



TO: Policy / Operations Committee  
- Steve Reed  
- Darren Gertler

FROM: Blake Anderson, Harbormaster

DATE: June 5, 2024

SUBJECT: Review Current Activities of Salty Sheep Ministries' Program (Ryan Althaus)

## BACKGROUND

Mr. Ryan Althaus currently occupies a 40' multihull slip on D-Dock, which was obtained through the regular waiting list in February 2021. The vessel berthed in the slip is a 34' Gemini sailing catamaran, which is held in a Port District approved partnership between Mr. Althaus (51% owner) and the Presbytery of San Jose (49% ownership).

In addition to being a licensed captain and ordained minister, Mr. Althaus is the Executive Director of Salty Sheep Ministries, a fully inclusive ministry and non-profit entity of the National Presbyterian Church. The Salty Sheep program aims to provide accessible art and recreational programming to the public, as well as experiential and faith inclusive bible studies, worship services, and educational offerings with the goal of inspiring interfaith and socio-economic integration.

In 2021, via a County-administered program, Salty Sheep received approximately \$100,000 to fund its community-based service program and Mr. Althaus began utilizing his vessel to provide free and accessible marine excursions to the public, including the following organized activities:

- Free community sails
- Free floating church services
- Free outings for local nonprofits supporting individuals with disabilities

Over the last three years, staff has worked with Mr. Althaus to ensure compliance with Port District partnership regulations and obtain additional information regarding the Salty Sheep program and its offerings. With the County provided funding now fully expended, Mr. Althaus has submitted a 6-pak charter permit application and is seeking Port Commission approval to conduct paid charter operations to subsidize program related costs, like insurance and slip fees. The charter permit application is included as Attachment A.

Upon receipt of a charter permit application, staff typically evaluates the documentation and prepares a report for presentation to the full Commission for review and deliberation. Given the atypical nature of Mr. Althaus' current program (i.e., offering free organized activities from the slip) and proposed future charter operations, staff is seeking direction from the Policy / Operations Committee on the appropriate path forward.

The request before the Policy / Operations Committee is complex and multi-layered. A comprehensive discussion will occur as part of the committee's review. Specifically, staff is requesting that the Policy / Operations Committee review and provide guidance on the following:

- Do the current activities of the Salty Sheep program comply with Port District regulations?
- Do the current activities of the Salty Sheep program benefit the boating public and qualify as Business Use of Slip in accordance with Port District Ordinance Section 302(e)?
  - If yes, should the charter permit application submitted by Mr. Althaus be revised and submitted as a Business Use of Slip application?
  - If no, should the charter permit application proceed unamended to the full Commission for review and deliberation at a future meeting?

## **ANALYSIS**

**Question: Do the current activities of the Salty Sheep program comply with Port District regulations?**

Currently, the Salty Sheep program offers its vessel at D-Dock to the public and local nonprofits that support individuals with disabilities for free and accessible marine excursions. As part of the excursion registration process, program participants are required to complete a liability waiver (Attachment B) and attest that the voyage is free of charge. Mr. Althaus confirms that no compensation is exchanged for the services.

Both the U.S. Coast Guard (USCG) and Port District maintain strict provisions governing the carrying of passengers for hire:

### Port District Ordinance Section 223 – Charter Boat Operations

For passengers-for-hire charter boat operations, it shall be unlawful to load or unload passengers inside Santa Cruz Marina, except with prior approval from the Port District Commission. With Commission approval, the Port Director shall issue a written permit which states the magnitude, duration, and any other special considerations required of the charter boat owner/operator. Violation of this section will be cause for a citation to be issued to the owner or operator of the charter business. Continued violation of this section will be grounds for the cancellation of all berthing privileges within Santa Cruz Marina for the charter boat(s) in violation of this section.

### U.S. Code of Federal Regulations (CFR§ 24.10-1)

**Passenger for Hire:** A passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel." Additionally, Consideration is defined as "an economic benefit or profit including payment of money or donation of fuel, food, beverage, or supplies.

Consideration: An economic benefit, inducement, right, or profit, including pecuniary payment accruing to an individual, person, or entity but not including a voluntary sharing of the actual expenses of the voyage by monetary contribution or donation of fuel, food, beverage, or other supplies.

Since Mr. Althaus is not currently receiving compensation or consideration for the free sailing excursions that are being offered, the applicability of both Port District Ordinance 223 and the federal regulations is called into question. Staff has spoken with representatives from the USCG regarding their position on programs of this nature (i.e., free excursions) and they have indicated that their regulations pertain to paying customers only, or more specifically, those tendering consideration for a voyage. Based on that feedback and staff's interpretation of Ordinance Section 223, Mr. Althaus is likely operating within both the Coast Guard's and Port District's regulations if indeed there is no compensation or consideration being exchanged for the excursions.

**Question: Do the current activities of the Salty Sheep program benefit the boating public and qualify as Business Use of Slip in accordance with Port District Ordinance Section 302(e)?**

While the applicability of Port District Ordinance Section 223 may not specifically pertain to the current organized activities of the Salty Sheep program because there is an absence of "passengers for hire," the Committee may wish to evaluate whether the program (and Mr. Althaus' proposed charter request) falls within the District's broader provisions for Business Use of Slip.

Port District Ordinance Section 302(e) – Business Use of Slip

Berths in Santa Cruz Harbor may be used for marine business purposes. Such use may include, but is not limited to:

- Public chartering operations
- Boat brokerage
- Boat rental – livery service
- Boating education / instruction / lessons
- Marine research
- Boating services such as engine repair, boat maintenance, diving services
- Other marine business which the Port Commission determines at the time can be of benefit to the boating public

Approval of such proposals will be determined by deliberation of:

1. The benefit of proposed business to the public
2. The impact of the proposed business on:
  - a. Existing harbor operations
  - b. Traffic and parking
  - c. Environmental issues
  - d. Financial benefit or impact to the Port District

The Port Commission shall be the sole judge in granting consent for a slip to be used for business use and its decision will be final. Subsequent to Commission approval, each

business use shall be reviewed yearly to assure that the objectives of the business use are being met.

All business use of slips will be subject to specific fees which will be set by the Port Commission, and amended from time to time.

If the Committee determines that the current activities of the Salty Sheep program meet the criteria for Business Use of Slip in accordance with Port District Ordinance Section 302(e), staff will work with Mr. Althaus to revise his charter permit application to include all organized activities associated with the Salty Sheep program (i.e., a Business Use Application would be completed by Mr. Althaus to seek approval to continue operating free organized activities from the slip, as well as paid charters).

If the Committee determines that the current activities of the Salty Sheep program do not meet the criteria for Business Use of Slip in accordance with Port District Ordinance Section 302(e), staff will proceed with presenting the charter permit application submitted by Mr. Althaus to the full Commission for review and deliberation (i.e., operating free organized activities from the slip would be deemed compliant with Port District regulations and authorization to conduct paid charters would be sought).

An evaluation of Mr. Althaus' charter permit application is below:

#### PROPOSED CHARTER ACTIVITIES

Mr. Althaus has submitted a complete charter permit application and valid insurance policy in compliance with Port District requirements.

Currently, there are four 6-pak charters operating in the southern portion of the southwest harbor (two on B-Dock, one on C-Dock and one on D-Dock). The northern portion of the southwest harbor (F-Dock and FF-Dock) is home to a majority of the large-scale charters in the harbor. While parking on the harbor's southwest side is generally impacted during peak season, parking in the southern portion (A, B, and C-Docks) typically has more availability than the area near F/FF-Docks. With a passenger limit of 6 people, it is reasonably assumed that customers would arrive in 2-3 cars, resulting in a minimal net parking impact from this charter request.

In regard to vessel operation, staff has been made aware of several safety concerns associated with Mr. Althaus' organized boating activities:

- On June 15, 2023, the Port District received an email from a concerned citizen regarding the operation of Mr. Althaus' vessel near Lighthouse Point. The complaint noted that on two separate occasions, the vessel was observed to be operating in an unsafe manner, very close to shore, in shallow water, and near surfers. The complaint included photographs and the witness reported that on one occasion, the vessel was piloted inside of Seal Rock, in the small channel that separates Seal Rock and the point, which is an extremely dangerous maneuver that jeopardizes passenger and vessel safety.
- On June 24, 2023, the Harbor Office received a phone call from City of Santa Cruz Lifeguard Headquarters regarding the operation of Mr. Althaus' vessel inside the swim

buoys at Cowells Beach. Despite repeated warnings from lifeguards, Mr. Althaus' vessel was observed on more than one occasion operating in this restricted area, which is an extremely dangerous and illegal maneuver that jeopardizes the safety of swimmers and waders in the area.

- On July 29, 2023, the Mr. Althaus' vessel was observed and photographed operating dangerously close to shore near 26<sup>th</sup> Avenue during a south swell event (in the area of the reef where breaking waves often occur during sets). The photo depicted passengers standing and sitting on the roof of the vessel, which is an extremely dangerous act, especially given the swell conditions that day.

In addition to the incidents listed above, staff has witnessed questionable vessel operations from Mr. Althaus and fielded concerns from other charter operators. Mr. Althaus addresses the safety concerns in his charter permit application and indicated that he plans to improve the operation of his vessel moving forward.

Guidance from the Policy / Operations Committee on this matter will provide necessary direction to staff on the processing of the 6-pak charter permit application submitted by Mr. Althaus. If additional discussions are needed after this initial meeting, a subsequent committee meeting can be scheduled.

ATTACHMENTS:     A. Charter Application and Supporting Materials  
                          B. Waiver for "Free Community Sails"

**BUSINESS USE OF SLIP / CHARTER PERMIT APPLICATION**

**CONTACT & BUSINESS INFORMATION**

Applicant Name:

Home Address:

Email Address:

Phone Number:

Assigned Slip #:  Slip Assigned through Port District Waiting List?  YES  NO

Vessel Pak Rating:  Vessel Type:  Vessel Size:

Vessel Draw:  Operating Schedule:

**THE FOLLOWING INFORMATION MUST BE SUBMITTED AS PART OF THE APPLICATION PROCESS. THE INFORMATION WILL ASSIST IN THE APPROVAL PROCESS. ADDITIONAL INFORMATION MAY BE SUBMITTED, IF DESIRED.**

**PROPOSED OPERATING PLAN**

Include days, times, and seasons of planned operation. Please note that any changes to the operating plan, including changes to the vessel's pak rating or size, will require additional Port Commission approval.

**PROPOSED PARKING PLAN**

Parking within the harbor is limited. Please address how parking will be utilized and any steps you will take to minimize parking impacts.

**SAFETY PLAN**

A comprehensive safety plan, outlining courses, certifications, licensing of each qualified vessel operator and/or skipper.

**INSURANCE REQUIREMENTS**

Liability insurance, in the amount of \$1 million, naming the Santa Cruz Port District as additional insured, must be provided.

**SIGNATURE**

Owner hereby agrees that, to the full extent permitted by law, Port District shall not be liable or responsible for any claims, demands, damages, debts, liabilities, obligations, costs, expenses, liens, actions or causes of action of any kind whatsoever, resulting (1) from any collision with any of the dredging equipment or any other boat, (2) from any collision or contact with the bottom of the Harbor or any obstructions on the bottom of the Harbor, (3) from any collision or contact with the jetties or surrounding beaches, or (4) from, or in any way relating to, the dredging operations or the lack of dredging operations, including, but not limited to, the closure of the Harbor entrance for any reason or under any circumstances

NAME:  SIGNATURE:

SIGNATURE:  DATE:

PRIMARY BANKING INSTITUTION:

**FOR PORT DISTRICT USE**

Application Fee:  Insurance Req't (Date Submitted):

Received Date:  Other Special Conditions:

Approval Date:

◆ Proposed Operating Plan:

- ◆ History: For over two years our vessel, a wheelchair accessible 2019 Gemini Freestyle 37 sailing catamaran, has been hosting free community sails and 'floating church services' for those of all abilities in alignment of our Salty Sheep mission to 'utilize recreation and the arts in the breakdown of faith, social and economic barriers.' In addition, we also offer free outings to other local nonprofits and churches in the area who would otherwise not be able to explore the bay by boat. We have done this in conversation with the regional Coast Guard in order to assure that all outings are in compliance with non-business boating laws that stress non-compensation, and we have each sailor sign a waiver that clearly addresses that ordinance. We hope that these outings remain complementary to the Harbor's goal to share the sport of sailing with a diversity of individuals of all situations, ages and abilities.
- ◆ Plan/proposal: Coming off a three-year grant from Santa Cruz County that has allowed us to offer weekly excursions free of charge, our nonprofit organization hopes to start a small-scale 6-pack charter operation of no more than two outings per week in order to subsidize future insurance and slip costs. The proposed charter operation would not only expand our accessible sailing options to new individuals and groups; but would offer our disabled sailors opportunities to crew for chartered sailings that are hosted for the paying community as a means of empowerment and inclusion.

◆ Proposed Parking Plan

- ◆ Most of our special needs participants utilize the county's free Paracruz transit service or are dropped off by their respective agencies (i.e: Hope services, the Outdoor Autism School, etc.) when participating in our free community sailings. For those who do drive, we stress carpooling and/or non-motor vehicle transit of which most individuals do utilize.
- ◆ When organizing sailings for other nonprofit groups we have been granted free parking at two churches we work with (Santa Cruz Bible Church and Trinity Presbyterian) and we own a fully insured 15 passenger van that can provide shuttle service. This van is available for other nonprofit harbor organizations as well if it would be useful in order to address the larger parking concerns of the harbor moving forward.
- ◆ For proposed charter operations we will continue to promote carpooling and non-vehicular transportation, and are happy to direct individuals to areas of the harbor to which overcrowding is less an

issue. We foresee many of these groups dining at Aldo's Restaurant before sailings given our close proximity, which will draw increased business into the harbor.

- ◆ Finally, all hired excursions will take place during the week, as I, Rev. Ryan Althaus, host a free sail on Saturdays and work on Sundays. Thus we do not foresee any additional crowding issues to arise upon launching a charter program.

- ◆ Safety Plan

- ◆ In order to assure the best safety practices for disabled sailors, we have been working with the Bay Area Association of Disabled Sailors ([www.baads.org](http://www.baads.org)) to match the safety/adaptivity practices of their long-standing sailing outreach network. This includes having all wheelchair athletes remove the seatbelt of their motorized chairs and either wear or hold a life preserver while on the dock or the vessel. Furthermore, the majority of our disabled sailors come with paid staff whose role on the boat is to specifically support their clients safety and participatory needs.
  - ◆ Our catamaran is uniquely suited for disabled sailors and features high walls as well as an enclosed, flat and stable, cockpit area. We have a moveable ramp that makes the angle of the fixed ramp on the dock ADA compliant and allows passengers to safely wheel right onto the boat. We also have throwable PFDs specifically placed around the boat.
  - ◆ We welcome and encourage the Port Commission to come and tour this exciting vessel in hopes that our organization is able to exponentiate the mission of the harbor by providing accessible boating to the broader community. For example, earlier this summer we hosted five wheelchair-bound members of the Santa Cruz Yacht Club in order to re-launch their disabled sailing program in alignment with their longstanding safety practices.
- ◆ Addressing past safety concerns and infringements:
  - ◆ It has been brought to our attention three specific safety infringements that we have since rectified and would like to expound upon.
    1. Sailing too close to Steamer Lane/Seal Rock and the 26th st. break: As a surfer and aspiring surf photographer I recognize, and have corrected, my sailing in the proximity of surfers. I assure the commission that these reported incidences were done in full awareness of the coastal conditions; however, I take complete responsibility and will not let my hobbies inhibit the safety of our crew again.



2. Reported sailing within swim boundaries: This is inexcusable and I fully acknowledge this. At the time we had youth from our sail swimming along with boat which drifted into the swim area. It took us some time to get the swimmers back on board and the boat out into open waters. This is not an excuse, but an explanation, and I as the Captain of the vessel take full responsibility. In the future we will stay clear of all swim boundaries and any swimming done off the boat will continue to be fully supervised.
3. The boat features an upper-level sundeck above the cockpit area that is made to support individuals; however, in acknowledgement of the addressed safety concerns we will require individuals to wear a PFD when utilizing the space.

◆ **Insurance Requirements:**

- ◆ We have charter/bareboat through Markel Marine (policy statement attached) as well as a \$3 million liability policy through the regional Presbyterian Church (USA) who function as our organization's fiscal sponsor. This policy names the Santa Cruz Harbor as a subsidiary. We also require all participants to sign a waiver which we have attached as a supporting document to this application.

**A little about our project and program:**

**Website: [www.saltysheep.org](http://www.saltysheep.org)**

**Contact: Rev. Capt. Ryan Althaus; Mdiv, MBA**

**443-223-7334**

**[ryan@sweatysheep.com](mailto:ryan@sweatysheep.com)**

Our program's mission, "To embrace art and recreation in overcoming faith, social and economic barriers in the community," has laid the foundation for our work promoting inclusion in the Santa Cruz Community for the past 5 years. Salty Sheep provides free programming (art, sailing, farming, hiking, etc) to any local nonprofit organization and/or special needs neighbor in a way which seeks to deliberately integrate individuals with disabilities into the broader community through play. Our work was recognized by the County of Santa Cruz, who named our agency the SC County 'Ministry of Loneliness,' and provided a \$55k grant towards the purchase of our vessel, as well as a \$45k grant to cover three years of slip fees and insurance costs so that we can offer free accessible sailing to those living with disabilities in the county.

This proposed charitable 'charter' program will support our free sailing excursions and instruction to those living with disabilities, in addition to empowering our special needs neighbors by extending an invitation for them to crew for chartered outings of the community. This invitation provides those living with disabilities a way through which to demonstrate their unique gifts and abilities while educating the broader community in areas of marine ecology, the sport of sailing, and special needs awareness. Thus, this new integrative sailing program not only provides respite to those living with disabilities, but introduces them to local boat owners, youth organizations, racing teams and neighbors who share similar passions.

The Monterey Bay is a mecca for bio-diversity, and we seek to add social diversity following in the footsteps of our northern neighbors, the Bay Area Association of Disabled Sailors (<http://www.baads.org/>). Our program currently works directly with several special needs affiliated agencies including [www.sharedadventures.org](http://www.sharedadventures.org), [www.hopeservices.org](http://www.hopeservices.org), Camphill, and Hospice of Santa Cruz, and we are always open to extending that network.

• **So what is Salty Sheep?:**

- Sweaty Sheep is a fully inclusive ministry and non-profit entity of the National Presbyterian Church. In addition to our art and recreation programming, we provide experiential and faith inclusive bible studies, worship services, philosophical/educational offerings, etc with the goal of inspiring interfaith and cross socio-economic integration.

• **What is our Goal?... To be a resource and partner to the Harbor and community through a shared mission to:**

- Provide for an expansive array of affordable, accessible and available marine facilities and services for the boating public.
- Provide and encourage marine educational opportunities in the harbor for all, especially school children.

• **Who are our volunteer leaders?: (Our by-laws restrict any of our leaders from receiving income, gifts, etc in exchange for their time/services.)**

- Executive Director: Rev. Capt. Ryan Althaus is a licensed sailboat Captain as well as an ordained Presbyterian Minister who holds masters degrees in Theology and Business. Ryan has worked as an adaptive triathlon coach and windsurfing instructor, and taught sailing for over five years at Annapolis Sailing School in Maryland.
- Elijah Cooper- Eli holds his masters degree and licensure in adaptive recreational therapy and has worked in the field for over 15 years. He is a certified outdoor wilderness instructor and lifeguard and leads our Salty

Sheep adventure retreat division. Elijah is also the contracted activities director of Shared Adventures and remains steeped in the special needs community.

- River Krimmer, MFT - River is a licensed marriage and family therapist and mindfulness practitioner who works with the families of disabled participants to address care-taking stress, fatigue and burnout. He also facilitates awareness activities that deliberately bridge the gap of ability level amongst youth from our broader community. His private practice can be further reviewed at [www.livingevolution.org](http://www.livingevolution.org). River has served as a rafting guide and backcountry wilderness instructor, and brings his passion for and knowledge of the outdoors to the program.

- **Proposed business outcomes and impact**

- Sailing instruction- Our leader, Capt. Ryan Althaus has taught adaptive windsurfing and sailing in both Boston, MA and Annapolis, MD and hopes to continue on that work in the Monterey Bay. Each free community outing is infused with lessons on sailing, marine navigation, etc in hopes that individuals of all abilities become comfortable enough to enroll as crew for future excursions.
- Respite- We don't like to differentiate between work and play at Sweaty Sheep and this exciting sailing expansion provides proof of just that. The core of the program lies in our offering free accessible sailing to the special needs communities of Santa Cruz and Watsonville, but also respite for caretakers. Our volunteer-led program sees collaboration as key and thus partners with a variety of special needs service providers to support their mission by adding an essence of quality to the lives that they serve. These partnerships allow us to maintain a strong network of supported special needs participants while amplifying the offerings of our existing community providers. Our free sailing and art programs are open to other agencies as well as individual families experiencing caregiving fatigue in awareness of the stresses induced in providing for a disabled family member.
- Promoting community education/awareness - As our proposed charter operation develops, we expect to see a significant change in the broader boating community's understanding and acceptance of their special needs neighbors. Although we may provide recreational reprieve to the disabled community, it is the harbor community as a whole who possess the opportunity to truly transform our society in such a way as to move towards inclusivity. In such we see our core outcome to be cultivating transformative relationships between able and alternatively-able bodied participants.
- Transitional employment/job training- Our project is based on a model of self-sustainability in which our participants will earn stipends for charter sails while learning real-world job and social skills in a safe and enjoyable environment. As our special needs sailors become comfortable taking on

roles on the boat we will offer them the opportunity to demonstrate their value and abilities as crew for donation-based charters. This unique model of job training reverses traditional roles of those living with disabilities by providing them an empowering opportunity to 'serve' those who traditionally seek to 'serve' them. Furthermore, these charter sails support the broader program in a way which allows the advanced participants of our free community sails to crew for charters that support and sustain the organization.





# MARKEL AMERICAN INSURANCE COMPANY

## WATERCRAFT DECLARATIONS PAGE

| <b>Policy Number:</b>   | <b>Primary Usage and ID</b> | <b>Agency Number:</b> | <b>Page Number</b> |
|---|-----------------------------|-----------------------|--------------------|
| MTD00000580542  | Owner/Operator 2            | 10208 - 000001        | 6                  |
| MTD5001-0215 - The Markel Tradesman Policy                                |                             |                       |                    |
| MTD5017-0215 - Owner/Operator Usage Endorsement                           |                             |                       |                    |
| MTD5052-0215 - Agreed Value Endorsement                                   |                             |                       |                    |
| MTD5101-0215 - Uninsured and Underinsured Watercraft Coverage Endorsement |                             |                       |                    |
| MTD5102-0215 - Medical Payments Coverage Endorsement                      |                             |                       |                    |
| MTD5105-0215 - Personal Effects Coverage Endorsement                      |                             |                       |                    |
| MTD5107-0215 - Emergency Towing and Assistance Coverage Endorsement       |                             |                       |                    |
| MTD5131-0215 - Slip and Mooring Coverage Endorsement                      |                             |                       |                    |
| MTD5200-0317 - General Amendatory Endorsement                             |                             |                       |                    |
| MIL1214-0917 - Trade or Economic Sanctions Endorsement                    |                             |                       |                    |

**RELEASE AND WAIVER OF BOAT PASSENGER**

1. I wish to participate as a passenger on the recreational boat ride (the "Boat Ride") being operated by the Presbytery of San Jose, a California nonprofit corporation (the "Presbytery") on The Salty Sheep (the "Boat").
2. I UNDERSTAND THAT THERE ARE INHERENT RISKS INVOLVED WITH BOATING, including, but not limited to equipment failure, perils of the sea, slip and fall aboard, lightning strikes, harm caused by other vessels, acts of fellow participants, boarding or disembarking boats, and activities on the docks, which could result in personal injury, property damage, or loss of life. Despite such risks, I wish to proceed with the Boat Ride, and I FREELY ACCEPT AND EXPRESSLY ASSUME ALL SUCH RISKS.
3. I fully assume responsibility for my own safety (including, without limitation, following all directions of the Boat's operator) while participating and I verify I'm physically able to participate.
4. I fully understand and agree that the Boat has very limited medical facilities, that in the event of illness or injury appropriate medical care must be summoned, and that treatment will be delayed until I can be transported to a proper medical facility.
5. No person associated with the Presbytery has made any express or implied representation to me that they or the Boat's crew can or will perform safe rescues or render first aid. In the event I show signs of distress or call for aid I would like assistance and will not hold any person or entity responsible for their actions in attempting rescue or rendering first aid.
6. Having read this document, I AGREE TO WAIVE ALL CLAIMS AGAINST, AND RELEASE FROM LIABILITY AND HOLD HARMLESS, the Presbytery, along with its officers, directors, employees, owners, members, managers, affiliates, agents, representatives, attorneys, heirs, personal representatives, successors and assigns (including but not limited to Ryan Althaus), all individuals associated with the Boat Ride, and all individuals and entities having an interest in the Boat, from any and all liability, claims, demands, equitable relief, damages, costs, expenses, and causes of action (including attorneys' fees) of any kind or nature whatsoever (including negligence), arising out of or relating to the Boat Ride.
7. I certify that this is a completely free recreational sailing trip and that no compensation has been exchanged in the form of donations, goods, services, etc...
8. I certify that I have read this document and agree with its contents, and that in signing it I am not relying on any oral or written representations or statements apart from what is set forth in this document.

Signature of Participant: \_\_\_\_\_  
Printed Name of Participant: \_\_\_\_\_  
Phone Number of Participant: \_\_\_\_\_