo D2-75F engine information was provided in 2017 for this SOP from Shane Douglas Marine.