



TERMS OF AGREEMENT FOR SELF-SAIL CHARTER

CLAUSES

Clause 1: Starting & Ending Time

The OWNER agrees to let on bare-boat charter and the CHARTERER agrees to charter the unattended above mentioned yacht (hereinafter called "the Yacht") for the period as stated above and commencing at **18.00** o'clock, on the stated starting day and ending at **09.00** o'clock on the stated ending day for the sum as stated of which 100% are due and payable by the charterer upon the signing of this Agreement. The balance of is due and payable in the following manner: The 50% of **EURO (VAT INCLUDED)** is due and payable in the following manner: **ONE MONTH BEFORE EMBARKATION.**

Clause 2: Validity

The signature of this Agreement (or official electronic, on line, acceptance) by the OWNER and/or his Agents becomes valid and binds the OWNER to his obligations here in after mentioned only on condition that the OWNER will actually receive the sums of the payments as indicated in CLAUSE 1 above, in time.

Clause 3.a: Delivery

The OWNER agrees:

To fit out the Yacht and to hand her to the CHARTERER, without crew, afloat, clean, ready for sea, with all the gear and equipment indicated in the Yacht's brochure, and its inventory list and in proper running and seaworthy condition at the check in port.

Clause 3.b: Insurance

To insure the Yacht and her equipment against fire, marine and collision risks and third party damage and against any and all loss or damage in excess of the stated insurance excess amount and the CHARTERER shall therefore be relieved of any and all liability which is covered by the said Policy, provided that such loss or damage is not caused or contributed to by any act of gross negligence or willful default on his part. Should the OWNER fail or elect not to effect such insurance he shall assume the same responsibilities as if the Yacht were so insured, but he shall not be under any liability for the loss or damage to the personal property of or for any injury to the CHARTERER or any person on board with his permission.

Clause 3.c: Delivery of the Yacht - Redelivery (Return) of the Yacht and excess delay.

THE CHARTERER agrees:

To return the vessel to the OWNER at the specified port inspection, together with all its equipment, in the same good condition as when received. In the event that the ship has suffered total loss, partial damage, it must IMMEDIATELY notify the company from which receive written instructions. If the vessel returns damaged or partially damaged the shipowner shall use all reasonable endeavors to ensure timely delivery of the vessel for the next charter on the date and place stated in the next charter, but if this is not practicable and because of this damage and the next charter is delayed the company has the right to choose one of the following options: I. To extend the period of the next charter during the same period during which the delivery is delayed if possible and not to charge the previous customer if the next one does not demand any compensation. II. To charge the previous customer who was at fault the corresponding amount to the price of the next charter per day plus fifty percent (50%), for each day or fraction of such day of delay from then until delivery is made. III. To compensate the next customer in an amount corresponding to the percentage of his charter price per day of the next agreement for each day or fraction of that day from then until delivery is made. In any of the circumstances set forth in this clause, neither party shall be liable to pay the other any compensation other than as set forth above for any loss or damage arising from the termination or cancellation of this Agreement. Late arrival for check out after 17:00 on Friday the fee is 100 € while arrival the next morning there is a fee of 1 extra day unless otherwise agreed. Late check in after 17:00 on Saturday the fee is €100 for late check in.

Clause 4.a: Deposit and Guaranty

To leave on deposit and as guaranty with the OWNER on taking over the Yacht the amount stated to meet in whole or in part any claim by the OWNER in respect of any loss or damage to the Yacht and / or her equipment not recoverable under the policy of insurance as in Clause 3(b) here of and for any claim by the OWNER in respect of the provisions of Clause 4(a) above. The aforesaid deposit shall be refunded to the CHARTERER, subject to the provisions above, after inspection of the Yacht, her gear and her inventory by the OWNER.

Clause 4.b: Restrictions in the use of the Yacht Composition of CHARTERER's Party and Cruise Limits

Not to use the Yacht for racing or for towing other craft, except in an emergency, or generally for any purpose

other than that of private pleasure of the CHARTERER and his party which should include not less than ONE (1) qualified skipper and ONE (1) experienced crew member but not more than the maximum allowed persons, which are stated above (PAX), in all at sea, or to accommodate aboard any person other than those shown on the crew/passenger manifest nor to take the Yacht or permit her to be taken outside the cruising area mentioned nor to sublet the Yacht without the written consent of the OWNER.

Clause 4.c: Observance of Customs and Diving Laws

The CHARTERER agrees not to allow any person on board to commit any act contrary to the custom laws of Greece or of any country or contrary to the laws pertaining to fishing or under water fishing nor to seek and/or take possession of objects of archaeological nature or value and that in case any such act is committed this Agreement shall there upon terminate, but without prejudice to any rights of the OWNER and that the CHARTERER shall carry alone any resulting responsibilities and he shall answer alone to the appropriate Authorities.

Clause 4.d: Agreement for Towing the Yacht

The CHARTERER agrees to take every possible preventive measure and precaution to avoid to bring the Yacht in any condition in which the Yacht will need to be towed to any point by another vessel, but should such a necessity arise, in spite of the CHARTERER's efforts, to negotiate and agree with the captain of the other vessel on the price to be paid, before allowing the Yacht to be towed.

Clause 4.e: Restrictions in Leaving Port

Not to leave a port or anchorage if the wind force is or is predicted to be over six (6) of the Beaufort Scale or if the harbor Authorities have imposed a prohibition of sailing or while the Yacht has unprepared damage or any of her vital parts such as engine, sails, rig, bilge pump, anchoring gear, navigation lights, compass, safety equipment, etc. are not in good working condition or without sufficient reserves of fuel or in general, when weather conditions or the state of the Yacht or its crew or a combination of them concerning the safety of the Yacht and her crew is doubtful.

Clause 4.f: Restrictions in the Use of Canvas Restrictions in Navigation

When necessary, to promptly reduce canvas and not to allow the Yacht to be found sailing under an amount of canvas greater than the one insuring comfortable sailing without excessive strains and stresses on the rigging and the sails, not to sail the Yacht in any area not sufficiently covered by the charts at his disposal or without having previously studied the charts of the area and other printed aids on board thoroughly, not to sail the Yacht at night without all navigation lights functioning or without sufficient watch on deck.

Clause 4.g: Yacht Log

To keep the Yacht's Log Book up to date, noting each day the port of call, the state of the Yacht and its equipment, any change in the composition of the crew when at sea, regularly, the times positions, weather conditions, sail plan and hours of engine operation.

Clause 4.h: Itinerary

To plan and to carry out the Yacht's itinerary in such a manner as to reach the port of call farthest away from the point at which the Yacht must be returned to the OWNER (Turn-Around Point) within the first one third (1/3) of the charter period and that two days prior to the termination of the charter the Yacht's port of call shall lie at a distance not greater than forty (40) Nautical Miles from the point at which the Yacht is to be returned to the OWNER.

Clause 4.i: Reports of Yacht's Position and State

To report by telephone or cable to the OWNER at reasonable intervals (every 3 days) the position and state of the Yacht and of her passengers, as well as in the event of any damage to the Yacht.

Clause 4.j: Information

To study and acquire a working knowledge of any printed matter pertaining to the proper handling of the Yacht and to the conditions in the cruising area which may be made available to him by the OWNER.

Clause 5: CHARTERER's Sailing Qualifications

For the case where the CHARTERER (or any person of his party) shall act as Captain of the Yacht, this agreement is entered into on this basis of the CHARTERER's (or the relevant person from his party) competence in sailing, seaman ship and navigation stated by him in writing and in the event of any error, omission or misinterpretation in this respect being subsequently discovered, the OWNER shall be entitled to terminate this Agreement forth with and to retain the Charter fees. For the case where the CHARTERER (or any person of his party) shall not act as Captain of the Yacht, Clause 6 and/or Additional Condition (b) of this document apply.

Clause 6: Test of Sailing Competence of CHARTERER and his Crew

The OWNER (or his representatives) may require the CHARTERER and his crew to demonstrate their competence in handling and navigating the Yacht safely by actually operating the Yacht at sea with the OWNER (or his representative) aboard and should the CHARTERER and/or his crew fail to satisfy the OWNER in this respect, the OWNER may terminate this Agreement as stated in Clause 5 above or place aboard the Yacht a seaman, if one acceptable by both the OWNER and the CHARTERER, is available, at the

expense of the CHARTERER, for as many days as the OWNER will consider necessary for the safety of the Yacht and her passengers and any time required for this test of the CHARTERER's competence and seamanship will be part of the agreed Charter period.

Clause 7: Take-Over of the Yacht & Time required for it

The delivery of the Yacht to the CHARTERER will be made at the commencement of the charter period as designated in Clause 1. The time required to demonstrate the Yacht to the CHARTERER and to familiarize him with her shall be part of the agreed charter time. The free use of the Yacht will be granted to the CHARTERER after he has signed the Take-Over form.

Clause 8: Acceptance of the Yacht CHARTERER's Responsibility during Charter Time

Before signing the aforesaid form, the CHARTERER shall have the right to inspect the Yacht, her gear and her inventory thoroughly to ascertain that all are available and in good working condition, except as may be noted there on, but the signature of the Take-Over form by the CHARTERER shall be deemed to imply acceptance of the Yacht which there after will be in the CHARTERER's full responsibility and the CHARTERER shall have no right to claim for any loss of time or expense occasioned by any accident or breakdown or failure of any part of the Yacht.

Clause 9: Running Expenses Repairs of Damages

After take-over, expenditures for port-dues, water, fuels, oils and any other stores required, as well as the repair of any damage or failure that may occur while the Yacht is in the CHARTERER's responsibility and which are not the result of normal and natural wear shall be made by the CHARTERER at his expense, provided that he previously obtained the consent of the OWNER for the technical suitability of the repair to be made. In the case of repairs of damages or failures resulting clearly from normal and natural wear, the CHARTERER shall previously obtain the OWNER's consent with regard to the cost and technical suitability of these repairs and the CHARTERER shall collect the pertinent receipts against which he shall be refunded by the OWNER at the end of the charter.

Clause 10: Ascertainment of Damages

In the event that any damage is found to the vessel with or without the fault of the skipper and the crew, the skipper is obliged to immediately inform the ship-owning company which will assess the damage (and not himself) and will receive instructions for the company damage management. In the event that the ship-owning company delays being informed by the skipper and this causes either a late check out or a delay of the next charter or a total cancellation of the next charter, the corresponding amount for the company's claim + the cost of the damage will automatically be withheld (the above charges are not offset if the terms are violated more than once).

Clause 11: Cancellation or Premature Termination

In the event that the CHARTERER should elect to terminate the charter and deliver the Yacht prior to the date designated in this Agreement, the OWNER shall not be liable to the return of any proportional part of the hire money.

Clause 12: Delay of Check in/out

If the vessel returns with damage, the ship-owning company has the right to delay 24h the departure of the next charter in order to repair the damage without compensating the next costumer if it has not previously been compensated by the previous one. Delayed arrival for check out after 17.00 on Friday as late check in after 6 on Saturday the charge is €150 for late check.

Clause 13: Special Provisions

The special provisions if any, set out in the Schedule hereto are fully accepted and form part of this Agreement.

The agents or the skippers of the owner act in good faith on behalf of both owner and charterer but contract as agents only.

No way incur any liability for any acts, matters or things done, committed, omitted or suffered by either party, except for the responsibilities provided by the pertinent legislation of Greece.

Clause 15: Arbitration of Disputes

In the event of any dispute arising between the parties here to with respect to this Agreement or any thing herein contained the same shall be referred to two Arbitrators in Greece one to be appointed by each party, whose decision shall be final or to an Umpire to be appointed by such Arbitrators, if and when they shall disagree, the decision in such event of the Umpire to be final.

During the boarding, all the prescribed procedures for the information, control and avoidance of the transmission of covid-19 have been observed.

SPECIAL PROVISIONS OR TERMS

Fuel tanks will be delivered fuel to client with the obligation to be returned full.