



STANDARD CHECKS FOR WORRY FREE HOLIDAYS!

BEFORE LEAVING CHARTER BASE

- ① **Familiarize yourself with the yacht,**
test instruments, sails, equipment
- ② **Check that all equipment & inventory is aboard**
know “where is what” especially safety equipment
- ③ **Check your reserves:**
water tanks, fuel tanks, gas bottles must be full
- ④ **Report to base staff of any findings**
(e.g. damage or missing equipment)

⌵ **Tips!**

If you cannot open sails to check during the check-in, make sure you **open sails & check** as soon as you leave the marina, and **report immediately** of any findings.

Istion team is always there to assist, please feel free to **contact base manager** on any question you may have!

CHECK DAILY BEFORE LEAVING PORT OR ANCHORAGE!

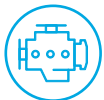


Check weather forecast



Plan your route

- ✓ Consult official printed navigation charts & Greek Waters Pilot, do not rely on GPS plotter
- ✓ Cruising area is Greece



Engine & Generator

- ✓ Engine oil level
- ✓ Cooling water level
- ✓ Saildrive oil
- ✓ Engine belt
- ✓ No leakages
- ✓ Exhaust is discharging water when starting the engine/generator



Tank levels sufficient for planned itinerary

- ✓ Fuel
- ✓ Water



Hatches & Portholes closed and secured



Equipment Fastening

- ✓ Dinghy Secured
- ✓ OB motor Secured
- ✓ Stern platform Secured
- ✓ Deck cushions Secured
- ✓ Glassware Secured

MANAGING EMERGENCIES SAFELY!



When faced with any emergency make sure to first contact Base Manager for guidance & support.



📌 Sending a DSC Alert

1. Ensure the radio is switched on
2. Ensure the yacht's GPS is working and write the vessel's position on paper
3. Remove the cover of the Distress Button
4. Press and keep pressed for 5 sec the Distress Button. The distress alert will be sent automatically through channel 16. Wait for the DSC distress acknowledgement.

📌 Canceling a False DSC or VHF Distress Alert

1. immediately Switch off VHF device;
2. Switch on the VHF device and set to Channel 16
3. make broadcast to "All Stations" giving the ship's name, call sign and DSC number and cancel the false distress alert by announcement as follows:

"All stations, All stations, All stations, this is [Vessel Name] [MMSI number] Position [coordinates] North (South), [coordinates] West (East), Cancel my distress alert of [date & time] This is [Vessel Name] [MMSI number] Out."

CAUTION!

The unnecessary use of a distress alert may result in fines in accordance with Greek law.

📌 Sending a distress call on VHF CH 16

Switch to VHF CH16 and transmit distress call. On the last page of the boat's documents' folder, there are detailed instructions on how to send a MAYDAY.

📌 Activating EPIRB

1. Activate EPIRB
2. Take EPIRB with you to the survival craft.
3. Ensure EPIRB is vertical, with antenna pointed upward

📌 Canceling a False EPIRB Distress Alert

1. immediately Switch off EPIRB
2. Switch on VHF device and set to Channel 16
3. Make broadcast to "All Stations" giving the ship's name, call sign and DSC number, and cancel the false distress alert:

"All stations, All stations, All stations, this is [Vessel Name] [MMSI number] Position [coordinates] North (South), [coordinates] West (East), Cancel my distress alert of [date & time] This is [Vessel Name] [MMSI number] Out."

⚠️ Navigation Disclaimer & Safety Notice

The electronic charts and data displayed by any electronic device aboard the yacht, including GPS, chart plotters and navigation apps & tablets are provided for general guidance only and do not replace official nautical charts or publications.

Accuracy and completeness of the information displayed are not guaranteed. Yacht owner and the equipment manufacturer, chart provider, and installer are not liable for any errors, omissions, or inaccuracies in the data provided.

Always refer to official printed charts and the Waters Pilot for your sailing area. Use visual navigation & seamanship practices in conjunction with any electronic aids. You are solely responsible for all navigation decisions, the safety of the vessel and all persons aboard. Always navigate with caution.



COMMON PROBLEMS & HOW TO AVOID SPOILING YOUR HOLIDAY!

TYPE OF PROBLEM	HOW TO AVOID	IF IT OCCURS
Low Batteries	▶ Run engine/generator minimum 3hrs daily. ▶ Lower fridge thermostat or better turn off during the night. ▶ Switch off lights, ventilators and other devices when not necessary to use. ▶ Always run the main engine when you are to use anchor winch or bow thruster. ▶ Always plug to shore power when available. ▶ Never switch on the inverter unless the main engine is running (always keep in mind that 220V appliances consume lots of energy).	Advise Base Manager to receive guidelines and support.
Clogged Toilet	▶ Never dispose toilet paper or other non-liquid (solid materials) into the toilets. ▶ When flushing, keep flush button pressed for minimum 30sec per use. ▶ Empty septic tanks regularly before entering the marina where permitted in open sea.	Advise Base Manager to organize repair at the nearest possible technical support point.
Fishing Line/Rope on Sailandrive/Propeller	▶ Be cautious when motoring/maneuvering particularly in port or near shore. ▶ Check regularly sail drive(s) and propeller(s) when swimming around your yacht. ▶ Clean propeller(s) and sail drives when possible or report to Base Manager when this is not possible.	If it is not possible to remove the fishing line/rope on your own using a knife or cutter, please advise Base Manager for further assistance.
Sailandrive Gearbox's lubricant turn white	▶ Avoid unnecessary use if fishing line or rope is caught.	Avoid further use unless necessary for safety reasons and immediately advise Base Manager to provide guidelines and support.
Insufficient Power of Windlass	▶ When dropping or lifting anchor, always keep the main engine running at 1200rpm if forwarding or reversing or up to 1800rpm if on neutral, to prevent the batteries from draining. ▶ Avoid anchoring in deep waters (depth should best be no more than 10m). ▶ To raise anchor, slowly motor towards the anchor while pulling in the rode. ▶ Make sure you have located the anchor winch breaker! When anchor winch is forced, the breaker goes off, so you need to switch it on again. ▶ Do not force the anchor winch when it appears that it is stuck and does not move. Check breaker or check if your anchor is blocked/stacked.	Stop using windlass as this may generate severe problem for the windlass motor. Advise Base Manager to organize repair at the nearest possible technical support point.
Bow-thruster Failure	▶ Do not Operate bow thruster more than 4-5 sec per time to avoid overheating.	Check whether the bow-thruster fuse is blown.
Outboard motor does not start	▶ Correct fuel is PETROL, not DIESEL! ▶ Open the small air tap located on the fuel tap, before starting. ▶ Open the Chock to start the motor and CLOSE it when started. ▶ Make sure gear is on neutral before starting. ▶ Do not forget to close the small air tap located on the fuel tap after use as this may cause sea water inlet or excess petrol entering the carburetor causing a clog.	
Generator Failure	Never run Generator while sailing	
Air Condition Failure	Never run Air Condition while sailing	