



Home Office Sales: 326 First St. Annapolis, MD 21403 [info@bayacht.com](mailto:info@bayacht.com) 410-263-2311  
Charter/Courses: 222 Severn Ave. Annapolis, MD 21403 [info@letsgocruising.com](mailto:info@letsgocruising.com) 410-263-1818

## Chartering hints and tips...

**What not to forget:** <http://www.letsgocruising.com/pergear.pdf>

## Booking your charter / Saving Money

Arrive one day before your charter starts. It is not a good idea to cast off on an unfamiliar boat in unfamiliar waters after a 10-hour trip. Plus it gives you time to provision and have a relaxed chart/boat briefing.

Take advantage of the savings and 'sleep aboard' a.k.a. '5PM early start', at a great rate. Become a club member <http://www.letsgocruising.com/loyalty.html> For a party with 2 or 4 couples, it is much cheaper than paying for 2 or 3 hotel rooms. Besides, including all the pre-charter chores, you are on your way at 10:30AM at the latest. So by paying for only an extra half-day for the sleep aboard, you gain an entire sailing day.

Charter companies offer provisioning, which, for a 6 pax/7 day charter, will exceed \$1,100 plus beverages. That's some serious grocery-shopping money. Instead, shop at the local market—info will be provided and major shopping is close by.

## Living aboard

When packing, put all your stuff on your bed. Then take half of the clothes, and put them back in the closet. Trust us, it works.

A charter is not like any other trip with friends: a boat is an enclosed environment with no possible escape. So choose your crew very carefully. No whiners or short fussed people. Choose a crew you know you are compatible with. Your crew will have to be able to take unexpected circumstances with good humor and grace.

Prepare. Work your itinerary, put the navigation together and choose nice restaurants along the way. <http://www.letsgocruising.com/chesapeake.html> Do this properly, possibly with your crew. It is an opportunity to start the fun early and assess how your crew will behave (see above).

Share the chores between crewmembers. If you don't want to hear this: "Why in hell am I doing the dishes all the time while Lori, Ms. Perfect Tan over there, does nothing all day?" Set up an informal schedule of chores (you don't need to go overboard with this, keep it fun, remember?).

Assign an undisputed skipper who will have the last word in problematic situations. A boat with two skippers is a no-no.

Save water: Rinse off the dishes in a bucket in the ocean over the boat transom, then use dish soap and quickly rinse with fresh water. If there is a salt-water pump in the galley, use it whenever fresh water is not necessary.

The sound of the boom rocking and squeaking at anchor drives you crazy? Give some slack to main sheet. Tie a line from one of the loops at the end of the boom to one of the handrails on either side of the roof. Take the slack off the



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line and off the main sheet. Your boom does not move any more and is out of the way over the companionway.

## Seamanship & Navigation

**If you're a club member <http://www.letsgocruising.com/loyalty.html> take advantage of our express check out and ask questions if you're not sure about any of the following.**

Understand/know – at the very least (Use the on-board check sheet, and ahead of time, download the operation manuals <http://www.letsgocruising.com/loyalty.html>:

- Seacocks location and operation
- Bilge pumps procedures
- Location of flares and fire extinguishers
- Windlass: electric AND manual procedures in case of power failure
- Reefing procedures
- Location of the emergency tiller
- Location of the First Aid kit (should be fully stocked)

Start the dinghy outboard (if provided) and check that it spits water. You can make do with many flaws in a dinghy, but not with a faulty engine.

For your first charter day, plan a short, easy sail. Try not to schedule a long beat segment on your first day. Give yourself and your crew time to unwind and get adjusted.

Be very careful about sunset times. The sun sets very quickly over there and you do not want to be caught sailing in the dark. a) Charter companies strictly forbid it. b) You will be really scared if you are not used to it.

To avoid writing on charts and damaging them, use small strips of yellow "Stickies" to mark positions and make notes on the chart under sail. Review your chart plotter instructions in the operations manual in advance, and practice during your night before boarding, or early the first morning—if you don't understand something, find out before you leave. Just call the office and get a check out person back 410-263-1818

*Always put safety first. When you do, you are not a party-pooper, you are a prudent mariner.*