

3.1.1- MAINTENANCE PROGRAM - PRE-CHARTER - MECHANICAL & ELECTRICAL

ITEM

1. Check battery charger is plugged in and is operational. VOLTS ARE:
2. Check work order; Repair squawks.

SYSTEMS CHECKS: Instruments, nav. lights, stern shower, steering

1. Check cockpit shower operates and no leaks.
2. Check manual bilge pump.
3. Check depth meter.
4. Check wind speed and direction if fitted.
5. Check speedometer powers up.
6. Remove and clean speedometer paddle wheel. Make sure speedometer responds to paddle wheel spin.
7. Check steering operates smoothly and is properly adjusted.
8. Check bow lights.
9. Check stern light.
10. Check steaming light.
11. Check anchor light.
12. Check deck light.
13. Check cockpit light.

SYSTEMS CHECKS: Engine, fuel, transmission, windlass

1. Check engine for oil or water leaks, loose bolts and clamps, worn, loose, or leaking hoses. Repair as necessary.
2. Check condition of batteries. Batteries should be clean, clamps tight, no corrosion at terminals. Top up water in wet cell batteries only.
3. Check emergency fuel valve operation and make sure valve is open.
4. Check engine water level. Top up to within 1" of top of tank.
5. Check engine oil level. Top up if one quart or more low.
6. Check alternator mounting bracket, bolts and belt condition / tension.
7. Check refrigeration bracket, bolts and belt condition / tension.
8. Check transmission coupling bolts are tight. Spray with CRC-66
9. Check shaft free to rotate easily.
10. Check cooling water thru hull valve operates freely and spray with CRC-66.
11. Check stuffing box. No leaks. Zinc is in front of stuffing box.
12. Check engine mounts are secure and all bolts are tight.
13. Check neutral button works.

PUT TRANSMISSION IN NEUTRAL // START ENGINE

1. Check engine alarms work.
2. Check oil pressure gauge, should read over 40 pounds. **PRESSURE IS:**
3. Check throttle operates smoothly and holds rpm.
4. Check for adequate exhaust water discharge.
5. Check charge rate at 1500 rpm. If boat has amp meter, check it is reading at least 20 amps. If boat has voltmeter, check it is reading at least 13.5 volts. **AMPS ARE: VOLTS ARE:**

6. Check gear shift operates smoothly into and out of gear.
7. Check no vibration in or out of gear.
8. Check engine for any leaks.
9. Check stuffing box for excessive leaking.
10. Check windlass operation. Tip anchor over bow, drop at least 30 ft. of chain and pull up chain and anchor with windlass.
11. Check engine stop control works and is easy to pull out.
12. Spray engine with CRC-66 and wipe off.

SYSTEM CHECKS: water, bilge, domestic electricity

1. Check fresh water tanks are full and not leaking (check bilge).
2. Check fresh water system (pumps and hoses) are not leaking.
3. Check water flow from all tanks.
4. Check both pumps prime from all tanks.
5. Check both pumps reaches pressure and shut off from all tanks.
6. Leave position of valves and switches to use different pump from last charter. Make sure valves and switches are in correct position for charter.
7. Check manual bilge pump. Make sure it pumps water.
8. Check automatic bilge pump and float switch for operation
9. Check other electric bilge pumps if installed.
10. Check refrigerator drain operates and drains water from the refrigerator.
11. Check galley sink faucets operate.
12. Check galley foot pump operates.
13. Check galley sink drain for leaks.
14. Check all main cabin and galley lights operate
15. Check all main cabin fans operate quietly. Replace blades if necessary to make fan quiet.
16. Check DC electric panel. Make sure all switches work, are correctly labeled and control the correct function.
17. Check AC electric panel. Make sure main is on and battery charger is on. All other breakers should be off.
18. Check inverter operation if inverter is installed on yacht. Use test light or electric drill to ensure inverter is operational.
19. Check VHF radio: Power, channel changing, squelch, volume control.
20. Check stereo radio: Power, channel changing, all controls.

**SYSTEMS CHECKS: LPG, Stove, oven
(MUST BE DONE IN THIS SEQUENCE)**

1. Check all burners and oven controls are shut
2. Open LPG cylinder valve.
3. Turn on LPG solenoid valve.
4. Shut off LPG cylinder valve.
5. Write down cylinder pressure from pressure gauge. **PRESSURE IS:**
5. Wait at least 5 minutes.
6. Write down cylinder pressure from pressure gauge. **PRESSURE IS:**
2. If pressure drops, system is leaking. Check for leak with soapy water until leak is found. Report leak to Chief Mechanic. Repair leak BEFORE any guest's board yacht.
7. Open LPG cylinder valve.
8. Light each burner and ensure burner is operating correctly.
9. Light oven and ensure oven is operating correctly.

10. Light broiler if installed and ensure broiler is operating correctly.
11. Shut off solenoid valve and make sure all stove burners go out.
12. Make sure each burner valve and oven valve are closed now.

SYSTEMS CHECKS: Cabin and head

1. Check all stateroom lights operate.
2. Check all head lights operate.
3. Check fans operate quietly. Replace blades if necessary to make fan quiet.
4. Check all thru hull valves operate freely. Spray with CRC-66
5. Check all heads operate.
6. Check all heads for leaks.
7. Check all basin faucets operate and do not leak.
8. Check all shower faucets operate and do not leak.
9. Clean all shower strainers.
10. Check shower pump operates and drains shower sump

3.1.2 MAINTENANCE PROGRAM - PRE-CHARTER - RIGGING & COSMETICS

ITEM

1. Check work order and repair all squawks.

ON DECK, STARTING FORWARD

1. Check main anchor / chain / rope.
2. Check secondary anchor / chain / rope.
3. Check operations of anchor roller.
4. Check genoa, genoa sheets, and furling gear.
5. Check genoa halyard and spare if applicable
6. Check main sail, halyards, reefing lines, sail ties and sail cover.
7. Lubricate gooseneck and tack shackle.
8. Check that outhaul and reefing lines function properly.
9. Check all blocks and turning blocks turn freely, spray with CRC or WD40.
10. Check all winches turn freely.
11. Check main traveler lines and cleats.
12. Check all opening hatches. Adjust and lubricate.
13. Check Bimini frame and fittings.
14. Check swim ladder.
15. Check cockpit table / hinges / leaf support.
16. Check all lifelines / gates / stanchions.

BELOW DECKS

1. Check that companionway ladder has pins in place.
2. Check all drawer stops and handles.
3. Check all door knobs and hinges. Lubricate hinges.
4. Check hinges and catches on all locker doors.
5. Check all mirrors.
6. Check all opening ports. Adjust and lubricate.
7. Check refrigerator lids for seal, hinges and pull rings.

3.1.3 - MAINTENANCE PROGRAM - PRE-CHARTER CHARGING SYSTEM

ITEM

DC CHARGING SYSTEM CHECK

1. Plug in yacht's dockside power cord.
2. Inspect battery terminals and cables for corrosion and tightness. Remove cables and clean terminals if necessary.
3. Inspect ground cable connection to engine block and/or negative disconnect switch for corrosion and tightness. Remove cables and clean terminals if necessary.
4. Inspect battery positive connection to main disconnect switch for corrosion and tightness.
1. Remove cables and clean terminals if necessary.
5. Cut OFF battery charger and stop engine if running.
6. Using digital VOM, test house battery voltage with battery charger turned off.
7. Record voltage on work order.
8. Using digital VOM, test engine battery voltage with battery charger turned off. Record voltage on work order. IF VOLTAGE IS BELOW 10.0 VOLTS, BATTERY HAS NO CHARGE. REPLACE BATTERY AND CHECK AND REPAIR ELECTRICAL SYSTEM LEAKAGE.
9. If battery voltage is above 10 volts or if new battery has been installed, perform battery load test for 15 seconds. Record end voltage on work order. Check yacht is plugged in and turn on battery charger.
10. Using digital VOM, test house battery voltage with battery charger on.
11. Record voltage on work order.
12. Using digital VOM, test engine battery voltage with battery charger on. Record voltage on work order. IF VOLTAGE IS BELOW 13.0 VOLTS, BATTERY CHARGER IS INOPERATIVE.
13. DIAGNOSE PROBLEM AND REPAIR.
14. Check alternator bracket. Make absolutely sure bracket is tight and alternator is properly aligned.
15. Check alternator belt tension and condition on all alternators. (Tension is correct if belt deflects no more than 1/4" when pushed midway between pulleys). Adjust tension if necessary.
2. Replace belt if worn.
16. Check isolator diode for correct connection to alternators and batteries.
17. Check isolator diode for proper operation with engine not running. Voltage at alternator terminal should be zero. Voltage at battery terminals should be within volts of voltage at battery.
3. If voltage is more than 0.2 volts less than battery voltage, check for loose or corroded connections between isolator and battery terminals.
18. START ENGINE AND SET IDLE SPEED TO 1500 RPM.
19. Using digital VOM, test house battery voltage with engine running. Record voltage on work order.
20. Using digital VOM, test engine battery voltage with engine running. Record voltage on work order. IF VOLTAGE IS BELOW 13.0 VOLTS, ALTERNATOR IS FAULTY. DIAGNOSE PROBLEM AND REPAIR.

FOR YACHTS WITH AC ELECTRIC REFRIGERATION:

1. Ensure yacht has refrigeration time and ship / shore selector switch is properly marked.
2. Check refrigeration operates on shore power.
3. Check refrigeration operates on inverter power.
4. Check output of large alternator. Using digital VOM, test house battery voltage with engine running.
5. Record voltage on work order. IF VOLTAGE IS BELOW 12 VOLTS, LARGE ALTERNATOR IS FAULTY. IF VOLTAGE IS GREATER THAN 14 VOLTS, LARGE ALTERNATOR REGULATOR IS MALFUNCTIONING. DIAGNOSE PROBLEM AND REPAIR.

3.2.1- MAINTENANCE PROGRAM -QUARTERLY SERVICE - MECHANICAL & ELECTRICAL

ENGINE CHECKS:

1. Change engine oil and filter.
2. Change RACOR element or drain water separator trap.
3. Change refrigerator zinc on Sea Frost systems.
4. Change secondary fuel filter if no RACOR is installed
5. Change zinc in heat exchanger.
6. Check all engine hose clamps.
7. Check electrical connections to alternator and starter.
8. Check electrical connections to oil pressure sender.
9. Check electrical connections to temperature sensor.
10. Check raw water impeller, change if necessary.
11. Clean raw water strainer
12. Clean and spray engine mount bolts with CRC-66.
13. Clean engine air intake filter.
14. Clean engine siphon break.
15. Clean refrigerator water by-pass valve. (432/510)
16. Complete any assigned special project.
17. Complete PRE-CHARTER MECHANICAL CHECK LIST

3.3.1- MAINTENANCE PROGRAM - 6-MONTH SERVICE MECHANICAL & ELECTRICAL

SYSTEM CHECKS:

1. Change secondary fuel filter.
2. Inspect timing belt on Perkins M50. Replace if necessary.
3. Lubricate all engine hose clamps.
4. Spray electrical connections to alternator & starter with CRC.
5. Spray electrical connections to oil pressure sender with CRC.
6. Spray electrical connections to temperature sensor with CRC.
7. Clean raw water strainer and replace seals.
8. Remove, inspect, and clean cooling system pressure cap.
9. Remove engine control, inspect all connections, and re-adjust.
10. Lubricate all engine control fittings and cables.
11. Check entire length of exhaust hose for leaks and damage.
12. Spray all exhaust hose clamps with CRC.
13. Check that all wiring in engine compartment is well secured.
14. Inspect steering cables, sheaves, chain, and sprocket.
15. Wipe steering cables with grease.
16. Lubricate steering sheaves with engine oil.
17. Lubricate steering chain and gear with "Spray lube"
18. Inspect entire length of propane tubing for corrosion and chafe.
19. Complete QUARTERLY SERVICE.

3.4.1-MAINTENANCE PROGRAM - ANNUAL SERVICE - MECHANICAL & ELECTRICAL

ITEM

1. Change transmission fluid.
2. Replace timing belt on Perkins M50.
3. Drain & refill engine coolant with 50/50 coolant.
4. Replace raw water impeller.
5. Replace hot water heater anode.
6. Remove, rebuild, and recondition all pumps.
7. Rebuild all head pumps.
8. Check and adjust engine valve clearances.
9. Clean and paint engine in manufacturers' original color.
10. Lubricate all thru-hull fittings during haul-out.
11. Lubricate stuffing box.
12. Complete SEMI-ANNUAL MAINTENANCE.

WINDLASS:

13. Remove windlass from yacht. (Vertical windlass)
14. Inspect windlass seals. (Vertical windlass)
15. Drain and refill gearbox oil.
16. Clean and paint gear box and motor. (Vertical windlass)
17. Re-install using adequate sealant. (Vertical windlass)
18. Clean and lubricate clutch, and pawl.
19. Clean & spray all electrical connections including relays.

3.4.2-MAINTENANCE PROGRAM - ANNUAL SERVICE RIGGING & COSMETICS

ALOFT: Inspect all of halyard before going aloft

1. Check all end fittings on shrouds and stays.
2. Topping lift fittings okay and properly adjusted.
3. Sheaves rotating freely. Lubricate.
4. Check spreader tips for good boots or tape.
5. Check spreader secured at mast.
6. Check lead for head stay halyard. Does it need a lead block?
7. Check radio antenna. Notify maintenance if in need of repair.
8. Lubricate sail track with silicone spray.

ON DECK

1. Check all end fittings on shrouds and stays.
2. Check turnbuckles, clevis pins, cotter pins, and chain plates.
3. Re-tune rigging if necessary.
4. Inspect head stay extrusions and service roller furling gear.
5. Tape all split pins.

MAST / BOOM / RIGGING / WINCHES

1. Check all blocks. Spray with CRC or WD-40 or appropriate lubricant.
2. Inspect all halyards and sheets.
3. Check that all mast and deck cleats are tight and serviceable.
4. Lubricate goose neck.
5. Check out haul and reefing lines work properly.
6. Check sail slide stop.
7. Check that all turnbuckles are pinned and taped.
8. Disassemble, clean, lubricate, and reassemble halyard and sheet winches.
9. Check condition of ladder, fender, and dock lines. Renew where necessary.

ANCHOR / CHAIN / RODE

10. Check anchor for excessive wear. Check anchor stock is straight.
11. Replace rusty chain as necessary.
12. Inspect rode. Check thimble. End for end if necessary. Secure bitter end.
13. Check shackles and safety wire.
14. Check anchor rollers are free.

3.5.1- MAINTENANCE PROGRAM - TWO-YEAR SERVICE MECHANICAL & ELECTRICAL

SYSTEM CHECKS:

1. Re-torque cylinder head. (Except 4-236 and M50)
2. Remove, clean and test fuel atomizers.
3. Remove and reinstall rebuilt alternator.
4. Remove and reinstall rebuilt starter.
5. Remove and descale heat exchanger.
6. Remove and descale transmission oil cooler if installed.
7. Remove, inspect, and clean exhaust elbow.
8. Replace rudder bearings at haul-out.
9. Drain, flush and refill all water tanks.
10. Complete ANNUAL MAINTENANCE.

Phase Out

Just as brand new yachts are phased into our fleet from the manufacturer, so yachts are phased out so that the owner can take it for private use.

The actual phase out period begins after the last charter has taken place on your yacht and it has been taken out of the reservation system. Generally, the phase out period takes 30 days. The yacht operations manager and his technical team at your home base manage the phase out process. You and your surveyor, you should decide to engage one; will participate in this process via the owner relations manager.

Independent Surveys of the Yacht

Some owners engage the services of an independent marine surveyor to participate in the phase out process with them. Surveyors can provide technical advice to you during phase out or act as your representative at hand over day. This is particularly important if you will be unable to personally accept your yacht.

We recommend hiring a surveyor at least 6 months prior to the phase out date. This ensures he or she will be present for the yacht's last haul out which generally takes place within 6 months before the phase out process begins.

During phase out, surveyors may conduct formal reviews of the yacht first just after phase out day and second after the phase out maintenance has been completed.

Sea trials of your yacht may be conducted for up to 4 hours. Surveys and sea trials must be prearranged with the owner relations manager.

If there are areas of concern or that you feel need additional attention, the yacht operations or technical manager will discuss this with you.

Should you decide to hire a surveyor; the owner relations manager can provide the names of recognized professionals in the base's geographic region. This list is not to be construed as a recommendation on behalf of DREAM YACHT CHARTER. All costs of owner's survey must be paid by yourself or your representative and prearranged with the surveyor.

Condition of Yacht at Hand Over

At phase out your yacht will be released in the best possible condition, allowing for fair "wear and tear." This means that we will provide a yacht in sound working order. Specifications on the condition of each facet of the yacht are outlined in the appendix "Yacht Condition Specifications List." Should you wish to refit your yacht with new sails or engines, DREAM YACHT CHARTER can provide these to you at a discounted rate.

Phase Out Process

In sum, here is an outline of the phase out process. Supporting documents can be found in the appendix of this manual.

1. 90-210 days prior to hand over day: final haul out of yacht

Approximately 3-7 months prior to the phase out day, while your yacht is still active in the fleet, the last haul of your yacht will take place. The bottom will be inspected for anomalies, cleaned, repaired if necessary, and repainted with an anti-fouling agent. If you have opted to engage an independent surveyor, he or she may be present for this last haul out. The owner relations manager will inform you of this date.

2. 30-60 prior to hand over day: phase out maintenance is conducted

a. Phase out survey is completed. The day after your yacht is removed from the reservation system, the yacht operations manager responsible for the yacht's maintenance will conduct a Phase out Survey using the standard DREAM YACHT CHARTER Phase out Survey form (see Appendix for sample). This process is a critical review of the entire yacht's condition from electrical systems to rigging and cosmetics. At this point, all outstanding maintenance and repairs needed on the yacht are noted.

If you have opted to engage an independent surveyor, he or she may conduct a formal survey of your yacht at this point. Contact the owner relations manager and he or she will arrange a time slot for you. Independent reports should be submitted to the yacht operations manager of your base. He or she will review the report with you prior to the initiation of the phase out maintenance.

b. Phase out maintenance work begins. The yacht operations manager will submit the Phase out Survey results to the base's technical team who will complete the phase maintenance.

c. Phase out maintenance is completed. On completion of the phase out maintenance, the yacht operations manager confirms all outstanding work has been rectified, and all systems operational in accordance with Phase out Survey results and Yacht Condition Specifications List (see sample of this list in the Appendix).

If you have hired an independent surveyor, he or she may review the yacht at this point. A standard 4 hour sea trial of the yacht may also be arranged for this time period. This should be prearranged with the Owners Liaison Manager

d. Yacht's original inventory is matched. The inventory will be matched to the yacht's original inventory list that was logged in the Yacht Master File at phase in (see Appendix).

e. Graphics removed. All graphics will be removed and/or modified as specified in the "Treatment graphics at phase out" (see Appendix under Yacht Conditions Specifications List).

f. Yacht undergoes a pre-charter cleaning and preparation. The yacht will be thoroughly cleaned and prepared following exactly the same procedures used in a standard pre-charter preparation routine.

3. Hand over day: 30-60 days after phase out day: the yacht operations manager reports the yacht phased out and the owner is contacted. The yacht is formally handed over to the owner

Hand Over and Release of Yacht

Once the phase out maintenance is complete, the yacht operations manager will notify your owner relations manager. Before acceptance of your yacht, you will need to ensure several key items are completed. A checklist of these items is given below.

You will need to clear any outstanding bills prior to this date. Once the accounting department has given approval, the yacht operations manager will meet with you or your representative for signing of the Acceptance and Release Form (Appendix). If you are accepting the yacht on your own behalf, you will be asked to sign the release form and inventory list.

If you have a representative accepting on your behalf, we request that you submit to the owner relations manager a letter from you authorizing the individual as your hand over agent. This should be done at least 2 weeks prior to handover. In order to protect your interests, we cannot make exceptions to this policy.

Here is a checklist of items you should ensure are completed by hand over day:

Make sure you that you have:

- **The vessel insured. Fleet coverage terminates on the day the yacht is turned over to you or your agent.** You should therefore ensure that you have coverage in effect on that date.
- Full set of delivery charts is available on board
- Boat keys (including ignition key)
- Boat documentation papers (original)
- Last customs clearing document
- Boat maintenance log ("Yacht Master File")
- Complete inventory (see check-list, Appendix)
- Snorkel gear
- Any personal gear stored at the base
- Letter authorizing movement (acceptance and release form)
- Weather forecast, if taking yacht immediately for delivery
- All bills paid

Should you or your representative fail to accept the yacht from DREAM YACHT CHARTER within 60 days after phase out date, DREAM YACHT CHARTER will assume yacht is accepted and owner will become responsible for dockage, maintenance, and insurance at current rates. The DREAM YACHT CHARTER and the yacht owner agree that DREAM YACHT CHARTER, May at DREAM YACHT CHARTER discretion, operate the yacht on an overflow charter contract in order to offset dockage, maintenance, and insurance costs accrued by the yacht owner.

The owner relations manager will be in charge of notifying you of actions taken by the base until the yacht actually leaves DREAM YACHT CHARTER base.

Yacht Delivery

Should you need your yacht delivered to another location for you, you should discuss this with the owner relations manager, who will provide you with options. For insurance reasons, the bases are unable to be directly involved in recommending delivery crews or any type of assistance to the owner.

The original Phase out Survey and Acceptance & Release Form will be kept on file. A copy of the survey and the Acceptance & Release Form will go to the owner along with all maintenance records logged into the Yacht Master File.

Yacht Master File

If the yacht goes to Footloose, your Yacht Master File will be forwarded to the yacht operations manager of this organization.

If you regain full control of your yacht, the Yacht Master File will be given to you.

The original copy of the Phase out Survey and the original Acceptance/ Release form will be sent to the owner relations manager in Clearwater for archiving. Only copies of these two documents must be put into the Yacht Master File.

Glossary of Terms

- **Fleet time** – indicates the time period that the yacht is in DREAM YACHT CHARTER reservation system and available for charter service
- **Management program** – period of time under which DREAM YACHT CHARTER takes responsibility for a yacht. It is inclusive of Fleet Time.
- **Last charter date** - the final day a yacht is in charter service
- **Phase out date** – the day a yacht is removed from DREAM YACHT CHARTER reservation system. Occur after the last charter date.
- **Phase out survey** – review and testing of a yacht to ascertain functionality of the yacht’s electrical, mechanical, and rigging systems. Determine type of phase out maintenance that will be conducted.
- **Phase out maintenance**– final maintenance procedures conducted on a yacht to prepare it to leave DREAM YACHT CHARTER fleet. Takes place after the phase out survey and period generally lasts
 - 30 days.
- **Hand over date** – the day that all phase out maintenance has been completed, any account issues have been cleared, and the yacht is ready for signing and release to its owner.
- **Haul out** – process of removing yacht from the water in order to inspect its hull for integrity, clean, and reapply with anti-fouling paint. Conduct on an annual basis during DREAM YACHT CHARTER management program.
- **Yacht Operations Manager** – also known as the “Base Manager”. DREAM YACHT CHARTER staff member who directs the operations of a particular DREAM YACHT CHARTER base location. Supervises the phase out of each yacht based at his or her location.
- **Revenue Manager** – DREAM YACHT CHARTER staff member who determines the annual fleet mix of yachts.
- **Owner Relations Manager** – DREAM YACHT CHARTER staff member who serves as a liaison between the yacht owner and DREAM YACHT CHARTER operations and marketing teams: primary contact for the owner during the entire management program.
- **Yacht Master File** – File of maintenance conducted on yacht during management program.

ACCEPTANCE & RELEASE

I, _____, the owner, or owner authorized representative, hereby accept from DREAM YACHT CHARTER the below described, yacht, in its present condition, which is good and seaworthy, and hereby release DREAM YACHT CHARTER from any and all responsibility for repair, maintenance and insurance. I have determined that all the equipment that is to accompany the yacht is aboard and in good and seaworthy condition.

Description of the yacht:

Name of the Yacht _____

Make of Yacht _____

Model _____

Hull # _____

Dated this: _____ day of _____, 20 ____

Owner, or

Owners' Authorized Representative

A	EXTERIOR HULL & DECK:	COQUE & PONT:		
	Check :		✓	X
1	Graphics	Graphiques de coque		
2	Fixed ports	Hublots de coque		
3	Hull transom gel coat	Gel coat coque & tableau arrière		
4	Deck non-skid/trampoline	Antidérapant de pont		
5	Hatches, frames/hinges	Panneaux, cadres		
6	Hatches, glazing	Panneaux, plexi		
7	Fixed window/skylight	Panneaux plexi fixes		
8	Winds coop	Manches à air		
9	Nav light wiring, chafe protection	Feux de route/protection Anti-ragage		
B	CABIN TRUNK/COCKPIT:	ROOF & COCKPIT:		
	Check :		✓	X
1	Fixed ports	Hublots de coque		
2	Ports, frames/porthole, cadres	Hublots, cadre		
3	Ports, glazing	Hublots, plexi		
4	Hardware-bedding/corrosion	Accastillage, / visserie, corrosion & Installation		
5	Cabin top, nonskid	Antidérapant roof		
6	Bimini	Bimini		
7	Dodger	Capote de descente		
8	Cockpit lockers	Coffres cockpit		
9	Cockpit teak	Teck cockpit		
10	Cockpit gratings	Caillebotis de cockpit		
11	Helmsman's seat	Siege de barre		
12	Swim ladder	Echelle de bain		
13	Transom rub rail	Joint de protection de la jupe arrière		
14	Companionway, main door	Porte de descente		
15	Winch handle pocket	Poches de manivelles de winchs		
16	Cockpit table	Table cockpit		
17	Steering wheel	Barre à roue		
18	Binnacle	Protection compas		
19	Compass	Compas		
C	DECK FITTINGD	EQUIPEMENT DE PONT		
	Check:		✓	X
1	Bow rail/Martingale stay	Balcon avant		
2	Lifelines	Filières		
3	Stanchions	Chandeliers		
4	Stern rail	Balcon arrière		
5	Toe rail	Rail de fargue		
6	Cleats	Taquets d'amarrage		
D	ANCHORING SYSTEM			
	Check:		✓	X
1	Anchor windlass	Guindeau		
2	Stem head	Ferrure d'étrave		
3	Windlass control	Commande de guindeau		
E	STANDING RIGGING & SPARS:	GREEMENT DORMANT		
	Check:		✓	X
1	Adjustment/tuning	Réglage, tension		
2	Turnbuckles	Ridoirs		
3	Spreaders, checked (yes/no)	Barres de fleche		
4	Toggles	Cardans		
5	Forestay	Etai avant		

6	Genoa furling gear	Enrouleur de génois		
7	Forestay toggles	Cardans étai avant		
8	Forestay link plate	Cadène de trinquette		
9	Backstay	Pataras		
10	Shrouds	Haubans		
11	Mast	Mat		
12	Mast step/mast boot	Platine de pied de mat		
13	Boom	Bôme		
14	Gooseneck	Vit de mulet		
15	Jammers	Bloqueurs		
16	Chain plates/tie rods	Cadènes		
17	Mast wiring	Câblage électrique de mat		
F	DECK HARDWARE	ACCASTILLAGE DE PONT		
	Check :		✓	X
1	Winches	Winches		
2	Main sheet track	Rail d'écoute de grande voile		
3	Main sheet traveler	Chariot d'écoute de G.V.		
4	Genoa track	Rail d'écoute de génois		
5	Genoa cars	Chariot de génois		
6	Genoa turning blocks	Poulies renvoi écoutes génois		
7	Downhaul	Hale bas		
8	Jammers	Bloqueurs		
G	RUNNING RIGGING:	GREEMENT COURANT:		
	Check:		✓	X
1	Main sheet	Ecoute de grande voile		
2	Genoa sheet	Ecoute de génois		
3	Halyards	Drisses		
4	Topping lift	Balancine de bôme		
5	Reef lines	Bosses de ris		
6	Lazy jacks	Lazy-jacks		
H	SAILS			
	Check :		✓	X
1	Main sail	Grand voile		
2	Genoa	Génois		
3	Staysail	Trinquette		
4	Mainsail cover	Housse de grande voile		
I	MAIN CABIN/STATEROOMS	CARRE & CABINES		
	Check :		✓	X
1	Lighting	Eclairage		
2	Fans	Ventilateurs		
3	Cabinetry/woodwork	Menuiserie meubles		
4	Varnish, oil	Vernis		
5	Door hinges	Charnières de portes		
6	Door latches	Serrures de portes		
7	Locker hinges	Charnières d'équipets		
8	Locker latches	Fermetures d'équipets		
9	Storage areas	Coffres		
10	Headliner	Vaigrages		
11	Fabrics	Sellerie rideaux		
12	Cushions	Coussins		
13	Evidence of leaks	Fuites constatées		
J	GALLEY :	CUISINE :		
	Check :		✓	X
1	Galley faucet	Robinetterie évier		
2	Sink drain	Evacuation évier		
3	Stove	Réchaud		
4	Warning placards at stove	Notices d'avertissement		
5	Garbage disposal warning placard	Notices d'avertissement disposition des		

		Ordures		
6	Cabinetry, woodwork	Menuiserie, meubles		
K	HEADS:	TOILETTE :		
	Check:		✓	X
1	Mirrors	Miroirs		
2	Faucets	Robinetterie		
3	Basin drain	Lavabo		
4	Shower fixture	Robinetterie douche		
5	Shower drain	Evacuation bac a douche		
6	Storage lockers	Coffres		
7	Toilet	WC marin		
8	Holding tank	Cuve aux eaux usées		
9	Lighting	Eclairage		
10	Electrical	Prise 220v		
L	DC SYSTEMS (SVCE BANK):	COURANT CONTINU (SERVICES):		
	Check:		✓	X
1	Battery condition	Etat des batteries		
2	Indicated battery voltage	Voltage banc service		
3	Wet battery water level	Niveau batteries		
4	Battery terminals	Cosses de batteries		
5	Batteries secured	Sangles de batteries		
6	12v panel indicators	Tableau général 12v		
7	Connectors/crimping at panel	Borner		
8	Wire routing	Faisceaux de câblages		
9	Main batt disconnect switch	Commutateur batteries		
	DC SYSTEMS (ENGINE BACK):	COURANT CONTINU (MOTEUR):		
	Check :		✓	X
1	Battery condition	Etat des batteries		
2	Indicated battery voltage	Voltage banc service		
3	Wet battery water level	Niveau batteries		
4	Battery terminals	Cosses de batteries		
5	Batteries secured	Sangles de batteries		
6	Main batt disconnect switch	Commutateur batteries		
M	AC SYSTEMS:	COURANT ALTERNATIF:		
	Check :		✓	X
1	Shore power cord	Rallonge de quai		
2	Shore power inlet plug	Prise de quai male		
3	Polarity indicator/alarm	Alarme/témoin de polarité		
4	Main breaker panel	Tableau 220v		
5	Connectors/crimping at panel	Borner		
6	Wire routing	Faisceaux de câblage		
7	Outlets	Prises		
8	Shore power batt charger	Chargeur de batterie		
N	INVERTER SYSTEM:	ONDULEUR:		
	Check :		✓	X
1	Transfer switch	Interrupteur de distribution		
2	Output voltage	Voltage à la sortie		
3	Overall operation	Fonctionnement général		
4	Full load operation	Fonctionnement à pleine charge		
5	Safety cutouts operate	Fonctionnement des sécurités		
O	ELECTRONICS:	ELECTRONIQUE:		
	Check :		✓	X
1	Vhf	Radio Vhf		
2	Knot meter	Lock speedo		
3	Depth sounder	Sondeur		
4	Wind speed	Anémomètre		
5	Wind direction	Girouette		
6	Stereo cassette, cd	Radio cassette, cd		

7	Gps	GPS		
8	Autopilot	Autopilote		
P	SAFETY EQUIPMENT:	EQUIPEMENT DE SECURITE:		
	Check :		✓	X
1	Navigation lights	Feux de navigation		
2	Vents, blowers	Aérateurs & ventilateur moteur		
3	Manual bilge pumps	Pompe de cale manuelle		
4	Electric bilge pumps	Pompe de cale électrique		
5	Auto bilge pumps	Pompe de cale automatique		
6	Float switch operation	Contacteur a flotteur		
7	Life raft stowage	Radeau de survie		
8	Emergency fuel shut-off	Arrêt d'urgence d'alimentation fuel		
Q	COLD WATER: EAU DOUCE	EAU DOUCE (FROIDE):		
	Check :		✓	X
1	Storage tank leaks	Etanchéité réserves d'eau		
2	Pump operation	Groupe d'eau		
3	Filter leaks	Etanchéité des filtres		
4	Hose leaks	Etanchéité des raccords de tuyaux		
5	Filler/vent system	Nables et reniflards		
6	Change-over valves	Vannes de distribution		
R	HOT WATER SYSTEM:	EAU CHAUDE:		
	Check:		✓	X
1	Heater operation	Fonctionnement chauffe-eau		
2	Heater electrical connections	Branchements électriques du chauffe-eau		
3	Pressure relief valve leaks	Fuites soupape de sécurité HP		
S	THRU-HULL FITTINGS/VALVES:	PASSE-COQUE & VANNES:		
	Check:		✓	X
1	Operation	Fonctionnement des vannes		
2	Double clamp below water line	Double collier sous flottaison		
3	Leaks	Etanchéité des passe-coque		
T	GROUNDING :	MISE A LA MASSE:		
	Check:		✓	X
1	Engine	Moteur		
2	Generator	Générateur		
3	Rigging	Grément		
4	Metal tanks	Réserves métal		
U	REFRIGERATION SYSTEM	REFRIGERATION:		
	Check:		✓	X
1	Refrigeration operation	Fonctionnement général		
2	Refrigerator door/lid seal	Porte et joint de porte		
3	Refrigerator drain	Vidange réfrigérateur		
V	LPG SYSTEM:	GAZ:		
	Check:		✓	X
1	Solenoid valve operation	Fonctionnement solénoïde vanne		
2	Lpg locker lid seal	Joint du coffre à bouteilles		
3	Lpg locker drain	Vidange coffre à bouteilles		
4	Lpg locker leak proof to boat	Etanchéité entre coffre et intérieur bateau		
5	Lpg system leak check	Fuites plomberie		
6	Warning placards	Notices de sécurité		
W	MAIN ENGINE FUEL:	FUEL MOTEUR:		
	Check :		✓	X
1	Filter leaks	Etanchéité des filtres		
2	Fuel line leaks	Etanchéité du circuit fuel		
3	Fuel tank	Réserves de fuel		
4	Fittings	Raccords		
5	Filler and vent lines	Nables et reniflards		
X	STEERING:	SYSTEME DE BARRE:		

	Check :		✓	X
1	Cables	Drosses		
2	Rudder post packaging/seals	Tube de jaumière		
3	Rudder bearings	Roulements et paliers		
4	Steering lock/quadrant stops	Frein et butées du secteur de barre		
5	Emergency tiller	Barre franche de secours		
Y	ENGINE AND TRANSMISSION:	MOTEUR ET TRANSMISSION:		
	Check :		✓	X
1	Model & serial number	Modèle & numéro de série		
2	Engine hours	Heures moteur		
3	Throttle controls	Commandes moteur		
4	Motor mounts/brackets	Fixation moteur		
5	Chafe	Points de friction/usure		
6	Raw water filter	Filtre eau de mer		
7	Coolant level	Niveau du liquide de refroidissement		
8	Cooling system	Circulation d'eau de mer		
9	Exhaust system	Echappement		
10	All hose clamps	Colliers de plomberie		
11	Syphon break operation	Code cygne anti-siphon		
12	Engine start/stop	Moteur Start, stop		
13	Engine exhaust smoke	Fumée d'échappement		
14	Panel gauges	Tableau moteur, indicateurs/témoins/jauges		
	TRANSMISSION :	TRANSMISSION:		
	Check:		✓	X
1	Model & serial number	Modèle & numéro de série		
2	Controls/cable	Commandes inverseur		
3	Vibration	Vibration d'arbre		
4	Fluid level, condition	Niveau d'huile inverseur		
Z	INTERIOR HULL:			
	Check:		✓	X
1	Fiberglass work	Contre-moule de coque		
2	Bulkheads to hull bonding	Stratification cloisons/coque		
3	Tie rods, chain plates	Ancrages et reprises de cadènes		
4	Keel bolts	Boulons de quille		
5	Limber holes	Anguillères		
6	Water leakage	Fuites		
7	Bilge cleanliness	Propreté des cales		
8	Floorboard fit	Ajustement des planchers		
9	Floorboard edge sealing	Finition du chant des planchers		
10	Water-tight compartments	Compartiments étanches		

OUT-OF-WATER INSPECTION:		INSPECTION HORS DE L'EAU:	
DATE: _____		LOCATION OF HAUL-OUT: _____	
	Check:		✓ X
1	Condition of bottom	Etat des œuvres vives	
2	Rack and pinion	Crémaillère et pignon	
3	Rudder	Safran	
4	Thru-hull fittings	Passe-coque	
5	Transducers	Transducteurs	
6	Strainers/screens	Filtres	
7	Grounding plates	Plaque de mise à la masse	
8	Zincs	Anodes	
9	Type of bottom paint	Type de peinture anti-fouling	
10	Propellers	Hélices	
	Size	Diamètre hélices	
	Number of blades	Nombre de pales	
11	Shafts	Arbres d'hélice	
	Size	Taille/diamètre arbre	
12	Strut bearings	Paliers de chaises d'arbre	
	Size	Taille paliers	

SEA TRIAL:		ESSAI EN MER :	
General information		Informations générales	
Date :		Date :	
Time :		Heure	
Depart from		Départ de :	
Return to :		Retour à :	
Operator		Responsable :	
Observers		Observateurs	
	Check :		✓ X
1	Engine start	Démarrage moteur	
2	Exhaust smoke	Fumée à l'échappement	
3	Exhaust water	Eau à l'échappement	
4	Engine instrumentation	Instruments moteur	
5	Throttle operation	Fonctionnement commande gaz	
6	Transmission operation	Fonctionnement commande inverseur	
7	Steering operation	Fonctionnement système de barre	
8	Vibration, low rpm	Vibrations, moteur au ralenti	
9	Vibration, high	Vibrations, moteur à fond	
10	Oil leaks	Fuites d'huile	
11	Coolant leaks	Fuites circuit de refroidissement	

CONDITION

WINDLASS

- Operation
 - The windlass will operate electrically in the up mode, and down mode.
 - A stainless steel handle will be provided for operating the windlass manually, providing the particular windlass is equipped with “manual override” capabilities
 - The brake and freewheeling mechanisms will operate.
 - The chain will not skip nor jump on the chain gypsy when the chain and anchor is retrieved in a direct vertical pull.
- Cosmetics
 - The windlass casing will be clean. If the casing has a painted finish, this will be in good condition. There may be minor surface corrosion evident as this is considered normal wear and tear.
- Wiring
 - All wiring will be sound and secure. Terminals will be secure with minor signs of corrosion as this is considered normal wear and tear.

BATTERIES

- Voltage level
 - Battery voltage will show 12.5 volts
- Wiring
 - All wiring will be sound and secure. Terminals will be secure with minor signs of corrosion as this is considered normal wear and tear.
- Security
 - Batteries will be in battery boxes if originally supplied. Otherwise all batteries will be secured with tie-straps.

PUMPS

- Operation
 - All pumps will be operational
 - All bearings will be clean and greased
- Wiring
 - All wiring will be in good condition and secured
 - Connections will be clean with minor signs of corrosion as this is considered normal wear and tear.

ENGINE

- Final maintenance will be in accordance with the 1 year and 2-year maintenance schedules as written in the Yacht Operations Manual Section 3.5.1.
- All engine gauges and alarms will function correctly.

- Where there is doubt in the condition of the engine, a qualified third party will be called in to inspect the engine. Should the owner wish to have the engine inspected by a Marine Surveyor this will be at his/her expense.

BIMINI

- Cloth
 - The cloth will be in good condition with minimal wear and tear. Any repair or patch will be no greater than 6" x 6". Any patch material used will be of the same color as original cloth.
 - There will be no more than 5 patches.
- Frame
 - The stainless steel frame will be secure and clean. There will be no surface rust.
 - The fore and aft tie down straps will be taught and in good condition. Clips and/or Snaps will be functional.

ELECTRONICS/ SAILING INSTRUMENTS

- Operation
 - All sailing instruments, which include the following depending on yacht model, Speed/Log, Depth and Wind speed, will be fully functional.
 - Due to the continuing developments in the Marine Electronics field, some instruments may not match the originally supplied model. In which case the substituted instrument will not be a "down grade" in quality or performance.
- Cosmetic
 - Color degradation to the sailing instrument cover or casing, due to UV light, will not constitute a reason for replacement, but is deemed to be normal wear and tear in tropical latitudes.

GPS

- If fitted, the GPS will function correctly giving accurate position fixes. If the yacht equipment list calls for a hand-held GPS, this unit will be presented to the Owner at hand over.

12V and 110V PANELS

- All breakers will be sound and operational. All LED lights will function
- All labeling will be in place at each breaker
- All meters and gauges that are mounted on or within the vicinity of the panels will function and read correctly.

TOERAILS

- Will be secure with no water leaks.
- Minor surface corrosion will be deemed to be normal wear and tear, and not constitute reason for changing a section of toe rail.
- Surface corrosion or salt built up around securing screws will be cleaned and coated with a light wipe of "Vaseline" for protection.
- Minor damage will be deemed to be normal wear and tear. By way of a guideline damaged areas will not be longer than 8" or 20cm in a continuous length. Indentations will not exceed 1/2" or 12mm. There will be no more than three areas of damage within these guidelines on any one section of toe rail.
- If any one section of toe rail has damage exceeding these guidelines it will be replaced.

- The replacement of one section of toe rail will not give reason for replacement of other sections for cosmetic reasons.

STANCHIONS & LIFELINES

- Stanchions
 - Will be straight with no surface rust
 - There will be no evidence of leaks from stanchion bases
 - Due to design, some play and looseness is normal between a stanchion and a stanchion base.
- Lifelines
 - Will be secured and taught, within normal acceptable safety standards.
 - There will be no broken or severely corroded wire strands. Minor surface rust at wire terminals or swages is deemed to be normal wear and tear.
 - Gate lifelines will have functioning snap hooks or pelican hooks as required.

HALYARDS

- Will be of correct length
- Will be in good condition. Minor abrasion, stiffness, or “furring” of the outer core will be deemed normal wear and tear. As will fading of color due to UV light.
- All halyards as originally supplied with the yacht will be in place.
- All halyards will be supplied with a shackle, which will be either a threaded pin, or snap shackle.

RIGGING

- All standing rigging will be checked and tuned by DREAM YACHT CHARTER experienced staff
- All rigging will be serviced in accordance with DREAM YACHT CHARTER maintenance schedule ‘Annual Service’ Policy 3.4.2
- The spreaders, spreader ends, and spreader bases will be physically inspected. All will be sound and secure, with no corrosion, deterioration, or sharp edges.
- The masthead will be physically inspected.

ANCHOR, CHAIN & WARP

- All parts of the ground tackle will be in good condition, and capable of providing secure anchoring in normal cruising conditions.
- Anchor
 - There will be two anchors stowed on board. They will have an acceptable galvanized finish or will be painted with gray epoxy paint
- Chain
 - Both anchors will have a length of chain attached in accordance with the yacht equipment specification. Chain will be sound. Some surface rust, particularly within 30' / 10M of the anchor must be expected.
- Warp
 - Both lengths of chain will have warp attached in accordance with the yacht equipment specification. It can be expected that this warp will be discolored and or have an aged look.

This will be deemed to be normal wear and tear. Severe areas of chafe or if one of the three strands is broken, will be reason for replacement.

SAFETY GEAR

- All safety gear in accordance with the yacht equipment specification will be on board, in its entirety, and as issued to the yacht at time of original sale.
- All equipment that has an expiry date will be within six (6) months of that date at time of hand over.
- All equipment will be in good, clean, and dry condition, and correctly stowed.

KEEL

- The builder or DREAM YACHT CHARTER does not fair keels. A mildly uneven surface finish must be expected. Due to the reaction between salt water, iron, and copper based anti-fouling paints, some small paint blisters that may be weeping rust can appear on the keel. These are considered normal and an unavoidable occurrence.
- The keel and keel to hull joint will be inspected at the last haul-out prior to phase out date. With iron keels, rust and rust streaks at the joint are a normal occurrence.

ANTIFOULING

- The yacht has an annual haul-out during its charter term. The annual haul-out and painting results in a buildup of anti-fouling paint. This is not excessive, but can result in an uneven surface. This is considered a normal occurrence.
- The yacht will have been hauled and bottom painted within six (6) months of the hand over date. Bottom paint will be applied in accordance with DREAM YACHT CHARTER standard operating procedures.

GRAPHICS & LOGOS

- See section on graphics presentation in Appendix.

HATCHES & WINDOWS

- All hatches and windows will be in sound condition.
- All hinges and locks will function correctly.
- All hatches and windows will be watertight. Where doubt exists a leak test will be carried out using a hose under normal dockside water pressure.
- No Acrylic panels will be cracked. crazing from UV light is deemed to be normal wear and tear in tropical locations. As a guideline, where crazing exists, only if the view from inside the yacht is clouded or distorted will the Acrylic be replaced. Replacement of only the Acrylic, and not the complete hatch, or upper frame will be deemed to be an acceptable repair.

BEDDING

- The yacht will be fully furnished with bedding and linens in accordance with the original yacht equipment list. This bedding and linen will be supplied from the existing Bareboat operation stores. All items will be in good condition and freshly laundered.

GALLEY EQUIPMENT

- The yacht will be fully equipped in accordance with the original yacht equipment list.

- All items will be clean, in good condition and neatly stowed.

STOVE & GAS BOTTLES

- Stove
 - The stove will be fully functional. The stove and surrounding area will be clean.
 - All related equipment such as potholders, oven pans, and trays will be fitted.
- Gas Bottles
 - The yacht will be supplied with two (2) full gas bottles. If these bottles are stamped with an expiry date, they will be within six (6) months of that date at hand over.
 - There will be a warning label concerning the safety and use of LPG, located in the gas locker, or on the underside of the gas locker lid.
- Gas Line
 - All gas lines will be in good condition, and secured. Flexible hose that are stamped with an expiry date will be within six (6) months of that date at hand over.
 - The complete LPG system will be pressure tested in the presence of the Owner or the Owners Representative.

VARNISHED SURFACES

- All varnished surfaces will be re-varnished prior to phase out. Surfaces will be in sound condition and cosmetically pleasing, as outlined in the Phase Out procedures 4.2
- It must be noted that wood with a varnish finish ages and changes color over a period of time. Sunlight will affect this discoloration to varying degrees. This is considered normal wear and tear.
- Wood discoloration due to water ingress will be dealt with wherever practically possible. Minor water damage should be considered normal wear and tear. Any damage that affects the functional structure will be replaced or repaired.
- As a result of charter service, there will be some chips and dents in wood surfaces. These should be considered fair wear and tear; these will be cosmetically repaired as well as practically possible.

GEL-COAT SURFACES

- Minor stress cracks, gel-coat voids, and surface chips that do not expose the underlying fiberglass layers will be considered normal wear and tear.
- All gel-coat surfaces will be repaired in accordance with the Phase Out procedures, 4.2.

RUDDER & BEARINGS

- Rudder
 - A copy of the latest Moorings "Haul Out" form will be provided. This will be dated within six (6) months of the hand over date.
 - The rudder will be in sound condition, with no chips cracks or surface damage.
- Bearings
 - Bearings will be secure, functional with no binding. Some play in a rudder bearing is normal. As a guideline total side to side movement of 1/8" /3mm at the bearing will be deemed to be acceptable.

STEERING SYSTEM

- The Wheel and Brake
 - The steering wheel will be clean and polished. If the wheel is fitted with a leather cover, then this leather will be in sound condition. Stitching will be secure and repaired as necessary. Some chafe or surface damage to leather will be deemed to be normal wear and tear.
 - The steering brake, if fitted, will function. It must be noted that a steering brake is not a “lock” It is not designed to rigidly secure a wheel. Under pressure the wheel will turn. This is a normal design function.
 - There will not be excessive play in any bearings.
- The Chain and Cable
 - The steering cables will be taught and secure. All clamps, nuts, bolts and other securing devices will be in good condition.
 - The chain will be clean and greased.
- The Quadrant
 - The quadrant will be in sound condition.
 - It will be secured to the rudderstock with no play in any direction.

SAILS

- The age of the sails cannot be stated. The sails will be in a sound condition in accordance with DREAM YACHT CHARTER standards.
- Some weathering and cloth discoloration will be deemed to be normal wear and tear. DREAM YACHT CHARTER sails are coated with “Seam coat” for added UV and chafe protection. This product does discolor over a period of time. Unfortunately this does create an appearance that to some may not be cosmetically pleasing. It does not compromise the integrity or the quality of the sail.
- Any chafe or damaged stitching will be repaired.
- Genoa UV covers will be in sound condition with no chafe
- Sail cover will be correctly installed, with a fit that is cosmetically pleasing. Damaged stitching or areas of chafe will be repaired.
- DREAM YACHT CHARTER logo will be removed from the sail cover.

Treatment of Graphics at Phase Out

DREAM YACHT CHARTER graphics will be repaired and/or removed from all yachts at phase out, prior to hand over to the owner, his representative, or Footloose.

Hull

- All blue and red stripes will be repaired or replaced as required.
- The boot stripe will be repainted if needed during the yachts final scheduled haul out.
- Any remaining glue residue from graphics removal must be cleaned off the hull.

Deck

- The blue and red stripes will be repaired, or replaced as required.
- If applicable, the word "DREAM YACHT CHARTER" will be removed from the coach roof sides.
- Any remaining glue residue from graphics removal must be cleaned off the hull.

Mainsail and Mainsail Cover

- DREAM YACHT CHARTER logo will be removed from both sides of the mainsail (if case).
- DREAM YACHT CHARTER logo will be removed from both sides of the mainsail cover.
- A patch of sail cover material will be stitched over the area, where the logo was located, port, and starboard side.