

All sailors are required to agree to the terms and conditions below before registering a charter boat.

Charter Terms and Conditions

IMPORTANT: By agreeing to the Charter Terms and Conditions you agree to arrange third party liability insurance for your charter boat, to at least the minimum value required of competitors in the Notice of Race.

Competitors must provide their own ropes, boom vang, mainsheet block, traveller blocks, sail, battens, tiller and tiller extension.

Charter boats will be supplied with hull complete with self-bailer, padded toe strap, spars (mast top section, bottom section and a boom,) centerboard and rudder, control line deck block fitting with blocks and control line deck cleat fitting with cleats.

No fitting may be removed, even if it is subsequently replaced, and no repairs may be undertaken without the permission of the charter provider. Note: All of the fittings are sealed with silicone during manufacture.

No changes, additions, or alterations to the spars, hull and fittings shall be made except the fitting of a compass and wind indicator supplied by the competitor provided that they can be fitted without piercing or otherwise marking the hull or spars.

All masts are checked ensuring they are within the design tolerance.

Wet or dry sanding of the hulls or any other equipment is prohibited.

The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.

Plastic tape or similar may be used in accordance with the Class Rules.

If a booked charter boat is cancelled prior to the entry closing date, refunds will be given only as stated in the Notice of Race. Any available refund of the charter fee and damage deposit, less any bank and administration charge specified in the Notice of Race, will be refunded approximately one week after the entry closing date. For charters cancelled after the entry closing date the damage deposit less bank fees of £15 will be refunded but no charter fee or pre-charter fee is refundable. (See Notice of Race 4.)

To identify and record any equipment defects a copy of the Damage/Repair record shall be completed, agreed and signed by the competitor and charter company representative when the boat is first given to the competitor. This form shall be used to record any subsequent damage and repairs together with any cost paid during the charter period and finally to record any damage and charges at the end of the charter period when the boat is returned to the charter company. All records on the form shall be signed by both the competitor and the charter company representative.

The cost of any damage, including scratches and bent spars, up to a limit of £300 for each incident, will be deducted from the damage deposit. Damage or breakages will be repaired or replaced as required on a daily basis, requiring payment from the sailor to maintain the £300 damage deposit held for the charter boat. The choice of repair or replacement is at the discretion of the charter boat supplier. The unused portion of the damage deposit will be refunded at the end of the championship by the International Laser Class Association Office.

All sponsor stickers and associated glue marks shall be removed from the hull and equipment before the boat is accepted for return at the end of the championship. Glue cleaning materials may be available from the charter supplier. Charter boats shall not be towed unless flag "T" is displayed ashore or on the Race Committee starting boat. When flag "T" is displayed a tow shall not exceed 8 knots.

The use of the charter boat may be withdrawn if, in the opinion of the organizing authority or the charter provider, a competitor breaks any of the conditions of charter or treats or handles a charter boat without care or in a manner which causes or is likely to cause damage to the boat.

Competitor's Signature

Printed Name

Date