

TharroServices

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CAPTAIN HANDBOOK

CAPTAIN'S RESPONSIBILITY

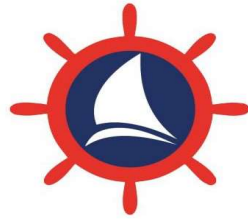
The captain is responsible for the navigation of the vessel, the use of its equipment, the safety of the occupants and third parties. The boat cannot be sub-leased, or used for water skiing or to tow other units. It is forbidden to cause disturbing noises and landing with rib.

BEFORE LEAVING THE MOORING

1. read up on specific ordinances that regulate navigation in the area of interest
2. check the arrangement and correct use of the safety equipment on board
3. check for fuel
4. read the weather report of the day
5. find out about the navigation limits if you intend to navigate in parks and marine protected areas

BEFORE STARTING THE ENGINE

1. verify that all people are on board
2. check that there are no lines in the water
3. Hook up the outboard motor safety disconnect.



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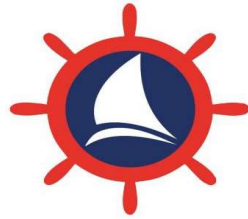
SAFETY RELEASE

All outboards are compulsorily equipped with a safety cut-off, to allow the immediate stop of the engine in the event of the driver falling overboard. The red detachment strap must always be connected to the wrist before starting the engine.



STEERING THE RIB

By the wheel the dinghy is steered like a car, steering right it will turn right, steering left it will turn left; the only difference is that when you change direction it will be the stern that moves more widely than the bow by rotating on an imaginary axis placed at 1/3 of the longitudinal axis of the dinghy. In reverse if you turn the steering wheel to the left the stern will slowly move backwards to the left, vice versa if you turn the steering wheel to the right.



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SPEED LIMITS

Within 500 meters from the coast there is a speed limit of 8 knots.
In ports and bays with other units at anchor, maximum speed at 3 knots.

ENTRY AND EXIT FROM PORTS

Unless otherwise provided by the Maritime Authority, you enter and leave the ports keeping to one's right; Exiting units take precedence over entering ones. If you cross the 500-metre strip in front of the entrance, priority must be given to incoming and outgoing units.

AREAS RESERVED FOR BATHING

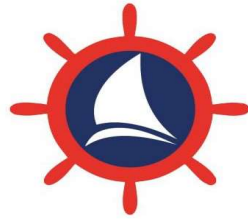
The sea area reserved for bathers is normally 300 meters from the shoreline and 100 meters from the rocky coasts. The width can be reduced by order of the Maritime Authority.

To allow safe entry and exit from the area reserved for bathing of motor units, "launch corridors" are installed, delimited by lateral buoys and perpendicular to the shoreline, wide generally 15-30 m. Inside them, bathing is prohibited.

SCUBADIVER

The diver has the obligation to operate within a radius of 50 meters from his own recognition buoy and must always signal himself, even if within the areas reserved for bathing.

Any unit must keep at a distance of at least 150 meters from the SUB buoy, or from the support vessel showing the same red flag with a white diagonal. At night, the signal consists of a flashing yellow light.

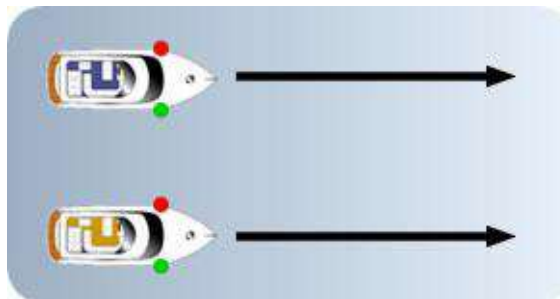


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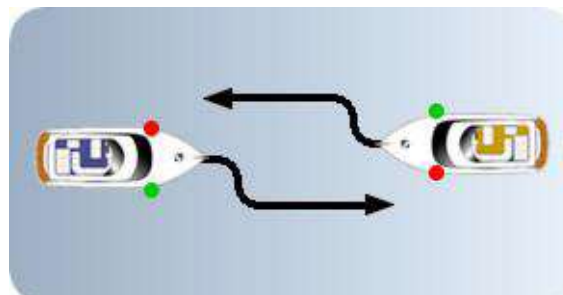
RULES OF PRECEDENCES AT SEA

PARALLEL ROUTES

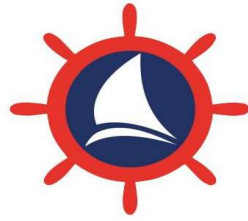


When two units have two parallel or parallel and opposite courses they must continue their course without carrying out any manoeuvre.

OPPOSITE ROUTES BETWEEN TWO MOTOR UNITS



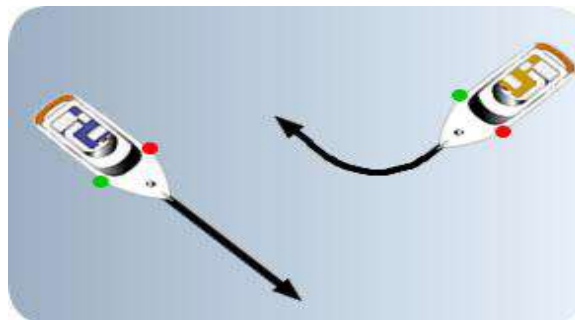
When two motor units meet on or near opposite courses, each must turn to starboard so that they pass to the left of the other.



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CROSSING ROUTES BETWEEN TWO MOTOR UNITS



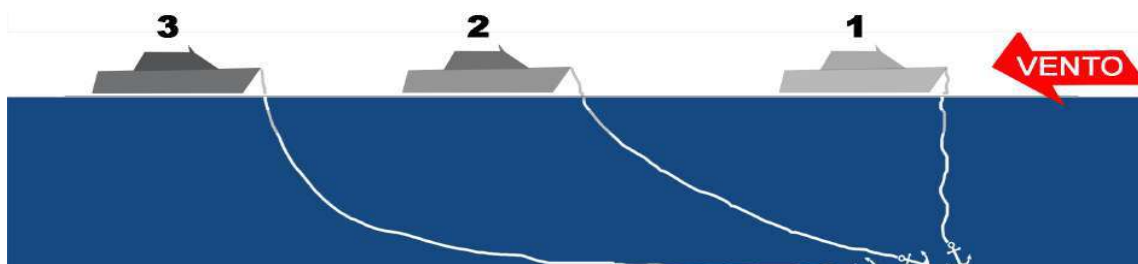
When two motorized units have crossing courses, the one facing the other on the starboard side must leave the free course by maneuvering in a decisive and timely manner.

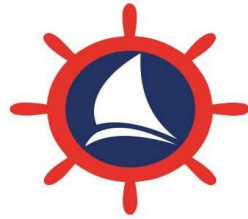
ANCHORING

It must be calculated that the boat at anchor will be able to rotate 360°, according to the changing thrust of the wind.

About the length to give the line or the anchor chain, the basic rule is 3 times the depth of the seabed. It is necessary to position yourself with the bow facing the wind and, once stopped, start dropping the anchor; then move gently backwards to allow the anchor line to stretch and settle on the bottom.

At this point it is advisable to take some references on the ground to evaluate if the anchor is holding.





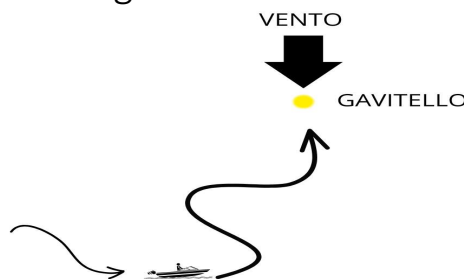
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MOORING AT THE BUOY

Buoys are floating bodies in the middle of the sea: a rope or chain is always connected to one of the two ends which, in turn, is anchored to a concrete block at the bottom.

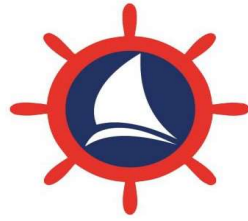
The mooring maneuver at the buoy is preferable to do with the help of another member of the crew. Once you have identified the mooring point, you must approach it by showing your bow to the wind and keeping it aligned with the buoy. As soon as you reach it, you must stop the boat so that your helper at the bow can hook the buoy ring and then pass the mooring line through and secure it in the bow cleat.



NAVIGATION WITH WAVE IN THE BOW

Graduate the accelerator, arriving with good momentum - but decelerating - on the crest of the wave and reaccelerate as soon as it has been overridden. To soften the impact, face the waves on the 3/4 bow (mascone), pointing slightly at the crest, and then moving away from it when it descends into the hollow of the wave.



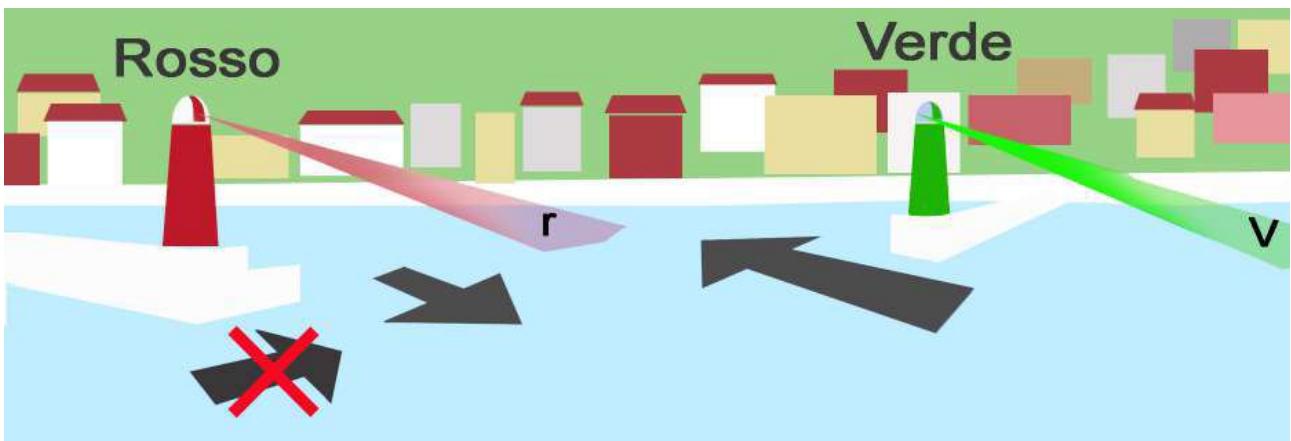


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THE LIGHTS OF THE PORTS

The port lights are designed to be visible when you are lined up at the entrance and enter as you proceed sighting the red light (r) to port and the green light (v) to starboard.



MAIN LIGHTS OF THE UNITS

A sailing unit shows white light on the mast when under power. A hydrofoil also displays a flashing yellow light visible all over the horizon. At night, the unit at anchor displays a white 360° light, one forward and one aft if > 50 metres.

