



SARDINIA • COSTA SMERALDA • CORSICA

SURVIVAL GUIDE

September 5 – September 12, 2026



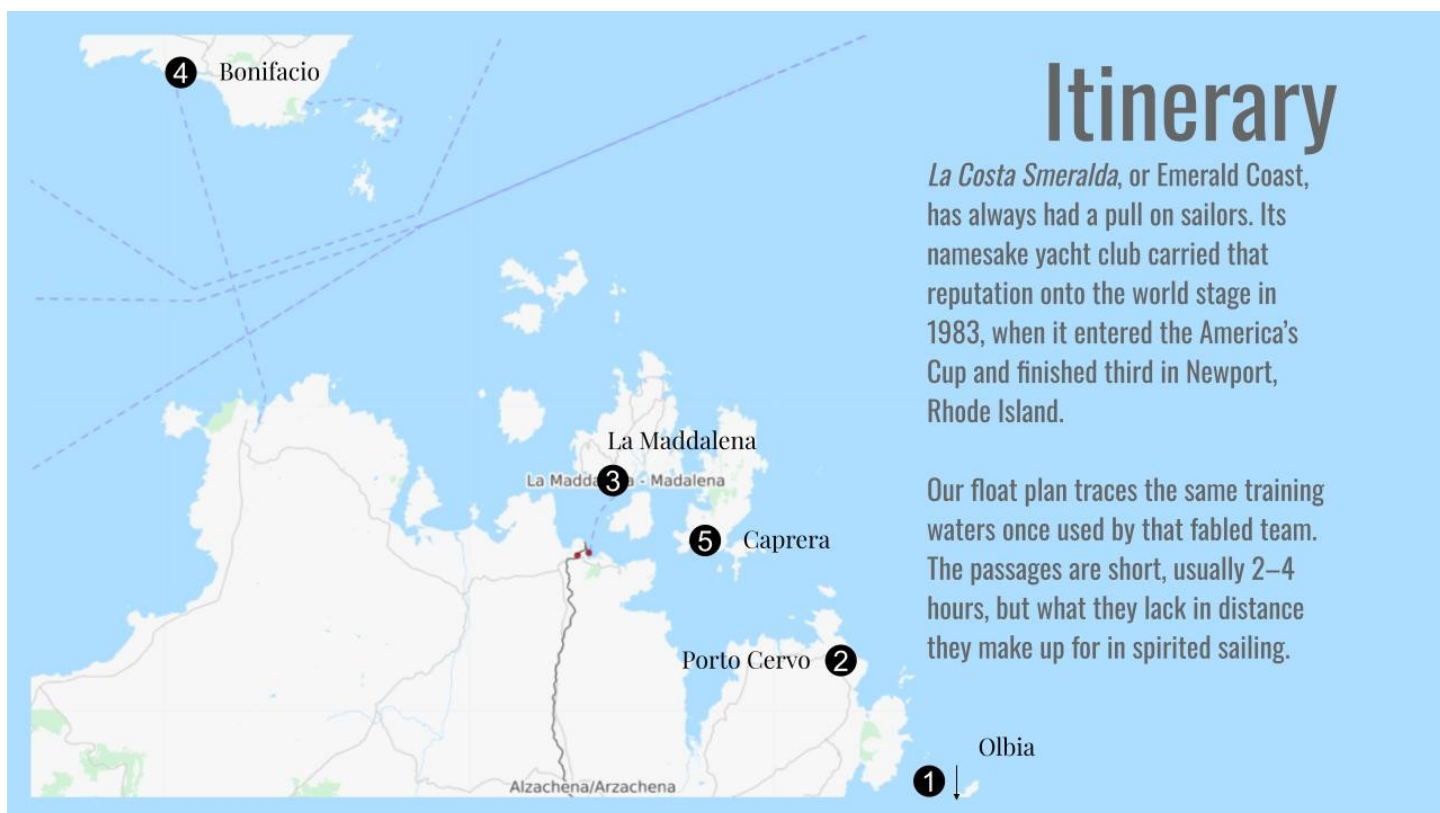
GENERAL INFORMATION

If this is your first cruising vacation, Northern Sardinia is an excellent place to begin. If you have already sailed these waters and other locations, you will want to come back. We promise!

Northern Sardinia is home to some of the most dramatic cruising grounds in the Mediterranean. Clear water, pink granite, lively marinas, and short passages, making this a great introduction to those new to cruising. If you are looking for something a little more grown-up than a beach bar crawl, there is no better place for espresso, seafood, and wine tastings. This survival guide will provide you with all the information you will need to get started and make the most of your vacation.

Dates: September 5 – September 12, 2026

Base: MOYS Marina di Olbia, Sardinia (40°54'56"N, 9°31'34"E)



WPT	Arrival Time	Location	Attraction
1	Saturday 09:00	MOYS Marina di Olbia	Provisioning
	Saturday 12:00	MOYS Marina di Olbia	Skipper's briefing
	Saturday 17:00	Tavolara [TBD]	Cast-off, protected anchorage
2	Sunday 12:00	Porto Cervo	Slip reservations under Reefing Havoc
3	Monday 12:00	La Maddalena, Cala Mangiavolpe	Town center, e-bikes, restaurants
4	Tuesday 12:00	Bonifacio (passports needed!!)	Limestone cliffs
	Wednesday 09:00	Bonifacio (rest day)	Grottos, citadel, kayak
	Wednesday 18:00	Galerie des Ducs	Wine/tapas
5	Thursday 10:00	Porto Palma, Caprera	Water time, Benoit Bar™
1	Friday 12:00	MOYS Marina di Olbia	Return, refuel, technical inspection, diver check
	Friday 19:30	Bus to Agriturismo Cabu Abbas	Family style agriturismo
1	Saturday 09:00	Must vacate boat	Check-out inspection

SUGGESTED PACKING LIST

Captains

**** PASSPORT****

1x Handheld VHF Radio
1x Waterproof Watch
1x Personal Water Bottle
3x Bathing Suits
1x Boat Shoes (closed toed / non-marking)
1x Sandals / Flip Flops
1x Long Sleeved Shirt and Pants
1x Sun Protection (hat, sunglasses, croakies, high-SPF sunblock)
1x Warm Layer for Maestrale passages
1x Light Rain Gear / Foulies
1x Toiletries
1x Small Dry Bag
1x European Plug Adapter
1x High Capacity USB Charger (optional)
1x Quick Drying Towel (optional)

Passengers

**** PASSPORT****

1x Personal Water Bottle
3x Bathing Suits
1x Boat Shoes (closed toed / non-marking)
1x Sandals / Flip Flops
1x Pajamas
1x Long Sleeved Shirt
1x Warm Layer for Maestrale passages
1x Sun Protection (hat, sunglasses, croakies, high-SPF sunblock)
1x Light Weight Rain Gear
1x Toiletries
1x Small Dry Bag
1x European Plug Adapter
1x Quick Drying Towel (optional)
1x Summer Sleeping Bag (optional)

Almost everybody takes too much clothing. You can fit more than enough stuff in one soft duffel bag. We have trained the captains to use one outfit for the entire week and only sleep on public holidays. A couple “costume changes” and a few bathing suits are plenty. Boat shoes are great and dampen the pain from a stubbed toe. Add a warm layer for windy evenings.

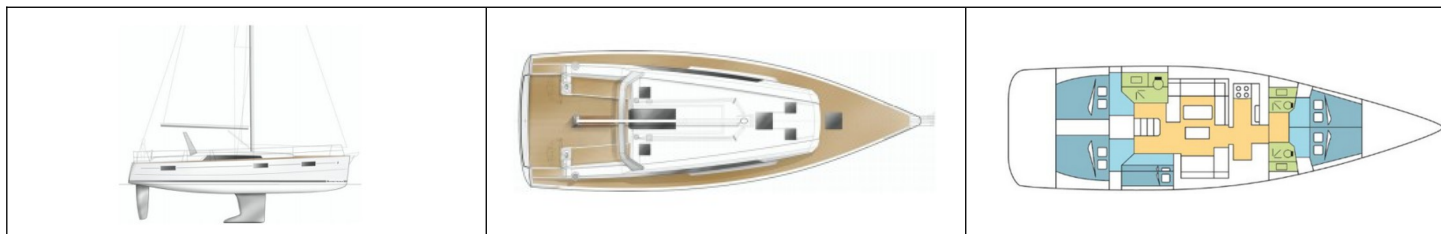
Please do not bring a roller bag or hard-shell. They do not fold neatly into cabins and take up a lot of space. Also, checked luggage may get lost in transit, so please try to bring a carry on. If you are checking bags, we may ask you to store your luggage in a lazarette or forepeak that is not always watertight! Alternatively, you can look for ways to store your baggage at the airport. Soft duffel or dry bag preferred. Your skipper will thank you. Eventually.

BOATS

The boats we are charting are Dufour 460 GL monohulls, approximately 14m LOA with 4.5m beam, 2m draft, 10 berths, 5 cabins, and 3 heads. The charter market is hard on boats, so it’s common for them to have a good amount of “charm.” The fiberglass deck may be stained, fridge doors may not close without some coercing, floorboards may have warped slightly. The issues, while aesthetically offensive and sometimes frustrating, don’t have an impact on the safety or reliability of the boat... It’s just part of the sailing life!

Monohull

Typical layout of a forty-six-foot Dufour 460 GL monohull.



Electricity

All the boats are equipped with European 230V shore-power outlets that only work when plugged into the dock or when running an inverter/generator if your particular boat has one. The marina base offers shore power so all the boats will benefit from high voltage power the first night and any other night we tie up. Thereafter, crew should assume they are living on 12V/USB charging unless you're at dock. Bring a portable battery and a European plug adapter.

The essence of vacation is that you leave your normal life behind. It takes time, and not everyone can afford to completely disconnect. Please keep in mind that cell and internet connections can be uneven between granite islands and cliff-lined anchorages. EU roaming is generally much better than "I climbed the mast for one bar," but download M&A data rooms, political briefings, and local AI model weights before leaving the dock.

Water

Fresh water is limited and expensive. Try to shower on shore rather than on the boat. Understandably, we all want to rinse off after a swim, but make sure you do so expeditiously. Use the water to wet down or wash off, but please do not keep it running when soaping or shampooing. Whenever possible, use the shower on the transom. This will keep your cabin dry.

Bathrooms

The head is one of the most used pieces of equipment on your boat. Correct operation of the head is essential for the safety and comfort of your crew. The important thing to remember is that you will be shown how to use the heads (with live demonstration!) when you get on board, so you don't need to worry about remembering everything in this guide.

WHY ARE MARINE TOILETS CALLED HEADS?

In the past, there would be one toilet at the "bow" (front) of the vessel, close to the waterline. By placing a toilet in the bow of the ship, the seawater could wash it out naturally. Since old ships could only sail downwind, placing the toilets forward would ensure that unpleasant smells would not linger. If you have not already guessed, the bow of a ship is also known as the head...

THREE EASY STEPS ON HOW TO USE THE HEAD

Step 1: Have a rest and take a seat (including you gents!).

Step 2: Pump water into the bowl by closing the joker valve.

Step 3: Open the valve to pump water out.

****IMPORTANT****

Do not put anything down the head that you have not eaten first – *this includes toilet paper* – with no exceptions. You will be provided with a separate trash can for these items.

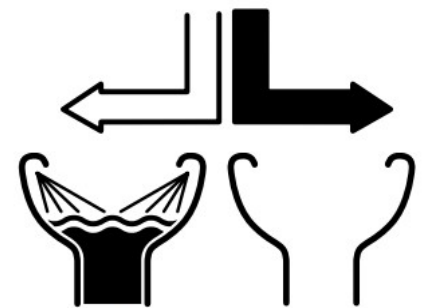


Figure 1 Typical markings on a joker valve



****IMPORTANT****

Do not pump waste into the ocean unless you are in a permitted discharge zone (*note this will never be in a marina or anchorage*). As a precaution, your skipper will redirect all discharge to holding tanks by turning the seacocks perpendicular (see image to left). When sailing through discharge zones, captains will explicitly ask crew to "release the seacocks!"

TRAVEL LOGISTICS

Summary

The boats are docked at the Dream Yacht Charter base at MOYS Marina di Olbia on the northeast coast of Sardinia. The easiest travel plan is to fly into Olbia Costa Smeralda Airport (OLB), which is about a 15 minute taxi ride from the marina and is also accessible by the No. 2 bus. There are a myriad of permutations to get to this place: Rome, Milan, other European hubs, or a longer drive from Cagliari or Alghero if you enjoy character-building logistics. Regardless of how you get to Olbia, we hope your travels are pleasant.

Flights

We recommend flying to Olbia Costa Smeralda (OLB). If no convenient routing exists, Cagliari (CAG) and Alghero (AHO) are workable but much farther away and should be treated as backup plans rather than clever hacks. Build in flexibility; European summer travel has been known to contain the occasional plot twist.

Inbound	Outbound
Friday (9/4/26) Optional early arrival / hotel night in Olbia Captains arrive Friday night	Friday (9/11/26) 12:00 cast off → Olbia 17:00 Back to marina for refuel 19:30 Bus to Agriturismo Cabu Abbas
Saturday (9/5/26) 09:00 provisioning 12:00 skippers' briefing 17:00 cast off → Tavolara [TBD]	Saturday (9/12/26) 09:00 Departure 09:00 Technical inspection, diver check

Ground Transfers / Passports

A taxi from Olbia airport to MOYS Marina di Olbia is the simplest option. Luggage storage is available at OLB airport (*deposito bagagli*). As of the writing of this document, our research shows it costs €12 per piece per day. If you arrive through another Sardinian airport, arrange a rental car or transfer in advance. Bonifacio is in France, so passports are required aboard for the Corsica leg even though Italy and France are both in the Schengen Area. Keep passports accessible, dry, and not packed at the bottom of a bag.



FRIDAY (9/4/2026) - EARLY ARRIVALS

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1. MOYS Marina di Olbia, Sardinia (40°54'56"N, 9°31'34"E)
 2. Olbia Costa Smeralda Airport (OLB) (40°53'54"N, 9°31'02"E)
-

We encourage you to arrive early! Flying down Friday not only gives you a little more flexibility while travelling, but also gives you an extra day to acclimatize. An extra day goes a long way!

The lucky people who are able to fly in and start their vacation on Friday will need a hotel room. We don't have specific lodging recommends in Olbia. The town is a working port city with restaurants, grocery stores, and cafes, so you can't really go wrong if you find a nice place in the historic downtown.

Alternatively, you can spend the first night elsewhere on the Costa Smeralda if you want the vacation mood to begin immediately. Just remember that Saturday is for boarding, provisioning, and finding out which cabinet your crew has already filled with six kinds of crackers.



SATURDAY (9/5/2026) - OLBIA EVENING START or TAVOLARA ANCHORAGE

1. MOYS Marina di Olbia (40°54'56"N, 9°31'34"E)

VHF 9

The first day may be an “evening start” at Olbia Marina, unless we’re able to board our vessels promptly and sail to the nearby anchorage of Tavolara Island. Everything depends on how quickly the base can turnover the boats, captains get briefed, and crew makes it onboard. Schedules around charter handovers frequently run behind and the important thing is not to get impatient (a strategy sure to backfire).

Regardless, your captains will provision for 1 dinner and 1 breakfast around 09:00 that morning with the expectation to meet back on base at 12:00 for a meeting. Captains always welcome a few extra hands for provisioning. The charter company will stock boats with linens, towels, pots, pans, utensils, and a few cleaning supplies. Reefing Havoc supplements that with a bottle of wine. Everything else (food, water, toilet paper...) must be procured. Less is more. Unlike the Caribbean, where stores are far and few between, Europe has supermarkets, butchers, bakeries, cheese mongers, and fish mongers at nearly every port. We recommend 1-2 days’ worth of provisions at any given time.

When time comes to take possession of the boats, lend a hand to put away the provisions. Make a mental note of where things go so you are not lifting every floorboard to find something! When packing the fridge, be sure water can drain from the bottom. In the warm climate, it is very important to keep all perishables refrigerated and your refrigerator running 24/7. We recommend packing meats and dairy first, vegetables and fruit last.

If we can set sail for Tavolara, we would like to do so not much later than 17:00 in order to make the 9 nm (~2 hours) passage before dark. Otherwise, we will wander the town of Olbia for a relaxing dinner and drinks.

Captains: Reefing Havoc will run a captain’s briefing Saturday at 12:00 at the base. Captains must attend. The briefing covers sailing routes, marina contacts, Tavolara Marine Protected Area rules, La Maddalena National Park permit rules, the Strait of Bonifacio weather pattern, and any other problems you need to deliberate.



SUNDAY (9/6/2026) - PORTO CERVO

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- | | |
|---|-----------------|
| 1. Porto Cervo, Sardinia (41°08'05"N, 9°31'42"E) | VHF 9 / 11 / 16 |
| 2. Tavolara / Olbia area → Porto Cervo: ~18–22 nm · ~4–4.5 hr | |
-

If we stayed at dock, the captains will get moving as soon as they finish with their pre-departure checks and morning briefing, ideally before noon. If the fleet overnighted at Tavolara, we'll pull up the anchor after an early morning swim. Regardless, our next stop is Porto Cervo, the social heart of the Costa Smeralda.

We have slips reserved under "Reefing Havoc" and you'll be stern-to within walking distance of the historic town. Excellent restaurants and a lively promenade make for a memorable first big night.

Looking to crawl back to your boat? Nikki Beach is the obvious answer. Want to brush shoulders with the elite? Phi Beach is the move. We recommend making at least one sensible decision before bedtime, though that may simply mean remembering which dock you are on. (Keep in mind that Phi Beach is a 15mn cab ride away).

Captains: Captains and mates meet at 08:00 on flagship to review passage. Please make sure you finalize any paperwork and track down a dock hand to perform boat inspections and demonstrate all the boat systems. Always keep your radios on VHF 69 (scan on VHF 16). Check forecast.

Sailing to Porto Cervo starts either with a careful departure from the Gulf of Olbia or from the protected waters of Tavolara, depending on Saturday night's plan. If leaving Olbia, follow the marked channel, keep a proper lookout, and do not cut corners. Once clear, the passage north along the Costa Smeralda is straightforward but exposed. Reef early if breeze starts building.

We prefer a conservative arrival. Drop sails well outside the harbor approach, radio the marina and identify the assigned slip, and motor in slowly. Porto Cervo can be busy and boats are expensive, which is a classic Mediterranean combination. The reward is a protected harbor, good restaurants, and the first satisfying feeling that you have actually arrived somewhere.



MONDAY (9/7/2026) - LA MADDALENA, CALA MANGIAVOLPE

La Maddalena, Marina di Cala Mangiavolpe (41.21194° N, 9.40435° E)

VHF 9

This will be a rewarding, scenic sail into one of the most beautiful archipelagos in the Mediterranean. We will be heading northwest from Porto Cervo toward La Maddalena, threading between granite islands, traffic that rivals the Hudson River, and a national park with numerous (well-marked) underwater hazards.

La Maddalena is the main town of the archipelago. We'll be stern-to at Cala di Mangiavolpe, a short walk to the town center. Today may be a good opportunity to rent an e-bike and explore the more remote beaches at the northern end of the island (15mn ride). Reward yourself for all that hard work at one of the many small restaurants. This is also where "I only packed one nice outfit" becomes a strategic decision.

Captains: Meet aboard Flagship at 09:00, cast off around 12:00. Expect a short passage of 11 nm and about 2 hours, but do not let the mileage make you casual. Numerous hazards and heavy traffic will require frequent tacking and gybing.

If you'd like to break up the passage, consider a controlled swim stop at Calla Villamarina, due South of Santo Stefano, only if the weather, park rules, and captain discretion all line up. However, keep in mind, Maddalena operates on a "first come, first served" basis when it comes to docking. As such, we could not reserve a slip for the night and recommend you get to the marina no later than 15:00, lines and fenders at the ready.

Also, the Maddalena waters are gorgeous, but the National Park protects seagrass and sensitive anchorages. Use authorized buoys where available and never anchor on Posidonia seagrass.

After lunch, continue to Marina di Cala Mangiavolpe. Keep clear of charted rocks. The approach is manageable in settled weather but tight enough to reward preparation when things get blustery. Drop sails early and have fenders, lines, and crew assignments ready before entering the channel NNW of Santo Stefano Island.



TUESDAY (9/8/2026) - BONIFACIO, CORSICA

1. Bonifacio, Corsica (41°23'12"N, 9°09'48"E)
2. La Maddalena → Bonifacio: 18 nm · ~3.5 hr

VHF 9
VHF 16 / 9

There will be some open-water work to complete this day, but the reward is Bonifacio, one of the great harbor entrances of the Mediterranean. Passports are required aboard. The Strait of Bonifacio is not the place to discover that yours is in a backpack under six wet towels.

Our next stop is France. Remember, this is an international crossing through a strait where wind and sea can accelerate between Sardinia and Corsica. There is no harm in reefing early, motor-sailing, or delaying if the Maestrale has decided to become the main character.

Everyone will be eager to set foot on land once they arrive in Bonifacio. Fortunately, the marina sits below the old town and the cliff stairs provide both dinner access and a gentle reminder that sailing is not the only cardio on this trip. We typically head up into the citadel for dinner and drinks to end the day.

Captains: Captains and mates meet at 09:00 on Flagship. We will cast off around 10:00 from La Maddalena for the 18 nm crossing. Prepare sandwiches before you shove off and try to have a bag of ice ready for drinks. Watch for fast ferries, commercial traffic, wind-against-current chop, and the acceleration zones near the Corsican cliffs. Do not arrive late unless you are comfortable with tight harbor maneuvering after a long day. La Maddalena to Bonifacio is approximately 3.5hrs.

Navigation Tips: Cross the Strait of Bonifacio with a current forecast, a weather forecast, and a backup plan. The prevailing northwest Maestrale can build quickly and the strait funnels it. Give shoals and headlands generous clearance, keep VHF 16 on, and call/monitor the marina working channel before entry. The Bonifacio entrance is spectacular but narrow, with cliffs, tour boats, gusts, and traffic. Drop sails early, organize fenders before the entrance, and motor in like you are borrowing the boat from someone who wants it back. Prepare lunch ahead of time and secure loose items. Keep crew hydrated and take turns at the helm.



WEDNESDAY (9/9/2026) - BONIFACIO REST DAY

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1. Bonifacio old town and citadel
 2. Grottos / local dinghy or kayak trips
-

VHF N/A
Weather dependent

You deserve a quiet day of rest and relaxation (including captains). The day is yours! Rest day. Burn some gas and dinghy to the grottos or be an eco-warrior and hike to the cliff-top citadel. There are also kayak rentals available from the marina if you're keen for sore abs.

Your captains get the day off, but will top-up water tanks and dinghy gas as needed.

We organized an evening tasting at Galerie des Ducs at 18:00 that goes until sundown. It is one of the highest rated and highest elevation wine and tapas bars in Bonifacio.

B'52 Bar is dockside and allows you to keep the party going. It's hard to miss and attracts a lot of the yachties.



THURSDAY (9/10/2026) - PORTO PALMA, CAPRERA

1. Porto Palma, Caprera (41°11'22"N, 9°27'01"E)

VHF 16

Your skipper will get an early start on the ~4hr passage from Bonifacio back toward Caprera. We are looking to make an early start so everyone can get some time in the water and hopefully experience Benoit Bar™.

Lunch is underway. Please do not use the grill when sailing. The wind is coming from your stern quarter or beam depending on the day's route, and the last thing you want are flames blown towards the cockpit. However, make use of your stove or cooktop if you have a talented chef on board willing to test their skills underway. We typically make a frittata, which is a wonderful "set and forget" dish that cooks in the safety of your locking oven.

You should arrive at Porto Palma, Caprera in the early afternoon if conditions allow. Porto Palma is a sheltered anchorage surrounded by pink granite boulders inside the La Maddalena National Park. There are plenty of snorkeling and hiking opportunities available. Anchor only where permitted, use mooring buoys when required, avoid Posidonia seagrass, and keep swimmers watched.

Porto Palma is more about swimming, quiet water, and dinner aboard than restaurant-hopping. This is an excellent night to finish the "mystery provisions" and discover whether your crew bought enough pasta.

Chances are someone will suggest a gathering once the stars come out. Crews are encouraged to dinghy over to the designated boat and join your fellow sailors. Please bring your own drinks to prevent depleting the stores of your host! Late night revelers, please keep it down for us geriatrics.

Captains: Captains and mates meet at 08:00 on flagship. Cast off at 10:00 from Bonifacio. Sailing across the strait, leeway and current both matter, so use your GPS plotter and your eyes. You should have no problem reaching Porto Palma in daylight if you keep the water time disciplined. Keep in mind the National Park permit is required and anchoring restrictions are real. Do not anchor on seagrass. Try to get settled well before sunset.



FRIDAY (9/11/2026) - OLBIA MARINA RETURN

1. MOYS Marina di Olbia (40°54'56"N, 9°31'34"E)

VHF 9

We are approaching the beginning of the end. Enjoy a big breakfast, swim if conditions allow, and make sure the boat looks less like a snack cupboard exploded before we set sail to Olbia.

Back to the marina no later than 16:00! Please allow extra time to top up fuel.

The passage is 26 nm passage back to the Dream Yacht Charter base at MOYS Marina di Olbia. We arranged a communal dinner at Agriturismo Cabu Abbas. A mini-bus will be waiting for us at the entrance of the marina at 19:30 to take us deep into the hills for a final night together. Your captains will say a few words and award the coveted “most valuable passenger” prize.

Captains: Cast off around 10:00 for Olbia, 26 nm and about 5 hours. Try to get back to the marina no later than 16:00 with enough daylight and patience to handle refueling. Make sure your holding tanks are empty. Before returning the yacht: remove all personal belongings, place safety equipment on the saloon table, clean culinary items, dispose of trash, and notify the base manager or technician.



SATURDAY (9/12/2026) - DEPARTURES

1. MOYS Marina di Olbia (40°54'56"N, 9°31'34"E)

All good things must come to an end. Make sure you wake up your skipper a few hours before your flight; cold water and espresso usually do the trick. The return to reality is rude but unavoidable.

At MOYS Marina di Olbia, boats are already back in their assigned slips. Anyone who scheduled their flights too early has to run off and catch a cab to the airport. Make arrangements with the charter base for a taxi.

Over the course of the day, more and more sailors will depart to the airport. Soon, there will only be the lucky few who have one more night before flying home on Sunday. Once the sun has set, you will feel relieved (but slightly motion sick) getting back into a bed that does not rock. Only a few more weeks before your tan fades.

Captains: No meeting. Disembarkation involves a technical inspection, and an underwater check by diver. Vacate boats no later than 09:00. Collect final crew belongings, and return the boat in the condition that keeps charter staff smiling.

APPENDIX: IMPORTANT PHONE NUMBERS

FLOTILLA COMMS: VHF 69

Emergency

Italian Coast Guard - Emergency.....	1530
French Coast Guard / CROSS - Emergency.....	196
MOYS Marina di Olbia.....	+39 0789 645030 VHF 9

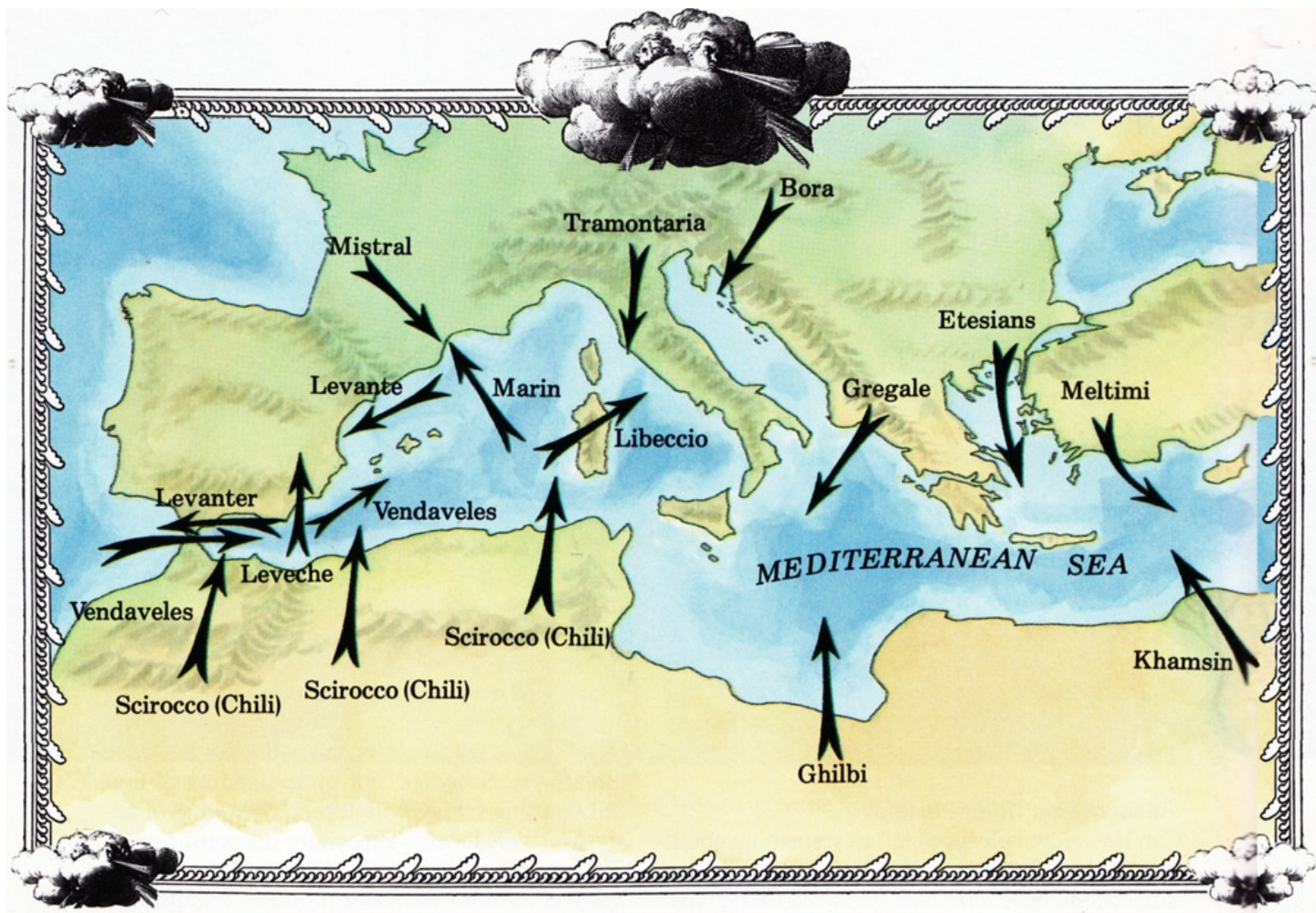
Captains

Matthew Fei (Fleet).....	+1 (646) 496-8805
Arjun Gopalratnam.....	+1 (302) 528-3569
Benoit Lamairesse.....	+33 6 43 02 99 60
Edwin (Tyler) Lindell.....	+1 (970) 394-4480

Marinas

MOYS Marina di Olbia.....	+39 0789 645030
Marina di Porto Cervo.....	+39 0789 905111
Marina di Cala Mangiavolpe, La Maddalena.....	VHF 9
Port de Plaisance de Bonifacio.....	+33 4 95 73 10 07
Tavolara Anchorage / Mooring.....	VHF 71
La Maddalena National Park Permits.....	autorizzazioni.lamaddalenapark.it

APPENDIX: WIND PATTERNS OF THE MEDITERRANEAN SEA



Wind	Area	Direction	Season	Characteristics
Mistral	Western Med	NW	Winter	Cold Air
Tramontaria	Gulf of Genoa, Tyrrhenian Sea, Sardinia	N	Winter	Cold Air
Bora	Adriatic Sea	N, NE	Winter	Cold & Dry Air
Meltemi	Aegean Sea	N, NE	Winter	Cold & Dry Air
Levante	All Med	E	Summer	Warm Air
Scirocco	All Med	S	Spring & Autumn	Hot Air
Ponente	All Med	W	Winter & Spring	Rain

APPENDIX: SAFETY BRIEFING

Monohull Passenger Safety Briefing Script (Fleet Standard)

Welcome aboard! Before we get underway, let's take a few minutes to walk you through safety procedures and important areas of the boat. Please pay attention — this information is for your safety and comfort.

General Safety Rules Bare feet or non-marking shoes only on deck. No sitting on lifelines or bow rails. Always keep one hand for yourself and one for the boat when moving around. Use the handholds and grab rails when under sail. Keep hatches closed when underway to prevent tripping or water ingress. Stay hydrated and use sunscreen — the Mediterranean sun and reflection off the water are stronger than they look!	Fire Safety There are fire extinguishers located in the galley (kitchen area), the cockpit locker, each cabin hallway If you see smoke or fire: Alert the captain or another crew member immediately. Move away from the area and close any doors or hatches if safe to do so. The captain will use the nearest fire extinguisher and may shut off engines and fuel lines if required. Do not open hatches or compartments that may feed oxygen to the fire.
Life Jackets & Safety Gear Life jackets are stored in the lockers under each bench in the cockpit (called lazarette). The orange jackets are for adults, and the smaller ones are for children. In an emergency, I'll instruct you to put them on — but knowing where they are saves valuable time. There are throw rings and flotation cushions located at the stern rail. These are for anyone overboard.	Man Overboard (MOB) Procedures If you see someone fall overboard, immediately shout "Man Overboard!" Keep your eyes on them at all times. Point continuously toward the person in the water. Captain will throw a flotation device and press the MOB button on the chart plotter to mark location. Captain will maneuver the boat for recovery — do not jump in. Once the person is safely recovered, we'll perform a head count and check for injuries.
Grounding or Collision "You haven't been around if you haven't run aground!" In the unlikely event of a ground or strike: Stay low, hold onto something solid, and wait for instructions. Captain will assess for leaks or damage; help by lifting up floorboards to check the bilge and cabin sole for water. Do not open any hatches below the waterline unless directed. Be ready to call the Italian Coast Guard (1530), French CROSS (196), or VHF 16 if help is needed.	Communication & Emergency Procedures The boat is equipped with a VHF radio located at the helm Channel 16 for distress and emergency calls SECURITE - (pronounced sea-cur-i-tay) is the safety signal. This is used to transmit information about the safety of navigation (eg. commercial vessel is coming through a narrow channel) PAN-PAN - (pronounced pahn-pahn) used to signal urgent information, like when someone has fallen overboard, or a boat is drifting into shore or a busy shipping channel. MAYDAY - distress signal, requires the most urgent response. This signal is only to be used when a person, or boat is threatened by grave or imminent danger. Only used for when you are stepping up onto a life raft (ie- the boat will sink below your feet) Captain will handle all radio communications with the Italian Coast Guard, French CROSS, marina, or other vessels. The first aid kit is stored in the salon locker marked "MEDICAL." The flares, air horn, and signaling devices are located in the cockpit locker. Please notify captain immediately if you feel unwell, dizzy, or unsafe at any point.

That concludes our safety briefing.

Before we depart, please take a moment to locate the life jackets, fire extinguishers, first aid kit, and flotation devices.

Safety is everyone's responsibility — thank you for listening, and welcome aboard!