NAUTIC ALLIANCE

General Terms & Conditions

of Pitter Gesellschaft m.b.H.

1. Charter Agreement

(1) The contract shall become legally binding as soon as the charterer and the charter company have exchanged their mutual declarations of intent in writing or electronically.

2. Charter Yacht

(1) The charter company is obliged to provide the charterer with the yacht selected at the time of concluding the charter agreement, including the equipment specified in the inventory list, as well as any additional extras booked for the charter period in the agreed maritime territory.

(2) If the chosen yacht is unavailable, the charter company shall provide a similar yacht with comparable equipment. For more details, see No. 11 (4) of the charter terms and conditions.

3. Charter

(1) The charter fee is payable for the provision and use of the yacht during the agreed charter period. It covers normal wear and tear, charter management, taxes, duties and harbour fees incurred during the charter period at the port of departure and return, and the proportionate costs of the yacht's liability and comprehensive insurance.

(2) The charter fee does not include costs for the use of waterways, territories or ports, fees for customs clearance or costs for operating resources or electricity.

(3) Final cleaning, gas, fuel for the outboard motor, bed linen and towels are considered extras and must be booked separately unless they are expressly included in the charter fee.

4. Terms of Payment

(1) The charter fee is payable in instalments or as a one-off payment in accordance with the agreements made in the contract.

(2) If the agreed payments are not made on time, the charter company is authorised, after an unsuccessful reminder, to withdraw from the contract and to charter the yacht to someone else. The charterer is liable for any losses incurred.

(3) After the full payment of the charter fee and the proper provision of the yacht, the charter company shall issue the charterer with a ‘boarding pass’. Only the charter pass issued by the charter company is valid. The charterer is obliged to carefully check the boarding pass upon its receipt.

5. Deposit

(1) Unless otherwise specified in the contract, the charterer must pay a deposit of the agreed amount. The security deposit must be paid in cash or by credit card no later than upon handover of the yacht.

(2) After the orderly return and damage-free completion of the charter, the deposit shall be refunded within one week, unless the charterer unjustifiably refuses to sign the final inspection report or unless otherwise agreed.

(3) If repairs need to be done at a later date and it's clear that the estimated costs will be less than half of the deposit, at least half of the deposit will be returned within a week.

(4) The charterer is aware that, when settling a claim via credit card, additional fees may incur through the credit card provider, which shall be carried by the charterer. It is also understood that the charge shall be made in the respective local currency based on the daily exchange rate, and that this may result in deviations from the original invoice.

(5) Upon check-in, the credit card will be charged the contractually agreed deposit. If the yacht is returned without damage, this amount will be released. The charterer acknowledges that the final release by the credit company may take up to 21 days.

6. Taking over the Charter Yacht

(1) The yacht will only be handed over upon presentation of the ‘charter pass’ issued by the charter company. Upon taking possession of the yacht, the charterer assumes responsibility for the vessel. If the charterer has not received the charter pass from their agency, they must request it for presentation at check-in.

(2) The charter company or a designated representative shall hand over the yacht in a seaworthy condition, thoroughly cleaned inside and out, with a connected gas cylinder, a spare cylinder and a full main fuel tank. The spare fuel can for the yacht and the outboard motor are not provided filled with fuel. After the functionality of the waste tank has been tested during check-in, any later complaints regarding blockages during the charter or at check-out will not be accepted. The charter company is entitled to refuse to hand over the yacht to persons who are under the influence of alcohol or whose capacity to act is impaired for other reasons.

(3) The condition of the vessel, the functionality of all systems – in particular the engine, sails and lighting – a well as the completeness of the equipment and inventory shall be checked jointly by both contracting parties during the initial briefing. The charter company assures that the yacht and its equipment comply with the legal requirements and rules of the agreed sailing territory.

(4) The charter company expressly indicates that navigation equipment and nautical aids (e.g., nautical charts, manuals, compass, chart plotter, echo sounder, log, radio direction finder) may malfunction, deviate or change despite careful maintenance. The charterer is obliged to check the equipment and resources regularly throughout the charter period. The charter company accepts no liability for the accuracy and reliability of electronic navigation systems.

(5) The seaworthiness of the yacht and its equipment shall be confirmed by the signatures of both parties upon handover. After this point in time, no objections may be raised unless they relate to hidden defects that could not be detected during the inspection. The yacht may

only be rejected if its seaworthiness is compromised; minor deviations or defects do not justify rejection. The customer has thus no right to a reduction in price.

(6) At the time of handover, upon request, the charter company must provide proof that the yacht is covered by liability and comprehensive insurance.

7. Returning the Charter Yacht

(1) The yacht must be ready for inspection at the harbour of return at least two hours before the time agreed with the charter company. In the event of a late return, the charter company reserves the right to charge additional costs, e.g. for cleaning and inspection divers, as well as for any holiday compensation owed to the next charter party.

(2) Within the last 24 hours before the end of the contract, the yacht must be close enough to the return port to ensure that it can be returned on time, even in the event of bad weather or unfavourable winds. Weather conditions do not release the charterer from the obligation of returning the yacht on time unless there is a case of unforeseeable force majeure. If a delay is imminent, the charter company must be informed immediately.

(3) If the trip must be ended at a location other than the designated return port, the charter company must be notified immediately. In this case, the charterer is obliged to ensure the yacht is properly cared for until the charter company can take possession of it. The contractual relationship only ends when the charter company takes possession of the yacht. Any additional costs incurred because of the different return location shall be covered by the charterer.

(4) The charterer shall return the boat to the company or its authorised representative in a seaworthy condition. Everything must be neatly stowed away, with empty black water tanks (in Türkiye, along with the required official disposal certificate), a connected gas cylinder and spare cylinder, full fuel and fresh water tanks, unless agreed otherwise in the contract. The boat must be handed over in a clean and tidy state. Rubbish (including rubbish from the kitchen, sanitary facilities, etc.) and leftover food must be disposed of. Dishes must be washed, kitchen surfaces cleaned and any personal items removed. If the vessel is not returned in a broom-clean condition in accordance with the foregoing provisions, a flat cleaning fee of EUR 300.00 will be charged to cover the additional cleaning required.

(5) The charter company may replace any used materials, such as fuel, that have not been refilled at the charterer's expense. In doing so, it may charge a flat rate. Missing fuel will be charged at a surcharge of 35% on the current price at the nearest marine petrol station, plus a service fee of €100.

(6) If the boat has not been cleaned appropriately, the charter company may have it cleaned at the charterer's expense, unless expressly otherwise agreed.

(7) The condition of the vessel and the completeness of the equipment shall be checked by both parties. The charterer must be informed immediately if damage is suspected. Losses or defects in equipment must be reported immediately upon return. A list of defects and losses shall be drawn up jointly based on the findings and documented together with the checklist in the final handover report.

(8) If there is disagreement between the parties as to whether damage exists or has been caused by the charterer, corresponding reservations shall be recorded in the report.

(9) Hidden defects that could not be detected during the joint inspection must be documented and reported to the charter company immediately upon discovery.

(10) If the charter company refuses to draw up a report, the yacht shall be deemed to have been returned in proper condition and free of damages. After this, no further claims may be asserted; thereafter, the charter company shall not be entitled to offset damages against the deposit.

8. Obligations of the Charterer

(1) The yacht and its equipment shall be operated in accordance with the rules of good seamanship and treated as if it were the property of the charterer.

(2) The skipper or charterer is responsible for the management of the yacht and is liable to the charter company and the insurance company for any damage caused by failure to comply with the regulations. The crew is the vicarious agent of the skipper or charterer within the meaning of this contract.

(3) Only clean, suitable and non-marking boat shoes may be worn on board.

(4) The charterer is obliged to name all crew members in accordance with the charterer's specifications before the start of the trip and to submit a complete crew list.

(5) There must not be more people on board than are permitted or contractually authorised and listed in the crew list / the transit log.

(6) The yacht may not be transferred to third parties or sublet.

(7) The contractually agreed sailing territory may only be left with the express consent of the charter company. The charter company is entitled to restrict this territory in the event of unsafe or exceptional conditions (e.g., prohibition of night sailing).

(8) Before the start of the trip, the charterer must familiarise themselves with all technical and other equipment on board, including the through-hull fittings, read the available manuals and thoroughly familiarise themselves with the nautical, geographical and weather-related characteristics of the cruising area.

(9) Special weather and wind conditions must always be considered, and extra caution is required when sailing at night.

(10) Leaving the sheltered harbour or berth is prohibited if wind speeds of 7 Bft (28-33 kn) or higher are forecast for the affected area. Only if sudden weather changes pose a threat to the vessel or crew may the nearest sheltered harbour be approached.

(11) If gusts of more than 25 knots are forecast, the instructions of the base manager must be followed – both regarding departure and arrival. Failure to comply will result in the loss of all claims against the charter company and insurance for any resulting damage.

(12) Navigation must always be based on current nautical charts; electronic devices may only be used as an aid. Note on the use of the plotter: The plotter is intended solely as navigational aid. Navigation itself must be performed using the nautical charts on board. Navigation using only the plotter is contrary to the rules of good seamanship and may result in liability consequences for the skipper.

(13) The charterer must keep a handwritten logbook in which standard nautical information, weather reports, all damage that has occurred, running aground and other incidents (e.g., rope in the propeller) are documented.

(14) If available, a radio logbook and, where applicable, a customs and accounting logbook must be kept in the proper manner.

(15) Mooring is only permitted in ports or marinas that guarantee safe entry, exit, mooring and berthing for the planned period.

(16) Ports may only be entered or left under engine power. A simultaneous use of sails and engines is to be avoided; the engine must not be operated while the ship is listing more than 7 degrees.

(17) The engine oil level and bilge must be checked daily, and the seawater cooling circuit must also be monitored after starting the engine. Without a sufficient oil level and/or cooling, the engine may only be used in the event of immediate danger to the crew or yacht. Any further maintenance work that may be necessary during the charter period must be explained by the charter company upon handover; the charterer will receive a maintenance list for this purpose.

(18) The on-board batteries must not fall below a voltage of 12 volts. They must be charged well in advance via the engine, a generator or the shore power connection. Consumers must be switched off if necessary. Power-intensive devices such as anchor winches or bow thrusters may only be used if the battery voltage is simultaneously supported by the engine or generator.

(19) The battery must be charged daily either via shore power or by idling the engine (e.g., to operate the refrigerator). The operating time of electrical devices on board depends on the battery capacity or state of charge.

(20) Any running aground, regardless of whether any external damage is visible, must be reported immediately. Measures to avert danger to people, equipment or the vessel must be taken in accordance with the rules of good seamanship. Recovery measures must be coordinated with the charter company.

(21) **In the event of any damage, the charterer is obliged to do everything possible to limit the damage in accordance with the rules of good seamanship, to report to and cooperate with the parties involved, authorities and insurance companies. If they fail to do so, they shall be liable for the entire damage.**

(22) Towing assistance may only be provided or used in emergency situations. The yacht may only be towed using its own lines. These must be attached exclusively to cleats, winches or the mast foot and must be secured in such a way that the connection can be released under tension. Agreements regarding recovery or towing costs must be made with the charter company in advance or, if the charter company cannot be reached and the helper refuses to provide assistance, at another time.

(23) Clearance formalities must always be completed properly, and mooring fees must be paid in full.

(24) **Theft of the yacht or its equipment must be reported immediately at the nearest police station. Failure to report the theft may result in loss of insurance cover.**

(25) **Damage to third parties must be reported immediately to the nearest port authority and charter base; a written report of the notification must be provided. Failure to report may result in loss of insurance cover.**

(26) Changes to the yacht and its equipment are only permitted in the event of imminent danger or after prior consultation with the charter company.

(27) **Without the written consent of the charter company, it is not permitted to transport animals, undeclared or dangerous goods, to participate in regattas or to use the yacht for commercial purposes (e.g. for training courses, transporting goods or persons). Any use contrary to the terms of the contract may result in the loss of insurance cover.**

(28) Loss of personal belongings: The charter company accepts no liability for the charterer's personal belongings that are lost during the trip or left on board after the yacht has been returned.

(29) **For bookings in Türkiye**:
It is prohibited by law to pick up passengers in Greece or drop off passengers in Greece.
For bookings in Greece:
It is prohibited by law to pick up passengers in Türkiye or drop off passengers in Türkiye.

9. Certificate of Competence

(1) The charterer may either skipper the chartered yacht himself as the responsible skipper or entrust this task to a crew member of his choice.

(2) The skipper is obliged to present the charter company with valid certification required for sailing the yacht in the entire contractually agreed sailing territory. If the charterer does not personally take charge of the yacht, he confirms that the designated skipper has the necessary nautical and seafaring knowledge, experience and skills and will take charge of the yacht. Departure is only permitted upon physical presentation of the original certificates of qualification.

(3) The charter company is entitled to check the skipper's ability before handing over the yacht. Upon conclusion of the contract, it may request proof of previous skipper experience and ask to see the necessary documentation for the selected yacht class and sailing territory. In the event of obvious incompetence/unsuitability of the skipper, the charter company is entitled to refuse to hand over the yacht if no replacement skipper can be arranged.

(4) In the event of refusal to hand over the yacht, the charter price paid will only be refunded if the yacht can be successfully re-chartered at the same conditions. If re-chartering is only possible at a reduced price, the charter company is entitled to the difference between the reduced price and the originally agreed amount.

10. Obligations of the Charter Company

(1) The charter company is obliged to hand over the yacht in the condition specified in the contract on the agreed date after receipt of the full charter payment. All prescribed maintenance work shall be carried out in a timely manner and shall cover the entire charter period,

which applies to safety-related equipment such as life rafts, life jackets, pyrotechnic distress signals, EPIRB, fire extinguishers and gas systems. Nautical charts and navigation instruments shall be complete and up to date.

(2) Together with the ship's papers, the charterer shall receive all certificates, proofs, manuals, lists and other yacht-related documents necessary and valid for sailing in the agreed area. The contractually agreed sea area must be clearly stated in these documents. The charterer must expressly point out any special features that are not generally known or obvious. All documents must be provided either in English or in the charterer's native language.

(3) The charter company is obliged to repair any damages or defects that occur during the charter period, as far as this is possible. Further details are regulated in No. 12 and 13 of these terms and conditions.

(4) Throughout the charter period, the charter company must be available to the charterer by telephone or radio during normal business hours at least.

11. Cancellation Policy

(1) If the charterer withdraws from the charter agreement for no legal reason, the contractually agreed cancellation costs, relating exclusively to the pure charter price, shall apply.

(2) If the charterer is unable to commence the voyage, they must inform the charter company immediately in writing. The date on which the charter company receives the notice of cancellation shall determine the calculation.

(3) **Cancellation fees are as follows:**

a) For cancellations up to 42 days before agreed commencement: retention of the down payment made.
b) For cancellations within the last 42 days before charter commencement: 100% of the charter price.

(4) Costs for extras not incurred due to the cancellation of the charter (e.g., final cleaning, bed linen or special equipment) will be refunded.

(5) The effective date for calculating cancellation costs is the date on which the charter company receives written notification of cancellation by email. It is strongly recommended that you take out special cancellation insurance when concluding the contract to cover charter-specific risks such as the skipper's cancellation.

(6) If the yacht can be re-chartered under the same conditions, the charterer shall receive a refund of the payments made, minus a processing fee of €150.

(7) The charter agreement may only be transferred to a replacement charterer with the written consent of the charter company. If the charter is re-rented for a lower price or for a shorter period, the difference shall be charged to the original charterer on top of the processing fee.

(8) If ports of delivery and return at different locations or foreign ports have been agreed, the charterer shall pay compensation amounting to 20% of the charter fee in addition to the charter fee. Further claims for damages by the charter company remain unaffected.

(9) The charterer shall have no right to request changes to travel period, destination, port of departure or type of yacht booked after conclusion of the contract. Rebooking can only be made by cancelling the booking in accordance with the cancellation policy and then making a new booking, subject to the charter company's approval.

(10) If the charter company itself makes a rebooking – e.g., due to damage, change of port or delivery delays – no additional costs such as travel, transfers, parking or overnight stays will be covered. In the event of cancellation, the charterer will only be reimbursed for the amount received by the charter company.

12. Performance Disruptions

a. The Charterer's Rights:

(1) If the yacht is not made available at the latest four hours after the contractually agreed handover time, the charterer may demand a rate reduction of the charter price for one day.

(2) If the delay in handover exceeds 24 hours, the charterer may withdraw from the contract and receive a refund of all payments made. If the charter period is a minimum of ten days, this period shall be extended to 48 hours.

(3) If the usability is significantly restricted for more than 4 hours on a single day due to a defect or damage occurring during the charter period, the charterer may demand a reduced charter fee for that day, provided that the damage/defect was not caused by the charterer themselves. The 4-hour period begins with the notification of the damage/defect, see No. 13 (1) of these terms and conditions. Reasonable changes to the planned route to allow for repairs during normal port layovers are not considered a restriction of use.

(4) The charter company has the right to provide an objectively equivalent replacement yacht.

(5) If the yacht, its equipment or accessories deviate negatively from the condition guaranteed in the contract, the charterer is entitled to a reasonable price reduction. However, withdrawal from the contract is only possible if the charterer reported the defect immediately, the seaworthiness of the yacht is impaired, and the charter company has not remedied the defect in a suitable manner.

(6) Reduction or withdrawal must be declared in writing – immediately after the defect becomes known and must also be documented in the check-out report along with the reasons.

(7) If the charter company is not at fault for a disruption in service, there shall be no further claims for compensation for consequential damages (e.g., for travel or accommodation costs). In this case, however, the charter company shall transfer any claims for damages against third parties to the charterer and inform the latter immediately of the circumstances and the consequences thereof.

(8) If an early check-in was booked and confirmed at an additional cost, the charter company will endeavour to adhere to the agreed time. As unforeseeable events such as late returns by previous charterers or necessary repairs may occur, no guarantee can be given that the agreed time will be met. If the agreed time is exceeded, the charterer will be refunded the additional fee. Further claims or liabilities are excluded.

(9) In the event of missing or defective equipment (e.g., sails, air conditioning, generator, inverter, electrical appliances), the charterer is entitled to a reduction in the charter fee in proportion to the purchase value of the yacht and the purchase value of the equipment (weekly or daily rate).

b. The Charter Company's Rights:

(1) If the charterer returns the yacht more than two hours after the agreed time, the charter company may demand proportional payment of the charter price for each day or part thereof. Further claims for damages remain unaffected.

(2) If the charterer does not return the yacht to the agreed port of return, the charter company may claim damages. This includes, among other things, additional costs for the takeover at a different location or the return of the yacht by water or land transport and any charter losses.

(3) Weather conditions do not release the charterer from the obligation to return the vessel in good order, unless there is a case of force majeure. The charter company expressly points out that, with proper travel planning, no weather events should prevent the vessel from being returned on time.

(4) In cases of late return or return to a different location, the charter company is obliged to keep the damage to a minimum and provide the charterer with proof of the actual costs incurred. The charterer, in turn, may prove that less damage or no damage at all has been incurred.

13. Damages

(1) All types of damage – such as collisions, accidents, technical defects, inability to manoeuvre, seizure of the yacht or other special incidents – must be reported to the charter base immediately by telephone, radio or e-mail outside business hours. The charterer must be reachable by phone or radio.

(2) In the event of damage, the charter base must be informed immediately, and its instructions must be followed. If the charterer fails to do so, claims against the charter company and the insurance company shall terminate.

(3) In the event of damage due to material fatigue or normal wear and tear, the charterer must also notify the charter base immediately and await further instructions. The charterer must take all measures necessary to limit the damage. If the charterer carries out repairs themselves to avert damage, they must keep the replaced parts.

(4) If repairs cannot be carried out at the current mooring, the charterer is obliged, at the request of the charter company, to proceed to a suitable port or, if reasonable, to return the yacht to the handover location no later than 24 hours before the agreed return time.

(5) The charterer's right to a reduction in rent remains unaffected.

14. The Charterer's Liability

(1) The charterer shall be liable for all damage caused by him, his skipper or his crew – both to third parties and to the yacht itself, including accessories and equipment. This applies in particular to damage resulting from incorrect operation or inadequate maintenance, insofar as this falls within their area of responsibility.

(2) The charterer must ensure that no pests or rodents get on board. In the event of an infestation, the charterer shall bear the costs of pest control, consequential damage and any charter losses up to the amount of the deposit.

(3) It is expressly prohibited to pass the Ždrelac Bridge (44.0146° N, 15.2513° E) between the islands of Ugljan and Pašman with a mast-guided yacht. An exception is only permitted with the prior written consent of the charter base. In the event of a violation, the charterer shall be fully liable for all damages, consequential costs and third-party claims.

(4) Furthermore, the charterer shall be liable for all consequential damages. It is therefore strongly recommended that skipper liability insurance with appropriate coverage be taken out.

(5) The charterer shall not be liable for normal wear and tear (e.g., fraying sail seams) or damage that occurred through no fault of their own.

(6) Professional Skippers for bareboat charter: For bareboat yachts, the charter company does not provide a skipper but arranges for one solely at the customer's request; the contract for skipper services is concluded exclusively between the customer and the skipper, with the charter company not being a party to the contract.

(7) If the charterer or his crew acts with intent or gross negligence and the charter company is held liable by third parties as a result, without contributory negligence on its part, the charterer discharges the charter company from all consequences, including costs, penalties and legal proceedings at home and abroad. Several charterers are jointly and severally liable in this regard.

(8) The charterer shall also bear full responsibility for damage resulting from any deliberate misrepresentation of his abilities as a skipper.

15. The Charter Company's Liability

(1) The charter company shall only be liable for damage to or loss of the charterer's or crew's property and for accidents in cases of intent or negligence. Liability for events of force majeure or official intervention are excluded.

(2) The charter company shall only be liable for errors or discrepancies in the nautical equipment provided (e.g., nautical charts, manuals, compass, radio direction finder) if it failed to expressly inform the skipper or charterer of the possibility of such inaccuracies at the time of handover.

(3) Claims for damages arising from injury to life, limb or health based on intentional or negligent breach of duty, as well as other damages caused by gross negligence or intent on the part of the charter company, remain unaffected.

16. Charter Yacht Insurance

(1) The yacht is covered by comprehensive insurance against damage to the vessel and equipment. In addition, there is a marine liability insurance policy without excess (except Türkiye/Göcek) with a minimum coverage of €1 million or $1 million (depending on the insurance policy) for personal injury and property damage.

(2) Personal injury caused by accidents on board, damage to personal belongings of charterers or crew, and damage caused intentionally or through gross negligence are not insured. In such cases, the person responsible shall always be liable.

(3) The existence of comprehensive and liability insurance does not exempt the charterer from liability. Especially in cases of intent, gross negligence or breaches of contract (e.g., leaving the sailing territory), there is no or only partial insurance cover. To close any gaps in the cover, the charter company strongly recommends taking out skipper liability insurance.

(4) For each liability claim, the charter company reserves the right to retain a processing and premium fee of €350 from the deposit or to invoice this amount later.

17. Miscellaneous

(1) If the contract is concluded through a charter agency, the latter shall act exclusively as an intermediary between the charterer and the charter company. Its liability shall be limited to the obligations arising from the agency contract with the charterer.

The charter agency is authorised to accept payments on behalf of the charter company.

(2) Price information, deviations and adjustments:

In the event of ambiguities or contradictions, the prices stated in the charter company's current price list shall always apply. If statutory taxes, fees or charges included in the charter price change without the contracting parties being able to influence this, the charter company and charterer shall accept a corresponding adjustment to the contract.

(3) Deviating national contracts / secondary contracts on site:

Due to legal regulations in the charterer's country, it may be necessary to keep an additional contract in the local language on board.

Should the content of this national contract deviate from the present contractual terms and conditions, the legal relationship between the charterer and the charter company shall be governed exclusively by this contract, including these General Terms and Conditions.

The charterer and charter company, together with the agent, declare that a national secondary contract has no legal effect on or in favour of the charter agency.

(4) The charterer agrees that location and vessel movement data may be recorded using electronic systems (‘tracking’). This information may be transmitted to the charter base, the charter company and, in the event of damage, to the insurance company. In all other respects, the charter company's data protection regulations shall apply. If the yacht is equipped with a shallow water warning system in combination with the tracking system, the charterer is not relieved of his responsibility to use charts and nautical knowledge for navigation.

18. Final Provisions

(1) Austrian law applies to this contract. If the charterer is a consumer, they may invoke a provision of the law of their home country despite the choice of law, if this is more favourable to them.

(2) Verbal agreements or side agreements shall only be legally binding if they are confirmed in writing by both contracting parties.

(3) Should any provision of this contract be wholly or partially invalid or lose its validity, the remainder of the contract shall remain unaffected. The invalid clause shall be replaced by a provision that comes as close as possible to the economic intent of the parties. This provision shall also apply if there is a contractual loophole.

Data Protection Notice

NAUTIC ALLIANCE / Pitter Yachtcharter operates in accordance with the EU General Data Protection Regulation (GDPR) and the relevant provisions of the Austrian Data Protection Act (DSG).
The complete privacy policy is available under the following link:
https://www.pitter-yachting.com/en/privacy-policy