

Rules and responsibilities of the Captain and crew during the use of the yacht and equipment during the charter period.

Remember:

A boat is not a toy. Sailing is not a game.

A charter boat is not a racing boat or a house boat or a kitchen.

A charter boat is only for a competent crew and not for training cadets in a yacht school.

The sailing boat is designed only for yachting in good weather.

1. The Captain of the yacht confirms that he is knowledgeable in the International Sailing Regulations.
2. The Captain confirms that he is competent to operate the yacht as well as all equipment on the vessel (batteries, fuel tanks, water tanks, engine, sails, anchor and anchor winch, winches, steering gear, bowtruster, toilets, showers, radio, kitchen, etc.).
3. The Captain assumes full responsibility for the yacht's safety, equipment, cleanliness, and orderliness during the charter.
4. The Captain confirms that he and his crew are fully competent to operate the yacht in the area.
5. The Captain is fully responsible for his actions and for the entire crew.
6. The Captain knows and abides by the International Maritime Regulations and the Maritime Regulations of the Hellenic Region.
7. The Captain understands that he is operating a charter yacht, intended only for crew rest in good weather, for short crossings between islands in Greek territorial waters. The Captain also understands that the charter yacht is not designed for racing, competing, use in bad weather conditions (strong wind, high waves), etc.
8. The charter yacht must not be operated in an unstable condition, in bad weather conditions, when the wind is more than 25 knots or a wave of more than 1.5 meters, when the crew is not prepared for harsh weather conditions or long crossings or mooring in solid side winds in ports or marinas restricted to maneuvers.
9. It is the Captain's responsibility to know how to operate the yacht's equipment and avoid breakdowns and improper use.

Also, the following rules must be observed when chartering:

- Connect to shore power at least once or twice every 2-4 days.
- Use an anchor chain at least 40 meters during anchorages.
- Mooring only in particular places in marinas or harbors.
- It is forbidden to moor with the stern to the rocks using long mooring lines or mooring at depths less than 5 m, more profound than 15 m, or close to the rocks where the distance is less than 50 m.

Main recommendations for the Captain and crew.

- Do not go to sea without navigation and VHF radio (channel 16).
 - Do not put to sea when the wind speed exceeds 25-30 knots, and the wave exceeds 2 meters.
 - Do not put to sea when fuel is less than ¼ tank (100 liters).
 - Do not put to sea when the crew is not competent for a difficult long crossing in difficult weather conditions.
 - Do not use full sails in winds greater than 24 knots or part of the sails in winds greater than 28 knots. Not to use (not to open) sails when the crew has not been thoroughly trained in sailing.
- The Captain must report all abnormal situations to the port police or charter company and ask for help or advice.

I confirm my competence and the competence of the entire crew as Captain of a charter sailing yacht. I am fully financially responsible for any damage caused to the vessel during the charter.

Name:

Date:

Signature:

Damage List

Damage	Coast

I _____

confirm that my crew and I are competent to operate a charter boat of this type in the Hellenic Region on a route that we have approved.

Oceanis _____ name _____

I agree (guarantee) to reimburse for damages and any loss of equipment to the full extent of the damage and any loss of equipment sustained by the boat during my charter

From _____ to _____ .

I agree with the repair price or the value of the lost equipment.

Buyer:

Date:

Signature:

Skipper:

Date:

Signature:

Charter Company:

Signature:

Deposit Guarantee.

I'm the skipper _____

I'm a significant client _____

We guarantee the safety of the boat _____

during the entire charter period from _____ to _____

We warrant that we are familiar with and agree to the rules of the charter company, the rules of the sea in Greek waters, and the rules of conduct on the boat.

We also warrant that we are qualified to use the charter boat ourselves.

We are responsible for all damages that will be caused to the boat during our charter.

We are responsible for all equipment if it is lost during the charter.

We guarantee full indemnification for loss or damage to the boat's equipment.

Buyer:

Date:

Signature:

Skipper:

Date:

Signature:

Charter Company:

Signature:

Approximate cost of damages

The exact cost of damage is determined by a service company that provides professional service.

- | | |
|--|-----------|
| 1. Breakage of anchor winch | 2500 euro |
| Anchor winch service (slow lowering/raising of anchor chain) | 750 euro |
| *This anchor windlass fails when not correctly used when lifting the anchor chain or securing the anchor to the deck. | |
| 2. Bowtruster breakdown | 2500 euro |
| * Improper use of the Bowtruster controller. | |
| 3. Water pump failure (overheating) | 750 euro |
| * Not switching water tanks promptly or using empty water tanks. | |
| 4. Breakdown (overheating) of the bilge pump | 750 euro |
| * Improper activation of the bilge pump button in manual (hand) mode. | |
| 5. Failure of the external outboard motor. | |
| Initial inspection and service | 350 euro |
| *Improper use of the outboard. Water in the carburetor, oil leakage. | |
| 6. Battery Discharge. Service per unit: | 250 euro |
| Replacement per unit: | 750 euro |
| * Improper maintenance of electrical appliances. Failure to connect to the shore power grid promptly. | |
| 7. Sails or ropes breaking. | |
| *Improper maintenance. The service company determines the cost of damage. | |
| 8. Damage to the boat hull. Any damage to the gelcoat. | |
| *Improper maintenance. The service company determines the cost of damage. | |
| 9. Any damage to the interior or exterior of the boat. | |
| *Improper maintenance. The service company determines the cost of damage. | |
| 10. Also, the deposit can be withheld if the crew and skipper returned the boat in a dirty condition and the cleaning company demanded additional payment for additional cleaning and chemicals. | |
| 11. The security deposit is only valid for the use of the boat for charter purposes. | |
| If the crew uses the boat to participate in regattas or conduct training yachting courses, the charter company reserves the right to modify the deposit amount or decline the charter without reimbursing the charter fee. | |

I confirm that I have read this information and agree.

Buyer:
Skipper:

Date:
Date:

Signature:
Signature: