

ΝΑΥΛΟΣΥΜΦΩΝΟ – CHARTER PARTY

Charter code No: 2025/

Υπεγράφη την / 2025	Στο ΛΕΥΚΩΣΙΑΣ 37, ΑΛΙΜΟΣ,
Signed on the	At
Όνομα Πλοίου/Name of Vessel	Τύπος πλοίου/ Type of Vessel
Port of Registry / Λιμένας Μηλόγησης	Register No / Αριθμός Μηλόγιου
Σημεία ΕΛΛΗΝΙΚΗ	Flag GREEK

ΣΥΜΒΑΛΟΜΕΝΟΙ – THE CONTRACTING PARTIES

A. Πλοιοκτήτης ή εξουσιοδοτημένο από αυτούς πρόσωπο(διαγράφεται ανάλογα)
 A. Ship owner or by the authority of the ship owner (cross out accordingly)

Διεύθυνση / Address	Αριθμ. Ταυτότητας ή Διαβατηρίου / Identity card No or Passport No	Αρμόδια Δ.Ο.Υ/ Tax Office
A.Φ.Μ / Tax Number	Αριθμ. Τηλεφώνου/Tel No	Ηλεκτρονική Διεύθυνση / E-mail

B1. Ναυλομεσίτης, εξουσιοδοτημένος από τον παραπάνω αναφερόμενο πλοιοκτήτη, κατόπιν της έγγραφης συγκατάθεσης του πλοιοκτήτη ή εφοπλιστή (του πεδίου A του παρόντος) B2. Τουριστικό γραφείο / Ναυλομεσίτης

B1. Broker - authorized by the above mentioned ship owner, after the written consent of the Ship owner (as mentioned above in field A) & B2. Tourist office / Broker

B1. TAILWIND ΜΟΝΟΠΡΟΣΩΠΗ Ι.Κ.Ε			
Διεύθυνση / Address	ΛΕΥΚΩΣΙΑΣ 37 ΑΛΙΜΟΣ	Αρμόδια Δ.Ο.Υ/ Tax office	ΔΟΥ ΓΛΥΦΑΔΑΣ
A.Φ.Μ / Tax Number	801356993	Ηλεκ./κλή Διεύθυνση / E-mail	info@tailwindyachting.com
Αριθμ. Τηλεφώνου/Tel No	6978196009		
B2.			
Διεύθυνση / Address		Αρμόδια Δ.Ο.Υ/ Tax office	
A.Φ.Μ / Tax Number		Ηλεκ./κλή Διεύθυνση/E-mail	
Αριθμ. Τηλεφώνου/Tel No			

Γ. Ναυλωτής / C. Charterer:

Διεύθυνση / Address	Αριθμ. Ταυτότητας ή Διαβατηρίου / Identity card No or Passport No	Αρμόδια Δ.Ο.Υ/ Tax Office
A.Φ.Μ / Tax Number		

Δ. Περίοδος ναύλωσης / D. Charter period	Από (ημερομηνία) / From (date) ___/___/202__	ώρα π.μ / time a.m 17:00
	Μέχρι (ημερομηνία) / To (date) ___/___/202__	ώρα π.μ / time p.m 09:00
Χώρα παράδοσης του πλοίου - Λιμένας / Country - Check in port:	Greece - Alimos	
Χώρα επαναπαράδοσης του πλοίου - Λιμένας / Country - Check out port:	Greece - Alimos	
Συνολικός ναύλος (ολογράφως και αριθμητικά) Charter freight in total (written both in words and figures)		

NET charter fee:EURO +Charter V.A.T =Total charter price (EURO)

Τη διακυβέρνηση του επαγγελματικού πλοίου αναψυχής αναλαμβάνει επιβάτης που διαθέτει τα κατά νόμο απαιτούμενα προσόντα για τη διακυβέρνησή του»

ΘΕΩΡΗΘΗΚΕ

Την.../24	Το παρόν ναυλοσύμφωνο του επαγγελματικού σκάφους	
Λιμένας νηολόγησης ΠΕΙΡΑΙΑ	Αριθμός νηολογίου	
Με αριθμ. πρωτ.αδείας επαγγελματικού πλοίου αναψυχής		
Και μοναδικό αριθμό Μητρώου επαγγελματικού πλοίου αναψυχής		

που αφορά ναύλωση :α. Με λιμένα εκκίνησης της ημεδαπής (σύμφωνα με την παρ.2 (α) της παρούσας και κατατέθηκε αντίγραφο αυτού στη Λιμενική Αρχή.

Υπογράφεται από τον Πλοιοκτήτη Signed by the Ship owner ΚΟΡΡΕΣ ΓΙΩΤΙΝΚ ΝΕΠΑ ΜΕΓ ΑΛΕΞΑΝΔΡΟΥ 4 ΚΕΡΑΤΕΑ Α.Φ.Μ 996736677 Δ.Ο.Υ ΠΛΟΙΩΝ ΠΕΙΡΑΙΑ	Υπογράφεται από τον ναυλωτή	Υπογράφεται από τον Ναυλομεσίτη Signed by the Broker TAILWIND ΜΟΝΟΠΡΟΣΩΠΗ Ι.Κ.Ε ΥΠΗΡΕΣΙΕΣ ΝΑΥΛΟΜΕΣΙΤΙΩΝ ΛΕΥΚΩΣΙΑΣ 37 ΑΛΙΜΟΣ Α.Φ.Μ 801356993 Δ.Ο.Υ ΓΛΥΦΑΔΑΣ	Υπογράφεται από τον Ναυλομεσίτη Signed by the Broker
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Η ΛΙΜΕΝΙΚΗ ΑΡΧΗ

Validity	2. The signature of this Agreement by the Owner and/or his Agent becomes valid and binds the Owner to his obligations hereinafter mentioned only on condition that the Owner will actually receive the sums of the payments as indicated in Clause 1, on 1 st page. 3. The Owner agrees :
Delivery	a) To fit out the Yacht and to hand her to the Charterer, without crew, clean, ready for sea, with all the gear and equipment indicated in the owners/agents official offer, inventory list in proper running and seaworthy condition at the agreed on the 1 st page embarkation port. b) To insure the Yacht and her equipment, as per the Greek Law, against fire, marine and collision risks, third party damage and against any loss or damage in excess of the agreed security deposit, € -----. 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. The Owner 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. c) To employ every reasonable effort to ensure delivery of the Yacht on the date and at the port mentioned on the 1 st page hereof, but if for any cause whatsoever the yacht shall not be available, the Charterer shall have the right of choice of one of the following possibilities:
Insurance	I. Provided that the following charter commitment of the Yacht allows it and that the Owner agrees, to prolong the period of charter by the same length of time by which the delivery has been delayed. II. To leave the date of termination unchanged as in Clause 1 hereof and to be refunded by the Owner with an amount proportional to the time by which delivery was delayed at the rate corresponding to the total charter fees in Clause 1 hereof. III. If the delay of delivery exceeds one fourth (1/4) of the total charter time, to cancel this Agreement and be refunded by the Owner with the total amount paid for this charter. In any of the events mentioned in this Clause, neither party shall be liable to pay to the other any other compensation for any loss or damage resulting from the curtailment or the cancellation of this Agreement. IV. To accept a similar boat suggested by the Owner/Agent.
Delayed Delivery	4. The charterer agrees :
Excess Delay	a) To re-deliver the Yacht to the Owner at the agreed date, time and port, as mentioned on 1 st page, together with all her equipment in the same good condition as she was at take-over. If he shall for any reason, weather conditions included, fail to deliver the Yacht at the aforesaid date, time and port, to pay to the Owner demurrage at the rate of the charter price per day of this Agreement increased by fifty percent (50%), for every day of fractional part of a day thereafter until delivery has been effected. If he leaves the Yacht at any place other than the port designated in this Clause, to pay to the Owner all expenses involved in transferring the yacht to the port of redelivery and pro-rata demurrage as above for the number of days required for this transfer, as well as for any loss or damage not covered by the insurance policy, which may occur on or to the yacht until she has been taken over again by the Owner. b) To leave on Refundable deposit and as guarantee with the Owner on taking over the Yacht the amount agreed of € ----- 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) hereof 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. c) Not to use the Yacht for racing or for towing other boat, 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 (1) qualified Skipper and (1) experienced crew member, but not more than -- passengers, according to the boat's official documents in all at sea, or to accommodate aboard any person other than those shown on the crew list nor to take the Yacht or permit her to be taken outside the area of the Greek seas nor to sublet the Yacht without the written consent of the owner. d) Not to allow any person on board to commit any act contrary to the customs 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 archeological nature or value and that in case any such act is committed this agreement shall thereupon 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. e) To take any 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 boat, but should such a necessity arise, in spite of the Charterer's efforts, to notify immediately the owner and if such contact is impossible, to negotiate and agree with the captain of the other boat on the price to be paid, before allowing the yacht to be towed. f) Not to leave a port or anchorage if the wind force is or is predicted to be over seven (7) of the Beaufort Scale or if the harbor Authorities have imposed a prohibition of sailing or while the yacht has unrepaired 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. g) 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. h) 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. i) To plan and to carry out the yacht's itinerary as a manager 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) N.M. from the point at which the yacht is to be returned to the Owner. j) To report by telephone to the Owner at reasonable intervals the position and state of the yacht and of her passengers, as well as in the event of any damage to the yacht. k) To study and acquire a working knowledge of any printed matter pertaining the proper handling of the yacht and to the conditions in the cruising area which may be made available to him by the Owner. IT IS HEREBY FURTHER AGREED by and between the parties hereto :
Re-Delivery (Return) of the Yacht and Delays	5. This agreement is entered into on the basis of the Charterer's competence in sailing, seamanship 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 forthwith and to retain the charter fees. 6. 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 skipper, 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 skipper will be part of the agreed Charter period.
Refundable deposit Restrictions in the use of yacht.	7. The delivery of the yacht to the Charterer will be made at the commencement of the charter period as designated on 1 st page. 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.
Composition of Charterers Party & Cruise Limits.	8. 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 in good working condition, except as may be noted there on our acceptance delivery form, but the signature of the acceptance delivery form by the Charterer shall be deemed to imply acceptance of the yacht which thereafter will be in the Charterer's full responsibility and the Charterer shall have no right to claim in any loss of item or expense occasioned by any accident or breakdown or failure of any part of the yacht . In the unlikely event, due to normal wear, of mechanical/electrical or other serious failure, the owner/agent has the obligation to repair the yacht, in 36 hours, from the Charterers notice to the owner/agent, without any compensation. Owner or his representatives will not accept any claim after disembarkation of the boat regarding the condition of the boat, mechanical/electrical or other serious failure if previous has not been informed from the Charterer during the charter period.
Observance of Customs & Diving Laws.	9. 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 the 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.
Agreement for Towing the Yacht.	10. If any accident or damage is caused by the yacht, the Charterer shall request from the nearest port Authority to ascertain the damage or accident and the circumstances in which it has been caused and to make a written record and statement about it and he shall notify the Owner at the same time.
Restrictions in Leaving Port	11. In the event of cancellation of the charter by the Charterer, for any reason, except as mentioned in Clause 3 (c) (iii), after signing this Agreement, all advance payments made up to the date of cancellation will be retained by the Owner, and the Owner reserves the right to refund the said deposits only if he succeeds in letting the yacht to another Charterer for the same period and under the same conditions. 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 hire money.
Restrictions in the Use of Canvas. Restrictions in Navigation. Yacht Log	12. Should the yacht become an actual or constructive total loss before or during the charter period, this Agreement shall be deemed to be at an end the Charterer shall recover from the Owner all charter monies paid in advance to the owner only in case the loss has occurred before the charter period, or during the charter period, provided that the Charterer or his crew were not responsible for the loss.
Itinerary	13. The special provisions if any, set out in the Schedule hereto are fully accepted and form part of this agreement. 14. The Yacht should be returned to the base the day before the end of the charter contract by 18:00 pm the latest. 15. Crew change is allowed subject to the same contract and a new crew list for port authorities' use. The new crew list is a part of this contract and the charter contract nbr is mentioned in the new crew list.
Reports of yachts position and State Information.	16. The Agent/owner is not responsible for lost, damaged, or stolen personal items. 17. The Agents act in good faith on behalf of both Owner and Charterer, but contract as agents only and in 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. 18. In the event of any dispute arising between the parties hereto with respect to this Agreement or anything 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. 19. Command of the charter leisure yacht assume Skipper, which is hired from the Owner/Operator and he is considered either part of it, or passenger, who is holder of the required credentials for her command, according to the law.
Charterer's Sailing Qualifications.	
Test of Sailing Competence of Charterer and his crew.	
Take-Over of the Yacht & Time required for it.	
Acceptance of the Yacht Charterer's Responsibility during Charter Time	
Running Expenses Repair of Damages.	
Ascertainment of Damages.	
Cancellation of Premature Termination.	
Total Loss of Yacht.	
Special Provisions.	
Agents.	
Arbitration of Disputes.	
Additional conditions	

I freely give my explicit consent, according to the EU Regulation 2016/679 (GDPR), for the processing (i.e. collecting, recording, organizing, structuring, storing, adapting, alternating, retrieving, consulting, transmitting, disseminating or any other type of processing) of my personal data, to you and your employees and collaborators, through e-mail or any other means. This consent is given for the purpose of declaring my intention to charter a yacht, to sign a charter party and to execute this charter and also to use my data for commercial purposes, for the transfer to the owner of the yacht or to other professionals, for the purpose of transferring the yacht, its service etc and for any update that may occur. I also give my consent to receive future updates of new or the same services for own my better service, to receive personalized services for me and lastly for research and social purposes. I give my consent in order to create and keep, for all the above processing types, an archive (whether electronic and/or in paper). I have been informed by you for all my rights as a data subject (i.e. my rights to access my data, to obtain information, to ask for rectification, or restriction, my right to erasure (right to be forgotten), right to data portability, and my right to object). The Company, to which the personal data are given, declares that the se collected personal data will be kept in the Company's archive until the data subject exercises of one of the above rights.