

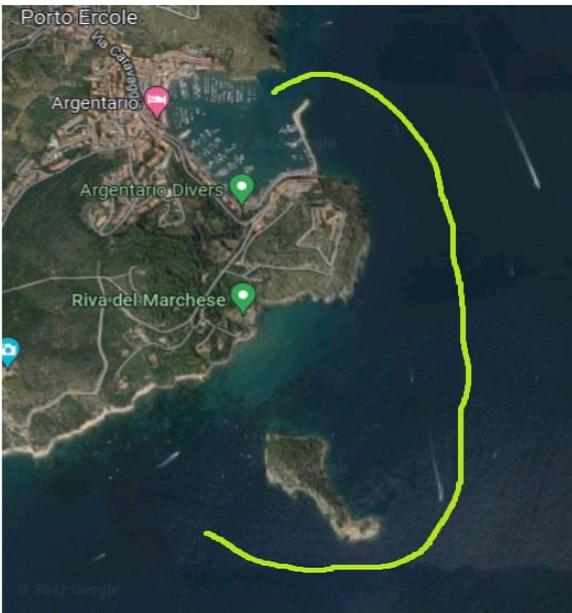
Navigation

The tenant is responsible for the boat, for the navigation, for the use of the equipment and for the safety of its passengers and to third parties. For this it is necessary to know the regulations governing the area in which you intend to navigate and to know the functioning of the equipment and of the safety devices.

Ordinances

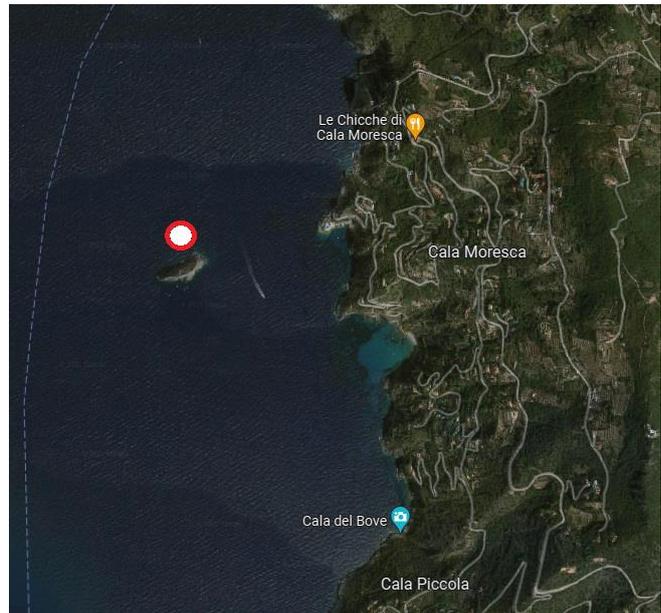
Let's start by talking about the specific ordinances that are implemented in the Monte Argentario area.

The ordinance 42/2007 of the Livorno maritime compartment establishes that navigation of any motor or sailing unit in the stretch of sea between the Argentario's coast and the rock called "Isolotto of Porto Ercole" is forbidden. It also forbids to stop and transit at less than 100 mt from the northern part of the "Argentarola" islet



Correct passage around the Isolotto

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We recommend not anchoring near the Argentarola in order to avoid possible fines for staying in the wrong area.

Navigation Regulations

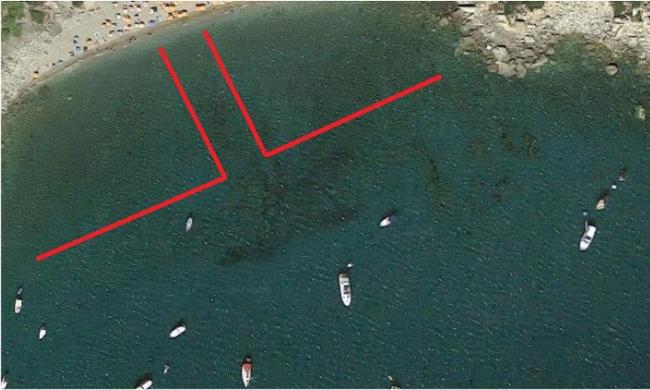
Navigation is also regulated by special ordinances. These rules are fundamental for regulate marine traffic and spend a day in safety, avoiding to put at risk, not only yourself, but other bathers or boats. The tenant must know the rules that regulate navigation, the main rules are listed below

Distances

For the safety of swimmers, of boats and for the safety of the environment, it is forbidden to approach less than 100 meters from the cliffs and 200 meters from the beaches. These minimum distances ensure safety of the boat given the danger of outcropping rocks that there may be in the vicinity of the coast with shallower waters, and avoids putting at risk possible swimmers. In public beaches or under the coast these distances are often not reported, therefore it will be necessary to estimate the correct distance to be kept. In some equipped beaches this limitation is often signaled by a row of red or yellow buoys that run parallel to the beach. This is a safe area for swimmers. Therefore it can't be crossed by boats. In some beaches there are so-called "launch corridors", these corridors can be crossed by boat and allow you to get closer to the beach.

Launch corridor

In some equipped beaches there are the so-called "launch corridors". It is a safe route to temporarily reach the shore, they are usually perpendicular to the shore and are delimited by two rows of buoys positioned in a parallel way. The speed to keep in these corridors is limited to a minimum and constant attention must be paid to possible swimmers.



Diver marker buoy

It may happen to find divers diving. They are indicated by a specific red buoy with a red flag with a white diagonal band. It is necessary to pass to a minimum distance of 100 meters from this buoy and maintain a speed of no more than 3 knots.



Speed

In boating, speed is expressed in knots, one knot corresponds to 1,852 km / h. In ports or in the harbor areas (areas where there are other boats at anchor or in transit) the limit is 3 knots. At distances of less than 500 meters from the coast and 1000 mt from the beaches the maximum speed is limited to 8 knots. Beyond these distances there are no limitations, but the speed must be limited in the event of waves or in the vicinity of other boats.

Safety equipment

There are devices on board to ensure safety in case of problems or accidents. On board there are life jackets in the same number as the maximum capacity of people on board, a fire extinguisher and a life ring. The safety devices are positioned in the lockers, under the bow cushions.

Give way

Navigation is ruled to prevent collisions at sea. As in the street basic logic is that who has the free right has the right of way, but the type of boat also affects who has the right of way. A motor boat must give way to sailing boats, to boats intent on fishing and to boats that have difficulty maneuvering. Let's see the most probable cases below.

Opposite parallel routes

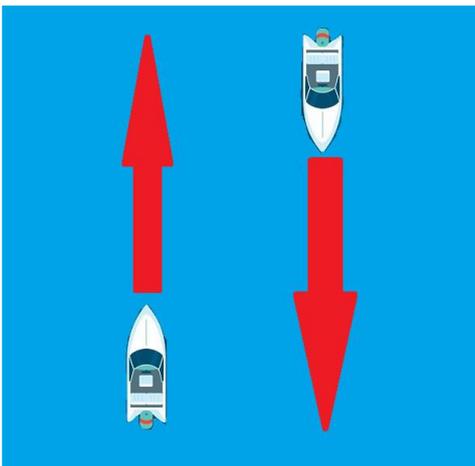
If two boats (both sailing and motorized) are sailing in opposite direction but parallel, neither of them must change course

If the routes do not cross, no one has to do anything

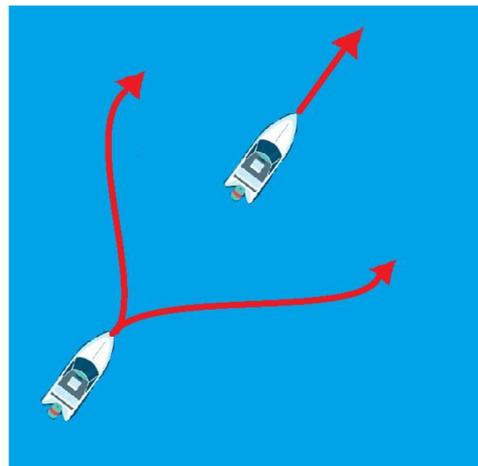
Reaching and reached ship

In the event that a boat reaches another, the boat reaching it will have to maneuver, deciding whether to pass on the right or left of the ship reached. The reached ship it simply has to continue its course without making any approach maneuvers

You can overtake both on the right and on the left. Whoever is overtaken does not have to do anything



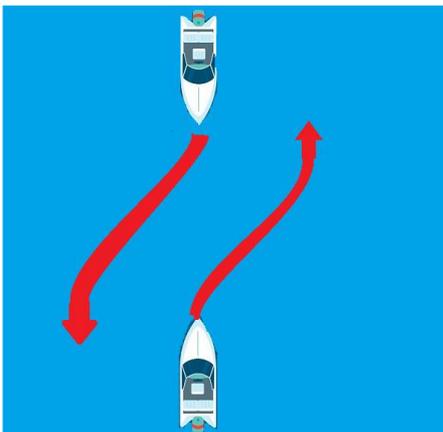
Opposite parallel routes



Reaching and reached ship

Opposite routes

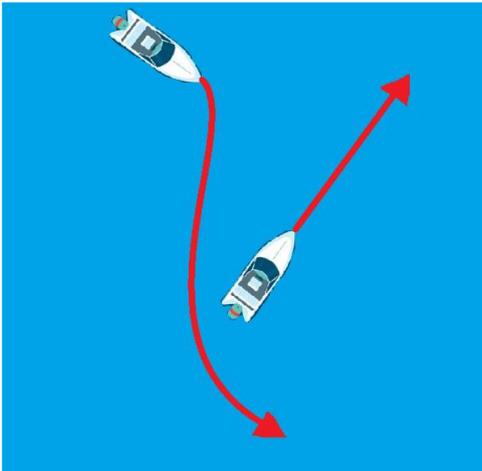
In case of opposite routes between two motor boats with risk of collision, both boats are required to pull over on the right in order to pass one to the left of the other



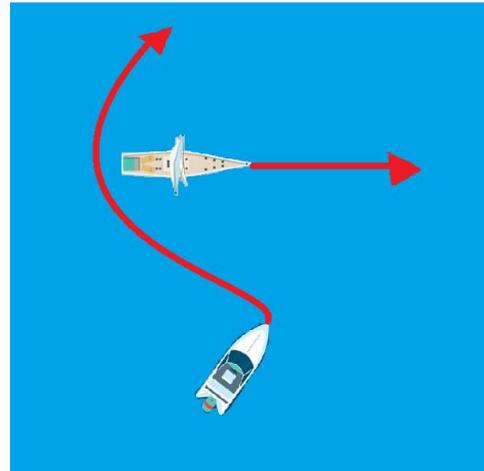
By convention pull to the right in order to avoid misunderstandings

Crossings between boats

In the event that two motor boats have the routes that are going to cross, the one that comes from the left is obliged to maneuver to pass behind the other boat. The boat that comes from the right must continue to advance without changing course. In case of a motor boat crossing a sailing boat, the motor boat must change its course to avoid collision, regardless of whether it comes from right or left.



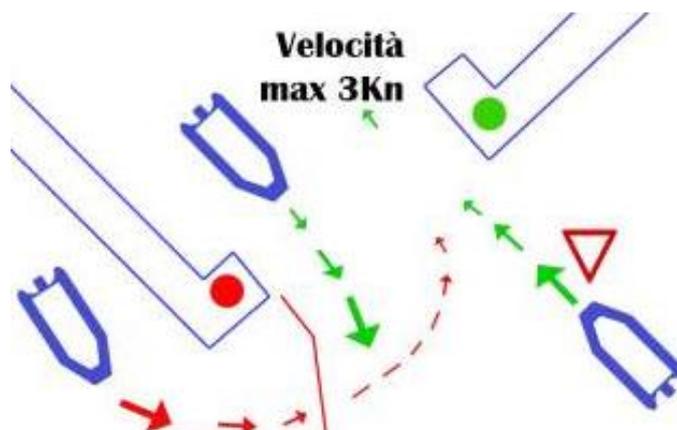
In the intersection between two motor boats who is coming from the right has the priority



The boats that sail always has the right of way over normal motor boats

Exit and entry from the port

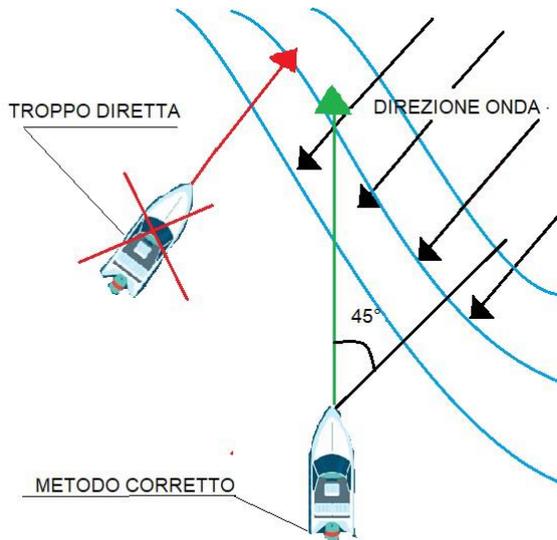
At the port exit, keep to the right. The boats leaving the port has the right of way and must travel a course at 90° to the exit. As previously mentioned the maximum speed to be kept in port is 3 knots, should you cross an entrance of a port without entering, you must keep at least 500 mt from it so as not to interfere with the maneuvers of those entering and leaving the port. If you were to be within 500 mt you have to give way to both incoming and outgoing boats. The entrance takes place in the same way, you have to slow down before entering the port, keep the right side and give way to outgoing boats.



Even if you are not yet inside the port, it is essential to maintain a low speed at the entrance to the port

How to face the waves

Even on a calm sea day it can happen to meet some waves, these in fact are generated not only by the wind but also by the passage of other boats and the bigger and the faster the boat is, the bigger the waves are. Although they can be scary, there is a precise way to deal with them in safety and without any problem. As soon as you notice a wave coming in your direction, you have to take the throttle to the minimum and turn the boat by taking the three quarters of the bow towards the wave. Once the wave series has passed you can accelerate again



As you can see in the image, the wave should not be faced directly, but at an angle of about 45 °

Pull over to the right or left

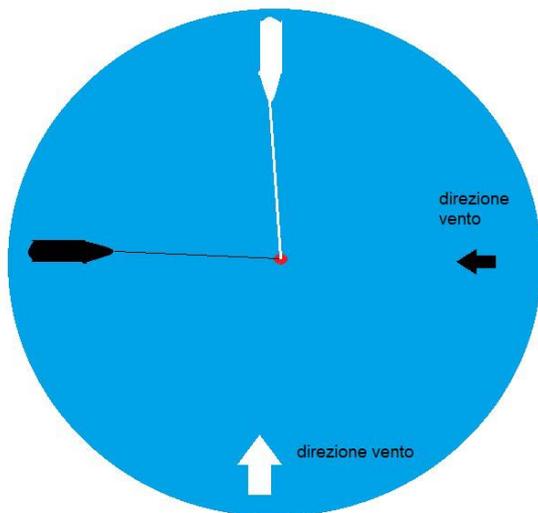
Our vehicles are equipped with a steering wheel to control the direction. With this system the guide is identical to the guide of a car, therefore turning the steering wheel to the right turns right while turning the steering wheel to the left, you go to the left.

Slow down and stop

The boats are not equipped with brakes, but there are maneuvers that allow you to slow down speed in a more or less reactive way, in fact you can take advantage of both the speed of the boat on water than the engine. By putting the engine in neutral, the boat will start to slow down, taking advantage of the momentum, requiring a lot of space before stopping. To reduce the braking distance you can use the engine engaging the reverse gear, the engine will try to push the boat backwards and consequently it slows down its advance. You must always carry out these maneuvers calmly, trying to calculate the distance the boat takes to stop. Our advice is to navigate at minimum speed in harbors and crowded areas, in order to better calculate the distance and have time to react calmly

Anchoring

Anchoring is the maneuver that allows you to stop in an area you like, once anchored you can swim, sunbathe and have fun in various ways. This maneuver is not complicated, but is not enough to put the anchor in the water, it presents some elements that it is essential to know to avoid unpleasant situations. The boat is subject to the influence of the wind and the currents, so it will never stay in the position where you are anchored, but will tend to direct the bow (front) towards the wind. We therefore recommend that you position yourself correctly, (observing the other boats) and then lower the anchor into the water so that it is already in the right position.

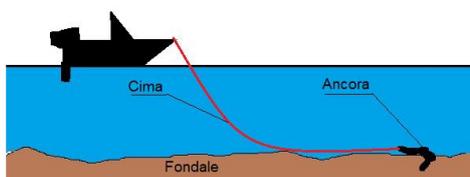


As the image shows, the boat tends to turn with the anchor as the center depending on the direction of the wind or currents, it's essential to calculate this movement, in order to avoid crashing into other boats at anchor in case the wind or current changes

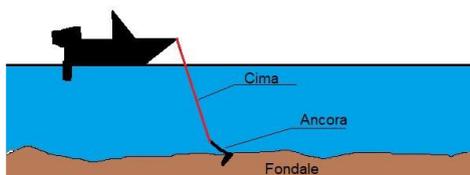
How much rope must be given

To make the anchor work you need to give it enough rope. The rule says to give three times the depth of the seabed to work correctly. The anchor must work parallel to the bottom, as shown in these pictures

Ancoraggio corretto



Ancoraggio sbagliato



As soon as you feel that the anchor touches the bottom, you give more rope. Once given the right amount of rope, you have to make sure that the anchor has actually taken hold of the bottom to do so you can take some visual references and try to understand if you are moving, or you can hold the line in your hands and feel if the anchor is plowing or coming into force. If it still doesn't take hold you can try to leave more rope, if that's not enough, we recommend changing position, move just a little.

Restarting

Before setting off again, after an anchorage, the warnings must be respected in order to start again in safety. Before starting the engine, make sure that there are no people in the water near the boat and that the ladder is raised. At this point you can start the engine. Once the engine is running and in neutral you can weigh the anchor. As soon as it's on board you can start leaving the anchorage area, maintaining a minimum speed and paying close attention to other boats and any swimmers, until you reach a safety distance.

In the event that the anchor remains stranded on the bottom, there is a maneuver that can be tried to try to free it. Make sure there are no people in the water, start the engine and try to go in the opposite direction in which the boat was positioned to try to get it out of the rocks. If it still fails, turn the engine to one side so that the boat starts spinning around the anchor. These maneuvers must be carried out at a minimum, with no one in the water, avoiding jerking or accelerating too much, so as not to endanger people on board. If it's not possible to recover the anchor, it must be abandoned in the water, by cutting the rope or untying it all. In this case the cost of the anchor, the rope, and the chain will be charged to the renter.

Safety equipment

There are devices on board to ensure safety in case of problems or accidents. On board there are life jackets in the same number as the maximum capacity of people on board, a fire extinguisher and a life ring. The safety devices are positioned in the lockers, under the bow cushions.



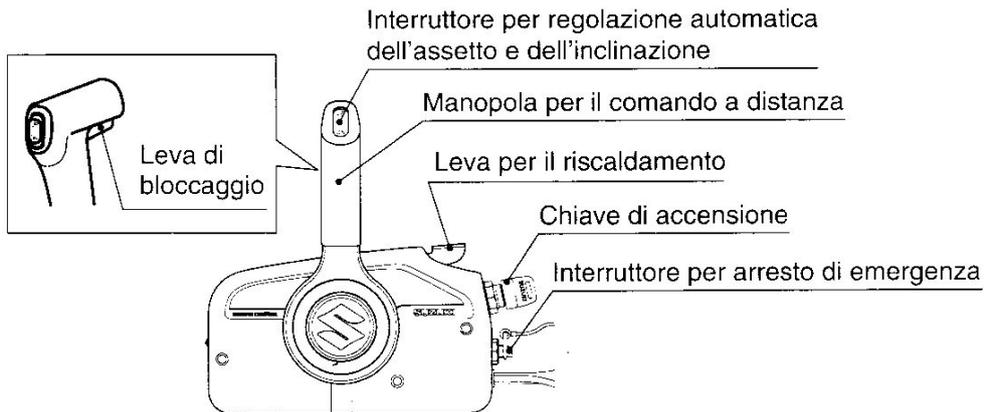
Engine operation

Let's see how to turn on and control our boats.

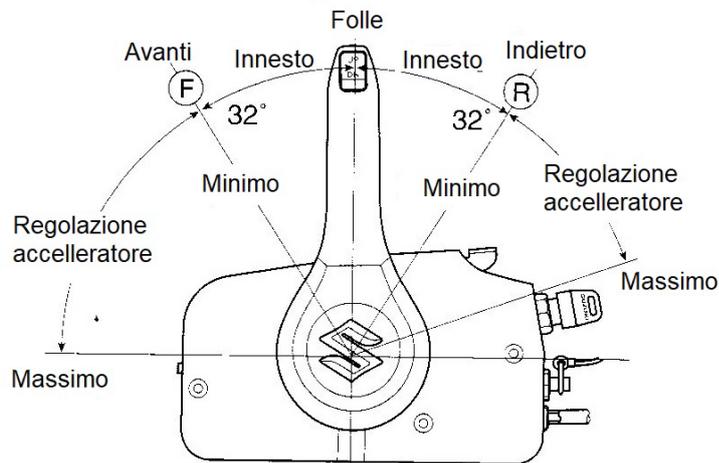
The engines of our boats or dinghies are all with electric ignition and are powered via the control box. The command is carried out through a single lever that controls the gear forward, reverse, neutral and acceleration

Engine controls

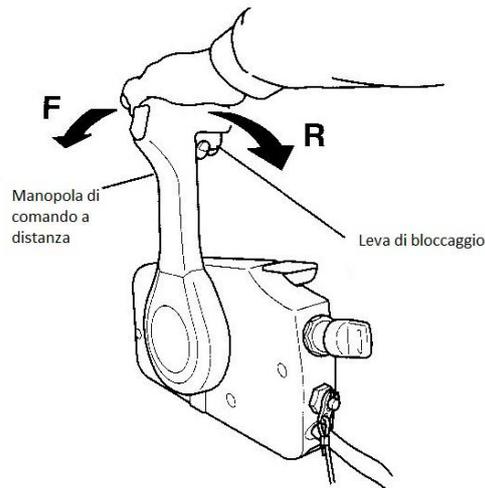
The engine is controlled from the control box. The main components are shown below



The remote control knob (*manopola di comando*) allows you to control forward, reverse and accelerator. It is therefore essential to move it carefully, avoiding moving it with too much force or speed. Most accidents or breakdowns happen precisely because of the knob remote control is operated incorrectly.



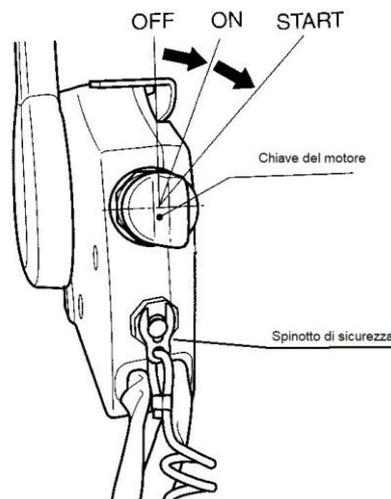
Moving it from the neutral position towards F or R you would have the engagement of the relative gear with the engine idling. By continuing to move the lever you could adjust the accelerator and consequently the speed of the boat. Pay close attention to when accelerating "in gear", as accelerating too fast can cause the lose control of the boat and cause damage to passengers or other boats. The gear change must always be done with the engine at idle to prevent engine components from damage, so if you want to switch from forward to reverse you have to return the lever to neutral, wait a few moments and finally engage reverse gear.



To prevent accidental engagement of a gear, there is a locking switch. To remove this safety simply press the button and lift the lever so as to allow engagement of gear. This lever also allows you to locate the neutral, as it remains blocked inside the lever if one of the gears is engaged. If the lever of the engine heater is not fully lowered, it will not be possible to engage any gear.

Starting the engine

The engine is switched on by the key in a way similar to a car. The key has three positions, OFF (when the engine is off) ON (ignition of the ignition) and START (ignition of the motor). With the engine running, the key automatically returns to ON, while to switch off the engine just turn it back to OFF. If the safety pin is removed the motor will shut down immediately.



Ignition safety is ensured by a system that prevents the engine from starting if the gear is engaged or the safety pin is not inserted. In these cases taking the key is in the START position, no ignition signal will be sent to the engine. If this should occur, check that the safety pin is inserted correctly and that the control lever is perfectly in neutral. To be sure we recommend engage a gear and return the lever to neutral without pressing the lock lever, in this way, the click will let you know when the lever is in neutral.