

GENERAL CRUISE INFORMATION

Communication:

The fleet will use VHF Channel 67 as its “switch up” channel for all communications. Do not refer to the channel by number, say instead, “switch up” or “switching up”. This will keep our communications private and free of outside annoyances. Establish contact with the vessel you wish to call on Channel 9, and then say, “switch up”. Channel 67 is a low power channel. If contact cannot be made due to distance away, use Channel 69 by saying “switch up plus two”.

The Fleet Captain will plan a communication to the fleet on Channel 67 each morning immediately after colors at 0800 and each afternoon at 1700 hours. Please monitor Channel 67 at those times, as he will not call first on Channel 9. At these communications he will review plans for the day and social activities for the evening.

When the fleet is situated together in a harbor radios should be put on low power to reduce the range of our communications. This will reduce interference with other traffic and minimize objectionable situations.

Safety:

The fleet is asked to monitor Channel 9 at all times so communications within the fleet may be freely and quickly made. There may be the need for aid to be rendered or received. To that end, be aware of your fellow cruisers in order to render assistance should an emergency arise. Remember that the captain is the one responsible for the safety of his/her crew and vessel.

Fog Plan:

In the event of fog or bad weather the Cruise Committee will meet prior to 0800 to formulate recommendations to the fleet. Should we proceed in thick fog, yachts will be assigned to small groups (4 to 6 boats) with a Fog Captain. Experience has demonstrated this procedure to be very worthwhile. The Cruise Committee will assist in putting these groups together. Yachts desiring to proceed “at will” independently of the fleet are free to do so. Let the Fleet Captain or a committee member know of your desire to do so. During fog passages, low-power radio contact on Channel 9 will be maintained between the Fog Captain and his group.

Joining or Leaving the Cruise:

When joining or leaving the cruise, it is proper etiquette to “request permission” from the Fleet Captain or other group officer in charge. For safety reasons, it is imperative to advise the Cruise Committee of your presence and of your intention to part company even temporarily.

Flag Etiquette:

The United States national ensign shall be flown on each yacht from morning colors at 0800 until evening colors at sunset. When possible a cannon salute will be fired each morning at 0800 and at sunset, except on Sundays. A yacht that will be unmanned at the time of colors shall make evening colors beforehand and shall make morning colors upon becoming manned.

The club burgee should be flown from the bow staff of mastless and single-masted powerboats, at the masthead of single-masted sailboats, at the foremost masthead of vessels with two or more masts, and the main masthead of ketches and yawls.

A private signal may be displayed at the masthead of single-masted powerboats, at the aftermost mast of a vessel with two or more masts, from the radio antenna on mastless powerboats, and at the starboard spreader on single-masted sailboats.

An officer flag is flown in the place and instead of his/her private signal.

When at anchor or under way in Canadian waters the Canada national flag is flown as a courtesy at the starboard spreader of masted yachts or at the bow staff or radio antenna of mastless yachts. It should be raised and lowered each day with the United States ensign.

Social Activities:

It is our custom to gather most evenings from 1730 until 1900 for a social. These may be held ashore or aboard designated yachts. Unless otherwise indicated, these are “bring your own beverage, glass and ice” (BYOBG&I) affairs. Designated boats will provide hors d’oeuvres.

Tide Information:

The tide information in the cruise write-up, unless otherwise specified, is for the area to which the fleet is traveling and spending the night. If two or more lines of tide information are shown, there will be notations as to where they apply. Experience shows that tide predictions are approximate. No single source of information should be relied upon completely. Vigilance and prudence should govern the decisions of the skipper in utilizing this data.

Current Information:

The current information in the cruise write-up is approximate. Data is old and deemed not reliable. Collecting new data is costly, and with budget restraints, not likely to be gathered anytime soon. Old data, however, is better than none. Current predictions at best are approximate. Therefore, to make sure of getting the full advantage of a favorable current or slack water, the skipper should reach the current location at least half an hour before the predicted time.

Medical Advisory:

William H. Friedman, M.D., F.A.C.S. serves as Fleet surgeon. In this capacity he would be especially grateful to learn of any specific medical concerns or conditions of crewmembers or captains that might suggest his making additional preparation for the summer cruises. He would also appreciate knowing of all cruise participants who are physicians, nurses, or CPR qualified. Dr. Friedman will carry aboard ***Pelagos*** a cruise medical and surgical kit including antibiotics, anti-allergy meds, and common condition remedies but recommends that you bring along plenty of sun block, anti-seasickness medications plus all medications needed for pre-existing medical conditions.

Reference Publications:

Supplement the cruising particulars set forth by the Cruise Committee by referencing the following publications that contain additional information to facilitate and enhance your enjoyment of the cruise:

- A Cruising Guide to the Maine Coast – Hank & Jan Taft & Curtis Rindlaub
- A Cruising Guide to the New England Coast – Duncan, Duncan, Fenn & Fenn

Fleet Song:

“Sixteen Counties in the State” sung to “Yankee Doodle”.

Sixteen counties in the state, Cumberland and Franklin,
Piscataquis and Somerset, Arrostook, Androscoggin;
Sagadahoc and Kennebec, Lincoln, Knox and Hancock,
Waldo, Washington and York, Oxford and Penobscot!