

# SUPERIOR CHARTERS, INC. - *Notes from the Charter Master*

**VESSEL SYSTEMS** (If you are unfamiliar with the use of a particular system, please ask before using.)

1. **VHF RADIO** The VHF is an informational instrument and should be used in a seaman-like manner. Channel 16 is a hailing and emergency frequency only. After making contact, switch your conversation to another frequency - 68 or 69. All contacts should be brief; lengthy and/or frequent contacts should be avoided. The Coast Guard monitors channel 16.
2. **WEATHER INFORMATION** Weather information can be obtained on your VHF two ways:
  - 24 hour, continuous weather can be received on 7 or 07 or WX. Adjusting the squelch can aid reception. It is received with difficulty in harbor and at certain spots in the islands.
  - The Coast Guard broadcasts weather at 7:05 am & p.m. After an announcement on 16, switch to 22A. Severe weather warnings are also broadcast on 16.
3. **ALCOHOL STOVES** Do not light an alcohol stove before receiving instruction. Alcohol fires are best extinguished by water.
4. **HEADS** Head valves must always be in the dry position. Use a cup with water if any rinsing is required. Anything not eaten should not be put in the head (marine toilet). It is a good idea to use the on-land heads when in the marina or at docks to conserve on holding tank space. Chase boat runs to fix or unplug a head will be charged to the charter skipper.
5. **RECYCLING GARBAGE** Please put all recyclables together in a "Recycling Bag" onboard the vessel, keeping them completely separate from rubbish. Upon returning to harbor, place in the appropriate container.
6. **DODGERS** Do not attempt to remove or lower the dodger. Only use the zippered windows to create ventilation.
7. **SHORE POWER CORDS** Please take your shore power cord with you when you leave harbor.
8. **GRILLS** Do not leave the propane regulator or bottle hanging on the grill. They tend to fall off.
9. **REFRIGERATORS** should be used only at dockside. Use ice while sailing in the islands.

## **BOAT HANDLING**

1. **MAXIMUM RPMs** While under power, vessels should not be accelerated more than 1800 - 2200 rpm's.
2. **DOCKING MOTTO** Enter the slip as if there is no reverse. Always have a beam line affixed midship when entering a slip! A total of five dock lines should be rigged prior to entering the slip. Fenders should sit 2" - 4" above the water.
3. **DINGHY PAINTER** Appoint one of your crew to be a dinghy-painter person while maneuvering under power. Keep the painter out of the prop. If it becomes entangled, immediately shut down the engine and do not attempt to restart it. Check the stuffing box (area where the shaft runs through the hull) for excessive leaking. The force generated by a line on a prop is sufficient to displace or bend a shaft. Damage caused by a dinghy painter caught in the prop will not be covered by the Yacht Damage Waiver.
4. **REEF POINTS** Reef points on the main sail are used only to tidy excess sail after reefing. If tied too tightly, the sail may tear. They are seldom necessary on a first reef. Reef lines that run through the boom must remain led through the boom. Removal of reef lines through the boom will be repaired at Charterer's expense.
5. **FURLING JIB HALYARD** Do not touch furling jib or main halyards. The tension must be exact in order for the furling mechanism to function properly. If the rope clutch securing the halyard is opened, re-tension the halyard, then close the clutch.
6. **HELM** Only the skipper approved by Superior Charters may be on the helm while maneuvering the vessel in harbor, or while docking and leaving the dock.
7. **PREVENTER**. When sailing downwind, always rig a spare line as a preventer to avoid accidental jibes. Damage caused by an accidental jibe will not be covered by YDW.

## IN THE ISLANDS

DUE TO LOW WATER LEVELS, DOCKING AT THE PIERS/PARK SERVICE DOCKS IN THE ISLANDS IS NOT ADVISED.

1. **DEPTH SOUNDERS** Depth sounders typically give erratic readings at depths exceeding 100'.
2. **RAFTING** of boats is not allowed. Damage to or resulting from rafting is not covered by the Yacht Damage Waiver and will be the sole responsibility of the Charterer.
3. **PROTECT YOUR BOTTOM** Due to low water levels, pay close attention to the depth. Do not attempt to sail between Manitou Island and Little Manitou, Grant's Point Buoy and Madeline Island, Sand Island and the mainland or Gull Island and Michigan Island. Directly SW of Port Superior breakwater, for a distance of approximately 100 yards, there is a sandbar of 4-6 feet depth. Damage to or resulting from grounding in any of these areas is not covered by the Yacht Damage Waiver and will be the sole responsibility of the Charterer.
4. **ANCHORING** When anchoring, the ratio of rode to depth should not be less than 7' of line per 1' of water. Raising or lowering the anchor, if done improperly, may severely damage the bow gelcoat and/or brightwork and is not covered by the Yacht Damage Waiver.
5. **DINGHIES** Do not overload the dinghies - check for capacity limits. Life jackets are required when rowing ashore, and both the Park Service and Coast Guard will enforce this policy. Keep the oars aboard the boat while towing the dinghy. If your dinghy is a SCI rented motorized dinghy, you must lift the motor when beaching. Motor damage caused by improper beaching will not be covered by the Yacht Damage Waiver. It is the responsibility of the Charterer to properly secure the dinghy to the yacht. Loss of or damage to the dinghy resulting from improperly securing the dinghy will be the sole responsibility of the Charterer and will not be covered by the Yacht Damage Waiver.
6. **WATER BALLOONS** and **UNNECESSARY FLARE** use are prohibited by law.
7. **ANCHOR LIGHTS** Anchor/masthead lights must be displayed by dusk when at anchor. Check on a regular basis to be sure it is on and functioning. If it is not, please use your auxiliary anchor light, hung from the shrouds, 6 feet off deck or boom end. Fines are regularly issued if an anchor light is not properly displayed.
8. **SPECIAL EQUIPMENT** Damage to or resulting from the use of specialized equipment including, spinnakers, spinnaker poles, and electronics is not covered by the Yacht Damage Waiver and will be the sole responsibility of the Charterer.
9. **ELECTRONICS** Do not modify settings or attempt to reprogram electronic instrumentation. Electronics are set and serviced by the boat owner. Though owners may choose to advertise their electronics, Superior Charters does not accept responsibility for their service and operation.
10. **DOCKING** Due to low water levels, docking at Park Service docks in the islands is not allowed overnight and not advised at any time. Damage to or resulting from docking or attempting to dock at the piers or Park Service docks in the Islands is not covered by the Yacht Damage Waiver and will be the sole responsibility of the Charterer.

## AT THE MARINA

1. Please park your vehicle in the upper -level lot in front of the large garage building after unloading your gear.
2. On-shore heads and showers are located on the lower level of the club house. They are open 24 hours for your use.
3. As charterers, you become guests of the Marina and are therefore subject to Marina rules. Please speak quietly after 10:00 p.m.
4. Please do not display anchor or steaming lights while in harbor. They burn out easily and are difficult to replace.

## FRIENDLY REMINDERS

**UNREPORTED** groundings, damages or losses will result in loss of charter privileges indefinitely.

**HARD SIDED COOLERS** are not allowed onboard while sailing as they scuff soles and damage interiors.

**CAMPING** on the islands is not permitted during your charter.

**KAYAKS** are not allowed to be on board or to be towed during your charter.

**PERMISSION** must be obtained from the Charter Master prior to sailing outside the islands.

**PETS** are not ever allowed on any of our charter boats, please leave them at home.

**\*\* You must be off-boarded by 4:00 pm on your final day of charter. Thank you. \*\***