

RULES OF THE MARINA DU MARIN

1. DEFINITION

This by-law is designed to make the most of the existing structures in the Marina.

2. ENTRY FORMALITIES

2.1 The use of the port is reserved for all pleasure craft (sailboat or motorboat not exceeding 150 tons and 50 meters long, within the limits of reserved spaces for this purpose).

2.2 When a vessel enters the space reserved for the marina, it falls under the jurisdiction of the port and must be moored or parked as indicated by the officers responsible for insuring the port police. The approach maneuver must be carried out properly.

2.3 Every recreational boat moored or parked in the port shall be liable for a fee in accordance with the tariff approved by the licensing authority. A contract must be signed between the owner and the dealer. The owner of any boat entering the harbor to dock or park there must, upon arrival, go to the port office to:

- to pay the tax payable in advance for the duration of his stay at the port, the adjustment for the actual tax being made at the expiry of the declared duration in case of extension (see the current tariff).
- failure to pay overdue charges may lead the concessionaire to withdraw the parking authorization granted to the vessel, up to the time of the removal of the vessel within 8 days of the formal notice.
- If the shipowner fails to comply with the deadline, the concessionaire will, at the expense, risk and peril of the owner, carry out the operations of removal of the vessel and remove it from the vessel.

2.4 The application of the monthly rate excludes any refund. It is stated in the calculation of the taxes that the length to be considered is the length overall except in the case of the boat rental companies.

2.5 The dockside officer reserves the right to inspect all vessels to determine if they are properly identified until the record and documentation are consistent.

2.6 Declarations of entry and departure shall be entered in the order in which they are presented in a special register or they shall be given a serial number.

3. SHIPPING

3.1 This shall be carried out by the master of the port or the wharf agent. The allocation of posts shall be made within the limits of the places available, in accordance with the order of entry provided for in Article 2 (6). The port police officers are, however, the sole judge of circumstances which may lead to a derogation from this rule.

3.2 The owner or crew of ships calling at a late hour must first consult the chart posted outside the port office indicating the positions available at the end of the day for ships calling. Failing this, any vessel occupying an unallocated position will be automatically moved in

the morning at the expense and risk of the owner. As soon as the office is opened, the owner or crew must make the regulatory entry.

4. MOORING – ANCHORING

- 4.1** Anchorage (except in cases of absolute necessity arising from an immediate danger), the laying of buoys or dead bodies is formally prohibited in the water area of the port.
- 4.2** Mooring shall be carried out in accordance with the instructions and under the responsibility of the master of the port. The crews of ships must comply with their orders and take the necessary measures in their maneuvers to prevent accidents or damage.
- 4.3** Mooring must be in good condition and properly sized. In the case of mooring involving the risk of contact with the hull of another boat, the installation of tusks or fenders is compulsory. The defenses must be at least three per side and a size adapted to the size of the boat. The tires are only allowed if they are in a linen sheath in good condition.
- 4.4** The owner or crew of a ship may not refuse to take or to dump a hawser or other mooring rope to facilitate the movement of other ships.
- 4.5** In case of necessity, all precautions prescribed by the officers in charge of the port police shall be taken, in particular double berths.
- 4.6** The length of stay of ships at a stopover shall be determined by the police officers in charge of the port according to the places available. The passing user is obliged to change posts if, for reasons of police or exploitation, movement is ordered by the officers in charge of the port police. He is obliged to leave the port, on the one hand when safety is not assured (cyclone, tidal waves) and weather justifying this decision, and on the other hand to the first injunction of the agents in charge of the port police, If there is no room available, they have placed at their disposal a post already allocated but temporarily available.
- 4.7** Every vessel in the port shall be maintained in good buoyancy and safety condition if the port officials find that a ship is in a state of abandonment or in such a condition Sinking or causing damage to other ships or surrounding structures, they shall give notice to the owner to proceed with the rehabilitation or evacuation outside the marina. Should the need not have been done within the time limit, the vessel shall be put to dry at a place chosen by the concessionaire operating the marina (this location shall be indicated by letter to the owner) at the expense and risk Of the owner, without prejudice to the offense of highway which is set up against him. If the vessel is guarded, the formal notice is sent to the custodian.
- 4.8** The users of the port may in no case modify the port facilities made available to them. They are obliged to report without delay to the police officers any degradation which they find to the works placed at their disposal, whether or not of their doing. They are responsible for the damage they cause to these works, the cases of force majeure excepted. The damages shall be repaired at the expense of the persons who caused them, without prejudice to the consequences of the highway offense against them.
- 4.9** The operator of the port and the police officers shall not be liable for thefts, accidents, damage suffered by vessels moored or stationed in port due to bad weather, contact with

another vessel, Action of a third party identified or not. They can not be held responsible for damages resulting from unforeseeable events or force majeure.

4.10 Every berthmaster must make a declaration of absence to the pleasure port office whenever he is required to vacate his place for a period of time longer than 3 days. This declaration specifies the expected date of return. In the absence of such a declaration, the master of the port shall consider, at the end of the fourth day of absence, that the post shall be released until further notice and may dispose of it.

4.11 In the case of the sale or lease of a ship having a post in the port, the seller or the lessor must make a declaration to the office of the harbor office as soon as the sale or lease is completed. In the event of the sale of a ship, the post concerned may in no case be transferred from the holder to the new owner without the formal consent of the port operator, which may be Possibly caused to assign to the vessel subject to the transaction, another post.

4.12 It is strictly forbidden to moor or moor the boats in "Indian file" or "in couple". Only the Annex is authorized in so far as it does not create any discomfort for neighbors and the movement of vessels within the port.

5. SHIPMENT OF VESSELS

5.1 Any vessel placed in a manner inconsistent with the instructions received and as indicated above, shall be invited by the master of the port to travel. In case of absence of the owner, the boat can be moved automatically to the exclusive expenses of the owner and without the responsibility of the latter being released.

5.2 The port police shall be entitled at all times to require the owner of the vessel or the crew.

5.3 In general, the owner must ensure that his vessel at all times and in all circumstances does not interfere with the operation of the port.

5.4 Unless necessary, any movement or maneuver carried out at the request of the port authorities shall be given 24 hours' notice to the owner and affixed at the same time to the vessel. If the owner keeps his ship, the custodian is required in place of the owner, the custodian is notified under the same conditions as the owner.

6. CIRCULATION IN THE PORT OF THE MARINE

6.1 All evolutions in the port must be carried out in the port at a maximum speed of two knots without causing backlash and following the rules of caution.

6.2 It is prohibited to fish underwater in the water of the port and in navigable passes.

7. SUPPLY OF WATER AND ELECTRICITY

7.1 Terminals equipped with sockets and fresh water faucets are installed on floating docks and wharves. Consumption is invoiced according to the scale in force.

7.2 Stopping boats and vessels moored to the dead bodies of the port may only supply water and electricity to the fuel station reserved for that purpose. The terminal serving these sites has meters for billing the supply of water and electricity.

7.3 Time of closure of water meters from 18H to 8H.

7.4 The owners of ships on the wharf are prohibited from supplying fresh water or electricity to another vessel on pain of exclusion from the marina.

7.5 Any equipment used on the wharf or wharf by the owner of a vessel shall be of an appropriate design. Extensions made by the owner to the outlets must be insulated. The connection of the water pipes to the valves and the pipes themselves must be watertight. The use of equipment and installations which prove to be defective may be prohibited by port officials.

8. CIRCULATION ON THE QUAILS

8.1 Car traffic is prohibited. Exceptionally, emergency vehicles can access them, but they must use the closest accesses to their destination and limit their rolling and parking to a minimum.

The appendices must remain there only for the duration of their launch, the use of platforms and platforms to store equipment or accessories is prohibited.

9. SPECIAL PROVISIONS

9.1 It is forbidden to light a fire on the quays, the piers and platforms of the port and to have lights on naked fire.

9.2 Vessels shall not carry on board any hazardous or explosive material other than fireworks or regulatory devices and the fuels or fuels necessary for their use.

9.3 In the event of a fire on board a ship, the owner or the crew must immediately notify the police officers of the port and the fire brigade of the city of Marin (0596 74 94 62). Officers may require assistance from the crews of other vessels.

9.4 Only minor repairs on ships are permitted. It is forbidden to carry out work on ships which may cause nuisance in the vicinity. In particular, engine tests and generating sets, which constitute unbearable nuisances, will be strictly forbidden without the written authorization of the port officials.

9.5 It is forbidden:

- Dispose of dirt, rubbish, garbage, unhealthy liquids, detergent or other pollutants on the harbor works (wharves, docks and docks). This also applies to harbor waters and navigable passes. Any offender will be liable to a fine and the costs incurred for the cleaning of the site will be invoiced to him.

- Store abandoned equipment on wharves or docks and make no deposit, even temporary. Household waste must be deposited in the receptacles and the discharge oils poured into the tanks arranged for this purpose on the slopes.

- Swimming in the harbor area and in navigable passes.
- Perform maintenance or repair work on floating docks or wharves.
- Degassing in the port area as well as in navigable passes.

9.6 Shower and laundry are prohibited on docks and wharves. A sanitary shelter is provided for this purpose, it is recommended to the boaters to use the toilets ashore in order to avoid the pollution of the body of water.

10. STAY ON BOARD

10.1 It is strictly forbidden to board the neighboring boats in the absence of the owners unless authorized by them to the harbor master. If the owner of a vessel wishes to have the equipment removed by a third person, he / she should be notified beforehand to the harbor master.

10.2 Radios, phones must be operated at a power that will not disturb other boaters.

10.3 The disorder or misconduct of an owner or his friends or of a member of the crew of a ship moored or parked in the harbor which may injure or interfere with the reputation of the Marina Of the Sailor will be a cause of breach of the site contract.

10.4 Children under 12 years of age are not allowed on the docks, wharves and docks without the presence of their parents.

11. ANIMALS

Animals are welcome provided they are on a leash and trained to do their needs off the pontoons. Owners are advised to ensure that they do not search the garbage cans. In the event that the size and character of the domestic animals disturb the peace or cause any damage within the port, they must be removed by their owners.

12. MISCELLANEOUS

12.1 If a vessel has sunk in the port or in a navigable passage, the owner shall cause it to be removed or disassembled as soon as possible. The owner must make all necessary arrangements with the competent authorities (Maritime Affairs). If the vessel is guarded, the obligation rests with the custodian in the absence of the owner.

12.2 Private occupancy of embankments not leased by contract shall be prohibited except with written authorization from the personnel in charge of the port police who shall determine the conditions of such occupation.

12.3 For all sailors in possession of a contract of location at the Marina, the harbor master's office shall make available a courier service that can be consulted according to schedules.

13. GENERAL PROVISIONS

- 13.1** Contraventions of this by-law and all other offenses or contraventions concerning the police of the marina are recorded by a report drawn up by the officers or supervisors of the port, the police commissioners and other agents authorized to verbalize.
- 13.2** Each report shall be transmitted, depending on the nature of the offense or contravention found, to the official responsible for prosecuting the offense.
- 13.3** In the event of an infringement of the requirements of this Regulation, the port officer or supervisor shall draw up a report and shall immediately take all necessary measures to put an end to the infringement. It is empowered to have the ships officially removed and impounded, after formal notice, in contravention of the costs, risks and perils of the owners.

Done at Marin, on 29 May 1991

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