

Sailing Vessel *Meteor* Manual



Welcome to the Meteor. I had thought to begin this manual with a short definition of terms... but if you aren't sure of words like bow or stern and can't tell the head from a halyard then please, contact me and cancel your reservation.

The day of your charter I will meet you at the dock at an agreed upon

time. We will go out to the mooring and I'll show you around... make sure you are up to speed on the things you need to know. As an experienced sailor you've seen that every boat has its quirks and though I've kept the Meteor as simple as possible, please indulge my short tour as it makes me feel so much better.

If you have chartered the *Meteor* for multiple days or have sailed on her then it may not be necessary for me to join you each time.

Coming aboard

Please make sure the lifeline is secured once your party is aboard. For everyone's safety remind your guests that the lifeline and stanchions are there to help keep your balance while moving around the boat. It is not for sitting or heavy leaning.

It is strongly suggested that you place all your gear on the V berth below so it is not underfoot while sailing. If you bring coolers the small shoulder bag type are best. While on board please wear sneakers.



The Engine (4hp Mercury)

Bear in mind that any outboard is much like a One Armed Bandit.

Every time you give a pull you pray and hope that this time...

Start the outboard with full choke and a and half throttle. It will likely sputter. Pull a second time with the choke closed and let the motor warm up at high idle. The kill switch is the red round button. Push firmly until the engine stops. Once the engine is warmed up the choke should not be necessary for the next start. The tank is supposed to be reasonably full but take a peak anyway. There is a can of spare gas in the starboard stern locker. A full tank of gas should last about 30 minutes at half throttle.

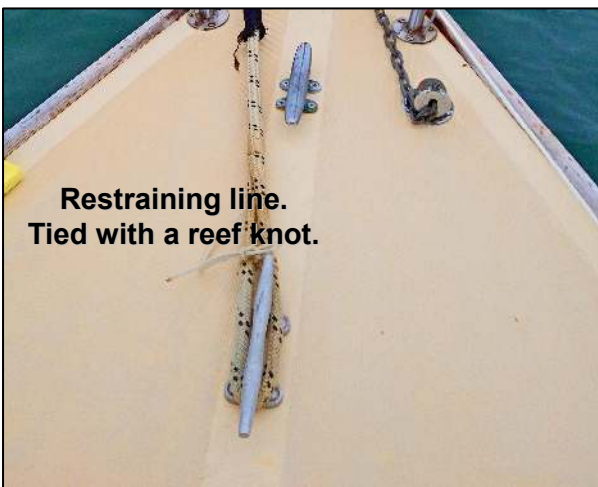
IMPORTANT: Do not steer with the outboard. Use the boat's tiller only



The Engine (3.5 Nissan)

Several Times a summer I switch to a backup engine so that the primary can be serviced. On this one the controls are a bit different but starting is basically the same as the above mentioned Mercury. The green is throttle, Yellow is choke and the red button you push firmly to stop the motor. Shifter is on the side. Forward and neutral only. No reverse.

Last note on both engines. Steer with the sloop's tiller only. Please do not try to steer with the outboard. It has been tightened in place and should be left alone.



Getting off and on the mooring...

The *Meteor* is set up with her mooring gear coming aboard over the port bow to the second cleat bow cleat. Before casting off undo the small restraining line around the mooring eye. When getting underway, place the gear as neatly as possible in the water so there is less of a chance it will become a tangled, unholy mess. Upon return please pick up the mooring on the port bow. There is a stick buoy and boathook. When the mooring eye is secured all the pickup gear should be left neatly on deck.

Sailing

Carefully you examine how the rig is set up making sure you understand where everything leads. Please, when hoisting and lowering the mainsail the boat needs to be facing into the wind. For ease of handling I've kept things as simple as possible.

The gasket for securing the mains'l is a single bungee chord. When getting ready to hoist please do not let the working end of the halyard fly aloft or you will be flogged personally by me.

The jib is on a roller furler. If you have never used one I'd be happy to show you. When putting the sail to bed make sure the jib sheets take a full turn around the sail and all lines are snug.

Navigation and weather.

Maine can be tricky. One minute there's deep water and a yard later there isn't. The *Meteor* draws 3 feet. Generally don't sail anywhere you don't see 6 feet noted on the chart. Be aware of the state of the tide and direction of the current.

Though there is a folded chart on board, it is imperative that you place a navigation app on your phone or tablet. My favorite is MX Mariner. It is simple and uses the NOAA charts. You will need to load the North East Region.

Most mornings on the bay start off fairly calm. Wind usually picks up in the afternoon as an onshore southerly breeze. The same wind peters out before sunset. Plan on being back to the mooring before then or you will run out of gas trying to get back. In short, don't get caught down wind of home.

For wind conditions I find the Vendusky app a very useful predictor along with the official marine forecast. Geographic limits of navigation are illustrated at the end of this guide.

About cell service...

In general the most reliable service is through Verizon and the companies that use Verizon towers. US Cellular is Maine based and offers a strong signal. That said, coverage starts to get poor over by North Haven and that side of the bay. Please keep this in mind.



Safety

There are five orange type 2 adult and one child's life jacket located on in a yellow bag the port quarter berth. Next to them are two adult and one child "work" vests for those who wish to wear one.

The fog horn, signal devices and other legally required gear are place on the shelf above. Please note their location when you come aboard. There is also a very basic first aid kit.

You are of course welcome to bring your own vests and safety gear. Law requires that children 13 and under wear a lifejacket at all times. If you are sailing with children I would urge you to provide them with their own *comfortable* approved lifejacket.



Anchoring and more

There is a 10lb Danforth anchor in a bracket on the bow pulpit. It is attached to 20' of chain and about 75' of rode. This is set up **for emergency use only** and is sufficient to hold you in a depth of about 15' of water. The anchor line is not secured in the locker. When a red ribbon comes up through the deckpipe, that warns you that there's 6' of line remaining below. You had better take a turn around the cleat!

Please no swimming from the boat. Even if it seems calm a person in the water can quickly get separated and there is no easy way to get them back aboard.

Sanitation devices

The only head on board is a bucket. It is located in the cabin under a hatch between the V-berths. Plan your trip accordingly...

If you would rather use the more direct approach wrap an arm around the leeward shrouds. Interestingly, the majority of people lost at sea, if recovered, are found with their zipper down. Be careful and don't become a statistic.



Boat Systems

An electrical panel is located below to the port side of the companionway. The bottom switch is the bilge pump. To check for water, turn on the pump. If after a few seconds it sucks air and there is no water discharge coming out of the engine compartment then the bilge is clear. Remember to turn off the pump.

All electrical switches are marked. The panel also has a voltage indicator and 12 volt outlets for charging small devices. If you think you will need to charge a small *something* make sure you bring the appropriate cord.

The vessel battery is charged by a solar panel. When you board unplug it and stow below. At the end of the day please plug it in and place it back on the cockpit sole.

The two cockpit drain thru-hull valves are accessible from the quarter berths. In the event a leak is detected, the handles should be dialed all the way clockwise until snug.

The wash basin thru-hull is deliberately in the off position. Water will not drain. Please leave it shut.

Please leave the forward hatch latched closed.

Placed next to the electrical panel is a handheld vhf radio. The charging cord is attached and ready to plug in. It is there for emergencies and to call the Rockland Yacht Club motor launch on channel 9. I would recommend checking their hours if you plan to use them.

End of the day checklist...

Before departing please make sure to:

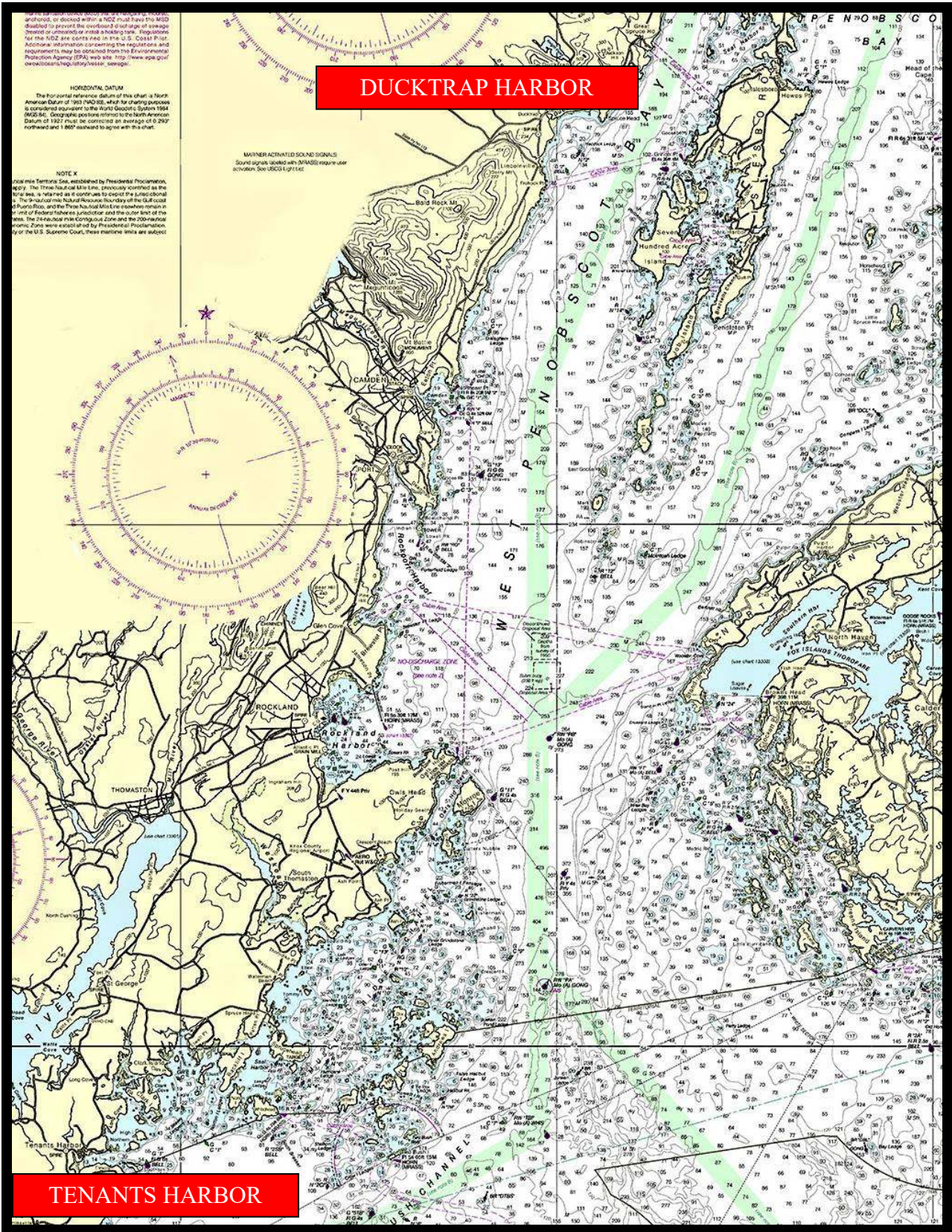
Leave the boat as clean as you found it. For your convenience a bucket and brush are provided. Take any trash ashore with you. There is a dumpster at the marina.

Remember to slide the hatch all the way closed. Don't worry about the drop boards. They are not used when the *Meteor* is on her mooring.

Make sure the tiller is locked and the boom is secured the way you found it. Finally, double check the mooring line to make sure it is fully around the cleat and the small restraining line is tied around the eye.

If you have any questions don't hesitate to contact me at 207-691-0748. If I am out sailing I might not be able to get your call right away.





THIS CHART IS FOR REFERENCE ONLY
Plan ahead and keep your sailing between the points marked in red.
There's plenty to explore.
Venture further and you will not be back before dark!