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1. INTERNAL REGULATION

Art. 1 - Premise

The Marina Company of the Straits Ltd., based in Villa San Giovanni (RC), Via Station Vecchia, No. 8, manages the moorings at the marina of Villa San Giovanni (RC) Red Cross resort, in the area identified in the floor plan attached to this regulation.

Art. 2 - Subject of the Rules

This Regulation sets out the rules for the operation and use of the Port and complements the Municipal Regulation approved by the decision of the City Council of Villa San Giovanni No. 29 Delibere Register of 16/07/2020 Protocol No. 18325 of 24/07/2020, to which must be adhered.

Art. 3 - Compliance

The Regulation binds all those who use moorings, docks, goods and infrastructure in the maritime areas mentioned above or who lend their work in the port area.

All landing-goers are required to comply with the rules contained in the Navigation Code approved with R.D. 30/03/1942 N. 327 and in the relevant Execution Regulation approved with D.P.R. 15/02/1952 n. 328 and subsequent modifications and additions.

They are also required to comply with customs, police, hygiene and environmental regulations, as well as any other rules that apply.

Art. 4 - Port Management

The company has its headquarters in Via Station Old No. 8 of Villa San Giovanni (RC), and operational office within the landing itself; the management of the port is managed by a Manager assisted by employees of the Marina of the Strait Ltd.

In order to ensure that the rules of this Regulation are respected by the Maritime Safety Authority.

Art. 5 - Port Services

The Straits Marina provides the following services to the recreational units:

- (a) mooring and unmooring assistance;
- b) cleaning of the docks entrusted;
- c) routine maintenance of the plants, furnishings and works entrusted;

The Marina of the Strait Ltd. through the appropriate facilities, also cares on request:

- (a) the supply of water;
- (b) the supply of electricity;

Art. 6 - Mooring Places

Units will have to moor in the assigned spaces according to the instructions of the Straits Navy personnel Ltd.

Each user is responsible for mooring their unit; Pleasure units must be fully armed and equipped throughout the period of their stay inPorto.

Users are obliged to protect their unit with adequate and sufficient borders in order to avoid damage to their own and to others' units and port structures.

The mooring places are assigned to recreational units divided into different categories depending on their length out of everything and for the duration established in the contract.

Recreational units will not be able to occupy water spaces outside the limits of the concession.



You wish to use a certain berth, must subscribe to the booking form provided by the Navy of the Straits Ltd, declaring the exact size of the unit (L.F.T.) for the inclusion of the same in the category of membership, as well as the expected arrival and departure date, while accepting this regulation. Subsequently, the Navy will provide the assigned seat number.

Each user can only take advantage of the seat assigned to him for the mooring of his unit, prohibiting mooring elsewhere or granting the mooring in his place to another unit.

All units using the landing must be in perfect efficiency in terms of navigability and safety so as not to pose a danger to themselves and to nearby units.

In any case, the management may decide whether the units should be moved if they see the opportunity.

Art. 7 - Destination of moorings

Recreational units wishing to moor at the Straits Marina srl will have to make a regular reservation using the appropriate modules.

The managers of the unit are obliged to show up at the offices of the Straits Navy with the documents of the unit within one hour of arrival and in any case by 6 p.m. in order to carry out the formal arrival and obtain the enjoyment of the required port services, subject to the subscription of application and payment of the fees.

The management will record the units.

Art. 8 - Unit times and handling

a) The Management will be able to arrange at any time the movement and the displacement of one or more units to its own unquestive judgment. The Commander of the unit must provide immediate cooperation by carrying out the provisions of the Directorate.

b) Arrival times: 8 a.m. to 8 p.m.

c) Departure times

The exits of the recreational units, regardless of the mooring area, must take place by noon on the scheduled day for departure.

NOTE: Failure to meet departure times, if it causes the berth to be not available to the incoming booked boat, will result in a charge equal to the fare used for the latter.

d) Exits

For recreational units parked at the Straits Marina for more than one night, a daily outing is permitted in accordance with the schedule at the previous point b.

(e) Temporary stops

Temporary parking in the quayside is allowed, after booking and checking the availability of spaces, against which the relevant fare will be applied.

Any requests for special and quota waivers regarding arrival and departure times (point b and c) must be communicated in advance, and will be subject to management acceptance.

Art. 9 - Maritime Traffic

The units sailing in the port area will have to comply with the provisions of the current Port Safety Regulations issued by the Maritime Authority maintaining a speed of no more than three knots: however, their conduct must be compatible with the precautionary and safety measures to prevent situations of danger or damage to third parties and port works.



Art. 10 - Port Services

No service can be carried out by external personnel on the pleasure units in the concession areas, without prior authorization from the Management.

Art. 11 - Anti-pollution and Fire

It is forbidden for anyone to dump any polluting substance at sea and in particular it is mandatory:

(a) in the case of hydrocarbon spills or other pollutants at sea, on shoals, piers, piers, the person responsible for the unit concerned must immediately notify the Management and Maritime Authority and take immediate appropriate and permitted measures to contain and limit the damage, taking care to immediately inform the staff of the neighbouring units and those in place; in any case, those responsible are required to immediately compensate the damage;

(b) in the event of a fire start, the person in charge of the unit concerned will have to work to ensure that all on-board firefighting equipment is immediately engaged, while at the same time alerting the Directorate and the Maritime Authority to the most rapid means of alerting the Management and Maritime Authority.

c) Before the engines are set in motion, you must provide for the engine compartment to be aerating;

(d) firefighting equipment and on-board electrical systems must be maintained in a perfect state of operation and maintenance;

(e) the on-board compartments containing the liquid gas cylinders must be properly aerated and when the unit remains unattended, these cylinders must be closed;

(f) on-board fire extinguishers must be in line with existing regulations, in sufficient numbers and in perfect efficiency;

(g) electric generators can only be kept running if the ground power is insufficient for the vessel's needs at mooring, and if they cause low acoustic emissions and fumes. The personnel of the Straits Navy will be able, at any time and for the above causes, to request the shutdown of the generators.

Art. 12 - Civil Liability and Fire Risks

All recreational units using the landing will be insured for liability to third parties and for fire risks.

The Straits Navy is not accountable for any theft or damage to persons or things that may occur within the landing and on board the recreational units or cars.

Therefore, all those who use the landing must put in place appropriate measures to protect their property from theft, fire, damage and the like.

With regard to the responsibility of the Navy of the Straits Ltd for damage suffered by the recreational units as a result of the adverse weather conditions, it is stated that in any case, complaints are excluded against the Navy of the Straits Ltd for damage resulting from the action of the surf or strong wind.

At the request of the Straits Navy Directorate Ltd., you must present your unit's insurance policy.

Art. 13 – Prohibitions

In accordance with the prohibitions of the law on the Port Regulations and as required by the Navigation Code, throughout the scope of the concession is prohibited:

(a) to employ divers who are not authorised by the Maritime Authority for any work and for occasional interventions such as recovery of objects on the seabed, tops in the propeller, etc.;

b) set in motion, motors, generator sets, etc. before 9 a.m. and after 8 p.m., except for:

- that the unit is about to leave the mooring;

- that the ground power is not sufficient for the boat's needs at the mooring.



c) use beeps except for safety reasons;

d) to conduct that may disturb the quiet of others (radio and/or television and/or loud turntables, squeals, etc.).

Art. 14 – Sanctions

Any breach of the rules established by this Regulation that causes damage to third parties, moored units, and property and equipment in general, creates an immediate obligation of compensation by the person responsible.

Art. 15 – Controversy

For disputes that should arise in dependence of this Regulation, between the Navy of the Straits Ltd and the Users or between the Navy of the Straits Ltd and any other person, the competent Forum is that of Reggio Calabria.

2. SAFETY MANUAL FOR BOATS AT MOORING

Premises

The Marine Society of the Straits Ltd provides some marine and safety notes and some references to the Regulation, in order to avoid any damage to all boats moored in the Marina and port equipment.

The rules reported are valid throughout the year but special care must be placed on the part of the boat managers in their application, especially as the off-season approaches, where the owners' stops are less frequent and bad weather days are more frequent.

General information

3. Each User is responsible for the safety of their boat and the way it is moored.
4. The Insurance of the Marine Society of the Straits Ltd, covers any damage to the boats only after the chains of dead bodies and not the mooring tops. The insurance covers the boats only if they are in size corresponding to the category of the berth.
5. The staff of the Marine Society of the Straits Ltd performs periodic checks during working hours and intervenes initiative for the safety of boats and moorings but in no way is responsible for any damage.
6. If you are unsoeted about the following rules, contact the Directorate of the Marine Society of the Straits Ltd. or the Chief Moorer.

Mooring

7. Mooring the boats at the bow with 2 peniles of diameter appropriate to the size of the boat, to be fixed with handle to the dead body chain.
8. Self-sinking nylon cables, set up by the Marine Society of the Straits Ltd., should only be used to force the dead body and should not be wrapped in the bits and gallops on board.
9. Mooring the boat with cables of the appropriate size. Use 2 cables directly on the bitte/golfers of the quay and 2 crossed cables to avoid side excursions.
10. Protect mooring cables at work points (pass) with rags or rubber pipes.
11. Use, possibly, on the aft cables shocks, to make the mooring more elastic in the presence of a shuffle.
12. Protect the boat with appropriate borders to be placed at the wide points of the vessel. Tie the borders properly.
13. Moor the boat away from the quay so that in the presence of strong winds the vessel does not bump on the quay itself. As a general rule, keep in mind that if you manage to board without a boardwalk or without two people boarding the boat, it means that the boat is too close to the quay.
14. Take off the catwalk. If you leave the walkway fixed on the stern pulpit, lift it so that it does not bump on the quay or on the distribution columns. Fix the walkway with side winds.



Indoor

15. Remove easily removable equipment (saves, outboard engines, etc.) from the blanket.
16. Fix properly stray on the boma and the bow sails, blocking the winding.
17. Close all the hatches and the portholes.
18. Close the key entry hatch. Those who wish can leave the key to the framework set up in the Moore Room.

Homeland Security

19. Before leaving the boat check all the felts in the presence of water, try to identify the cause.
20. In the presence of naphtha in bilge, identify the cause and ask for the intervention of specialized personnel, for the emptying of the bilge. It is remembered that the emptying of bilge in the waters of the marina is forbidden.
21. Close all interception valves on sea sockets.
22. Check the hull passages and if they show signs of corrosion ask the site.
23. Close the eavesdropping valves of the fuel crates.
24. Close the valves on the gas plant.

Electrical safety

25. Detach service batteries and engine batteries.
26. Remove the electrical cable for power from the ground. In this regard, it is remembered that the power columns are equipped with sockets and the power cord must be a single cable; Avoid socket adjustment trunks, which are prohibited by safety regulations.

INSTRUCTIONS FOR USING THE POWER COLUMN

N.B.: This Marina provides electricity that you can use on your boat: this supply has a protective conductor that is part of the ground system. If you don't have an insulation transformer on board to insulate your boat's electrical system from the shore feed system, corrosion could damage your boat or nearby boats.

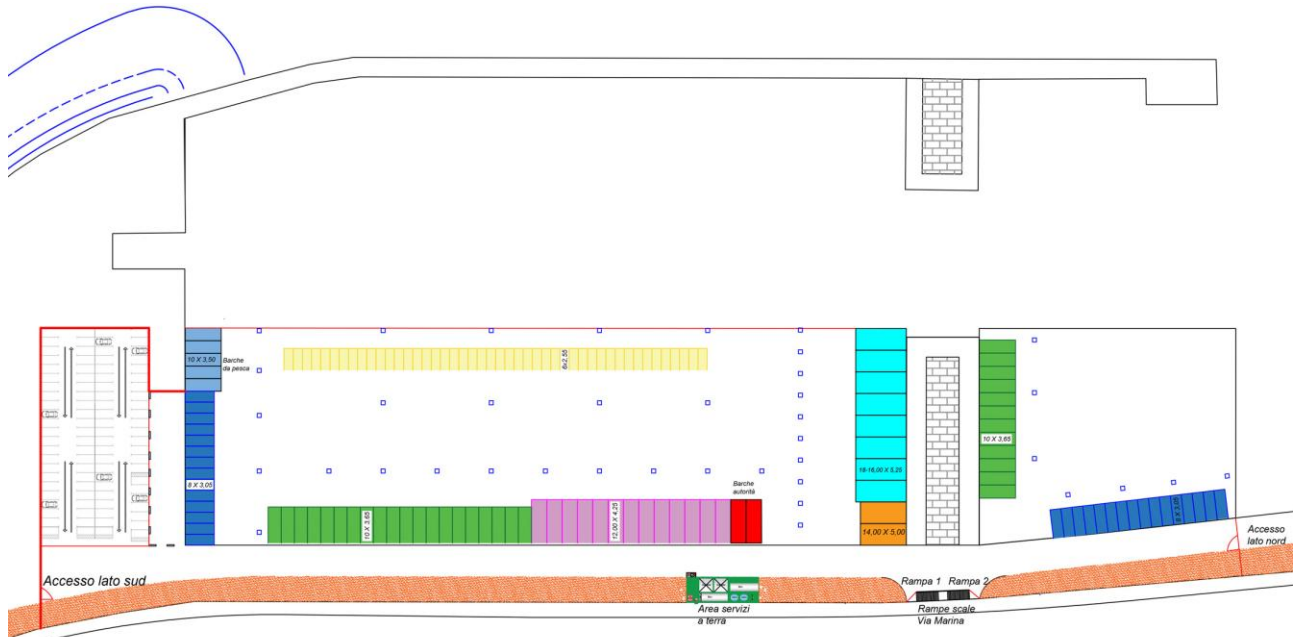
Upon arrival:

1. The power voltage of this port is 230/400 V, 50 Hz and is supplied via unified plug sockets. The plugs must be inserted into the sockets and then rotated a quarter of a turn clockwise.
2. You are not allowed to connect your boat to outlets other than those provided; Your boat's electrical system must comply with the rules. The flexible connecting cable should not dive into the water.
3. Only one flexible cable must be connected to each plug-in socket of the column from the boat.
4. The flexible cable must not have joints.
5. The entry of moisture and salt into the plug of the boat connector can be dangerous. Before inserting the connection socket, you should thoroughly examine the plug and possibly clean it.
6. Avoid repairs or changes by unqualified personnel. If you have difficulty, consult the Directorate of the Navy.

At the start:

1. Make sure that the flexible cable is disconnected from the socket. To unplug from the socket first turn down the switch and then pull the plug.
2. The flexible connecting cable must first be disconnected from the socket of the column and then from the connector plug of the boat. The lid intended to protect the sockets from the entrance of external agents must be relocated to the sockets themselves.

Attachments: General Plan area in concession



Legenda:

- Parcheggi riservati ai disabili
- Recinzione mobile sostenuta da base in cls
- Recinzione mobile per accessi
- Jersey di protezione

- Accesso lato sud aperto per accesso pedonale pubblico veicolare clienti, concessionario e forze dell'ordine come da ordinanza in vigore
- Accesso lato nord aperto solo in caso di emergenza o lavori
- Rampe scale Via Marina:
- Rampa 1 aperta
- Rampa 2 aperta solo per emergenza o eventi