

SUPERIOR CHARTERS

Notes from the Chartermaster

VESSEL SYSTEMS

- **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.
- **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.
- **BATTERY SYSTEMS** - Use of electronics, refrigeration and comfort systems cause increased battery consumption on board. It is important to consistently manage the battery levels while on charter. A rule of thumb to follow is a 1:1 ratio of motoring and sailing time daily.
- **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. The charter skipper will be charged for chase boat runs to fix or unplug a head or boats returned with plugged heads.
- **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 both in the appropriate receptacles located at each marina.
- **DODGER/BIMINI** - Do not attempt to remove the dodger or bimini canvas. Use the zippered windows to create ventilation or remove the connector piece only.
- **SHORE POWER CORDS** - Please take your shore power cord with you when you leave harbor. Keep equipment with the boat to avoid loss.
- **GRILLS** - Do not leave the propane regulator or bottle hanging on the grill. They tend to fall off. Charterers will be charged for lost parts. When in the marina, please use the grills provided at the clubhouse.
- **REFRIGERATORS** – Running a refrigerator can drain batteries quickly and should be turned on primarily when attached to shorepower. Block ice should be used while sailing in the islands to remove the dependence on refrigeration.

BOAT HANDLING

- **MAXIMUM RPMs** - While under power, vessels should not be accelerated more than 1800 - 2200 rpm's.
- **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. Unsecured dock lines can get caught in prop. Damage caused by dock lines in the prop will not be covered by the DDF. Boat should be secured appropriately once docked. Damage caused from improper cleating of dock lines or not being tied up correctly will be charged to the charterer.
- **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. Contact the Superior Charters office for instructions on how to proceed. 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 DDF.
- **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.

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- **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.
- **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. No training is allowed by anyone other than Superior Charters approved Captains or staff.
- **PREVENTER** - When sailing downwind, always rig a spare line as a preventer to avoid accidental jibes. Damage caused by an accidental jibe will be charged to the charterer.
- **DEPTH SOUNDERS** - Depth sounders typically give erratic readings at depths exceeding 100'.

IN THE ISLANDS

- **DUE TO CHANGEABLE WEATHER, DOCKING AT THE PARK SERVICE DOCKS IN THE ISLANDS IS NOT ALLOWED**
- **BOAT DISABLED** - In the event your boat becomes disabled, contact the Superior Charters office for instructions. Do not accept a tow from anyone other than Superior Charters or the U.S. Coast Guard unless directed to do so by Superior Charters' staff. Just a reminder, the purpose of the Coast Guard is to save lives, not boats or equipment. Contacting the Coast Guard for assistance is to be done only if life and limb is in danger. Towing other boats that may be disabled is also not allowed.
- **RAFTING** – The rafting of boats is not allowed. Damage to or resulting from rafting is not covered by the DDF and will be the sole responsibility of the Charterer.
- **PROTECT YOUR BOTTOM** - ALWAYS 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 area is not covered by the DDF and will be the sole responsibility of the Charterer. Any boat that has reported a grounding will be hauled at the charterer's expense in order to determine if any damage has occurred.
- **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 will be charged to the charterer. Jeanneau sailboats are designed with particularly plumb bows, which are easy to damage if not anchoring properly.
- **SECOND ANCHOR** - Do not deploy the second anchor for practice or in a typical anchoring situation. It is only for use if the primary anchor is unusable or if winds are predicated to be in excess of 45 knots.
- **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 and included equipment 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 DDF. It is the responsibility of the Charterer to properly secure the dinghy to the yacht. Loss of or damage to the dinghy will be the sole responsibility of the Charterer and will not be covered by the DDF.
- **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. Do not display anchor or steaming lights while in harbor, they burn out easily and are difficult to replace.
- **SPECIAL EQUIPMENT** - Damage to or resulting from the use of specialized equipment including, spinnakers, spinnaker poles, and electronics is not covered by the DDF and will be the sole responsibility of the Charterer.
- **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.

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- **DOCKING** - Due to changeable weather, docking at Park Service docks in the islands is not allowed 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 DDF and will be the sole responsibility of the Charterer.
- **DEVILS ISLAND** – Charterers are not permitted to anchor at any time at Devils Island. The rocky lake bottom can easily claim your boat anchor or chain. One person should be left onboard at all times when visiting Devils Island because of changeable weather.
- **NATIONAL PARK SERVICE** – For the most updated information, please check [NPS.gov/APIS](https://www.nps.gov/APIS) for island closures and special notes for visiting the Apostle Islands National Park. All park rules must be followed while chartering through Superior Charters, including the ‘Leave no trace’ principle and newer regulations that don’t permit drone use within the park boundaries.

AT PORT SUPERIOR MARINA

- Please park your vehicle in the gravel lot in the **Charter Parking Only** area after unloading your gear.
- As charterers, you become guests of the Marina and are therefore subject to Marina rules. Please speak quietly after 10:00 p.m.
- On-shore heads and showers are located in the ‘Comfort Station’ in the building to the north side of the parking lot. They are open 24 hours for your use with an access code. Clubhouse and bathrooms located in the building south of our office are for use of slip owners only.

AT PIKES BAY MARINA

- Please park your vehicle in any of the upper-level lots at Pikes after unloading your gear.
- On-shore heads and showers are located on the lower level of the club house. They are accessed using the key fob assigned to the boat. The club house requires a key fob from 5:00pm – 7:00am. You will be charged \$50 for lost key fobs. Key fobs must be returned to Superior Charters office upon completion of charter.
- As charterers, you become guests of the Marina and are therefore subject to Marina rules. Quiet time is 10:00 pm, but you are welcome to use the spacious clubhouse for your late night socializing.

FRIENDLY REMINDERS

- ☒ **Unreported groundings, damages or losses will result in loss of charter privileges indefinitely**
- ☒ **Smoking is not permitted onboard any boat**
- ☒ **Hard sided coolers are not allowed onboard any boat, as they scuff soles and damage interiors**
- ☒ **Camping on the islands is not permitted during your charter**
- ☒ **Kayaks or paddle boards are not allowed to be on board or to be towed during your charter**
- ☒ **Permission must be obtained from the Chartermaster prior to sailing outside the islands**
- ☒ **Pets are not ever allowed on any of our charter boats, please leave them at home**
- ☒ **Water balloons, fireworks and unnecessary flare use are prohibited by law**
- ☒ **Sticky yellow fly strips should never be used on board as they cause damage to interiors**
- ☒ **Fishing off boats is not permitted at any time**
- ☒ **Grilling on boats is not permitted while in the marina**