

“PORTO ROMANO”

Internal Regulations

Preliminary Statement

The Yacht Club Tevere srl Company with registered in Fiumicino (RM) Via Costalunga n. 21 - 31, holder of the concession act for the construction and management of the tourist port named PORTO ROMANO and from now on will be referred to as "Company".

The physical or juridical person, to whom the mooring or the asset is assigned or who, however, finds himself using it, will from now be referred to as "User".

The body appointed by the "Company" to control and coordinate the activity and port services will be called "Dock Management".

Art. 1

GENERAL RULES

1.1 PURPOSE OF THE REGULATIONS

The Regulations apply to anyone entitled to make use of the various services within the Porto Romano Marina Resort including the Shipyard , Moorings, Docks , Parking Areas, as well as the Hotel , Bistro , Pool Club . It also regulates the various activities and the general conduct of the "User"s and their guests. The purpose of these regulations is to ultimately maintain a manageable environment where all those entitled can freely make use of all services provided.

1.2 REGULATION OBSERVANCE

These Regulations are binding for anyone who in any way , makes use of any part of the property and infrastructure within the resort and which in turn fall under all relevant state concessions.

1.3 COMPULSORY NATURE AND PUBLICATION OF REGULATIONS

These Regulations are compulsory to all "User"s as well as any of their guests since they are making use of the same infrastructure.

The "Company" management takes it upon itself to clearly distribute and display the most updated version of the regulations.

Further to the above and for the continued improvement of services provided , the "Company " management will also make visible any further communication,information or recommendation that may be necessary to better clarify any of the regulatory points.

1.4 AMENDMENTS TO THE REGULATIONS

The "Company" reserves the right to amend, update and append these rules and regulations at any time.

1.5 "COMPANY" OBLIGATION

The "Company" and its personnel commit to efficiently provide all services included in the "User" contract .

1.6 DUTIES OF THE MANAGEMENT

Without prejudice to the prerogative power of the Public Safety Authority and Maritime Authority, the "Dock Management" controls and coordinates all activity within the resort, issuing general and specific instructions to best regulate this activity. A surveillance service operated by the "Dock Management" personnel wearing clearly recognisable outfits and with all the necessary identification is onsite at all times.

In order to ensure the observance of these Regulations, said personnel will be able to give appropriate instructions to anyone who is within the landing place and who will in return comply.

The surveillance personnel are duty bound to communicate any infringement observed. In the case of any infringement at a legal level will be immediately communicated to the relevant government authority. With full cooperation with the authorities, the 'Company' may decide to further act on any infringement against the 'User'. The 'Company', acting on behalf of the Company President , may opt to ban any pleasure craft after a second offence, to a minimum of three (3) months. Any guests involved will be banned immediately.

1.7 RADIOTELEPHONE ASSISTANCE

The Company is provided with a VHF radio frequency assigned by the Ministry of Public Works for any marina related communication. CHANNEL 73

1.8 RESPONSIBILITIES AND OBLIGATIONS

The User is responsible for the strict observance of the Law , the Marina Regulations , the Maritime Security Regimes and takes full responsibility both legally and civilly of any violation.

The 'User' will take all the appropriate measures to protect his/her property from theft, damage etc.

All vessels using the landing place will be adequately insured for third party and fire hazard.

The insurance policy will be shown at the request of the harbour's office, which will amend the value should this be found to be inadequate.

In case of insurance irregularities, the harbour master office may deny the 'User' access to the landing area.

Mandatory requisites :

- the boat must be properly maintained by the User;
- in case of violation of the rules of conduct or lack of maintenance to the boat which may result in risk of sinking or damage to third parties, the 'Dock Management', after notifying the User, may remove the vessel or have it revised at the expense of the 'User';
- for its own needs or in case of emergency (bad weather situations) the Dock Management can carry out all the maneuvers necessary for the safety of the landing place and of the boats. It may also relocate any vessel to an alternative moor.
- the User is responsible for properly securing the boat
- If the 'Company' finds that the vessel is not properly moored and no action is taken by the 'User', it will proceed by either securing or removing the vessel.
- in case of prolonged absence, the User must make sure that the mooring cables are in suitable condition.
- In an absence of more than 24 hours, any active electrical connection to the columns should be disconnected. The 'Dock Management' will disconnect any supply should this not have been done by the 'User'
- The 'Company' is not liable for any damages caused by unsecured mooring or adverse weather conditions.

The 'Company' is not responsible for any thefts that may occur on the docks, parking areas as well as on board or inside the boats. The 'Company' is not liable for any damages by a person or persons within the Marina who are personnel.

Art. 2

RULES OF CONDUCT AND NAVIGATION WITHIN THE MARINA

2.1 MOORING

Each berth is equipped with sockets for drinking water and electricity, two rings for stern mooring, a wooden mooring dolphin.

The entrance to the marina is authorised only to pleasure boats in a seaworthy condition. Inside the marina the maximum speed is of three(3) knots.

It is forbidden for all boats, except in cases of force majeure, to drop anchors. They must only use the mooring equipment provided and are responsible for any damage caused to them. Each User will secure to the prow mooring dolphin, using their own mooring cables. Only these will be secured to the vessel. The User is responsible for the safety in which the boat has been moored. Users must further protect their vessel with adequate and sufficient fenders.

2.2 IDENTIFICATION AND USE OF BERTHS

Berths are indicated on the quays by appropriate signs. The User has full and immediate availability of the mooring place assigned to him, which can anyway be changed at the 'Dock Management' discretion.

The 'Dock Management' has a chart of all the units and their owners which is continually updated. The 'User' must immediately inform of any changes to the unit information on file.

Each User must use only the mooring assigned to him. It is prohibited to moor anywhere else.

In case of non-compliance, the 'Company' will remove the recreational units and moor them to their assigned place or to the transit pier, at the expense of the defaulting party, who will also be charged with the payment of the fees foreseen for the services of the mooring to which the unit will be transferred.

2.3 CHARACTERISTICS OF THE MOORINGS

The dimensions of the units are intended to refer to the effective overall dimensions (therefore including the dolphin boat, pulpit, bowsprit, outboard motor, stern terrace and any other protrusion).

If the User docks at his berth units larger than allowed, the dock management will proceed according to the last paragraph of art. 2.2.

2.4 ABSENCE LONGER THAN 24 HOURS

Any User that is absent for a period longer than 24 hours, must inform the 'Dock Management' indicating the date and the hour of departure and, possibly, the destination as well as the date of previewed return.

A notice must also be given in case of expected return after 21.00 hours.

2.5 HANDLING OF VESSELS IN PORT

All the maneuvers carried out inside the landing place must be carried out in full compliance with the instructions given by the Dock Management, which may order the movement and the shifting of the moorings if necessary.

In case of absence of the "USER", or in case of refusal, the Dock Management will be able to provide any movements with its own personnel.

2.6 SAFE PARKING

All the units using the landing place must be in perfect efficiency under the safety profile and in compliance with the provisions issued in this regard by the competent Authorities and by the harbour's master office, so as not to represent a danger to themselves and to nearby units.

Should the harbour's master office notice serious deficiencies or have reason to believe that they exist, it will invite the User to eliminate them and will inform the competent Authority, which will carry out the controls on board if it deems appropriate.

If it is noticed that a unit is in a state of abandonment or in danger of sinking or causing damage to surrounding units and equipment, it will be notified immediately to the owner or possessor or, if applicable, the guardian so

that the issue is resolved. If the problem is not solved within the established terms, or in case of urgency, the unit will be pulled ashore at the owner's expense and risk, without any prejudice for any action against him. It is forbidden to start the propellers with the unit moored.

2.7 SINKING OF VESSEL

If a unit sinks in or near the landing, the owner shall be obliged at his own expense to remove or dismantle the wreck after obtaining approval from the Dock Management.

2.8 PROHIBITED BATHING, FISHING AND DIVING.

In the waters of the landing place and at the mouth the following are forbidden : bathing, scuba diving and fishing of any kind.

Inspections of hulls or any underwater jobs are of the exclusive pertinence of the 'Company' and will be seen to in observance of all health and safety by certified scuba divers registered with and approved by the Maritime Authority

2.9 MOORING

It is forbidden for all units, except in cases of force majeure, to drop anchors. The units must moor exclusively to the rings and to the dolphin moors provided and are responsible for any damage that may be caused to them. The mooring must be made with the units own ropes and cables of adequate diameter and in good condition, to be secured to the mooring dolphin and rings on the quay.

Each user is responsible for the safety of his own unit with regards to the way it has been moored.

On the sides must be placed efficient fenders, adequate to the size of the unit and in sufficient number to avoid damage to their own and others' pleasure craft.

The mooring on the side will be admitted only after the authorization of the Direction of the landing place.

In case of temporary and short absence from the boat, the gangway must be retracted or raised, in case of prolonged absence it must be completely retracted.

At night, gangways must be conveniently illuminated.

The harbour's Direction can order the reinforcement of the moorings where considered unsuitable with the charge of the expenses borne by the User.

2.10 MAINTENANCE OF BERTHS

If the 'Company' organises maintenance of moorings or other underwater works by divers, the Management of the dock will place appropriate signals or flags. Any movement of the units will have to be outside these signals.

2.11 COLLABORATION

The owner, crew or possible guardian of a unit is obliged to cooperate, to lighten or tighten the mooring, and to do whatever else is necessary to facilitate the movement of other units.

2.12 WORK

It is forbidden to start, except for proven needs, or because the unit leaves the mooring place and anyway for no more than twenty minutes, the main engines of the boats or the auxiliary ones for tests and for the recharge of the batteries before 9.00 a.m. and after 9.00 p.m., as well as from 12.30 p.m. to 4.30 p.m. during the period May-September included and during holidays and pre-holidays. It is forbidden to use acoustic signals, to carry out noisy work or any other activity or behavior that may disturb the peace of others. The use of any projector or spotlight is prohibited. All work involving dust, discomfort or harassment of other Users is prohibited. No maintenance and/or repair work can be carried out inside the dock if not by firms authorized by the Management and included in a special register that will be drawn up by the Management in order to guarantee the quality of services to the users.

2.13 OBSTRUCTION

It is forbidden to clutter the docks, piers and piers, with objects, mats, chairs, equipment and appliances. It is forbidden to dirty the docks through works or painting.

In case of non-observance, the Direction will remove any unauthorised deposit or clean it at the expense of the responsible User.

2.14 PROTECTION AGAINST POLLUTION

It is forbidden to empty bilge water, throw waste of any kind, objects, liquids, debris or other within the landing place, both in the water and on the quays, piers, jetties.

For solid waste, only the appropriate containers with which the structure is equipped, it is mandatory to separate collection in the manner indicated at the waste disposal areas, users or guests who do not properly recycle will be sanctioned for each offense with a fine of € 50, in case the offender can be traced to a user dock remains ultimately always the responsibility of the owner. It is forbidden to leave garbage on the pontoons. Liquid waste (bilge water) will be, in case of need, discharged in the proper containers according to the modalities established by the Management and with the help of the dock's staff. For personal needs, the appropriate hygienic rooms ashore must be used, unless the unit is provided with specific equipment to collect sewage on board.

It is also forbidden to leave on the docks or in the areas pertaining to the dock waste (batteries, motor oils, grease, etc.) classified by law as special, whose disposal must be carried out according to precise legal provisions at the expense of users.

2.15 PETS

Inside the Dock complex pets are allowed for the time necessary for their embarkation and disembarkation. In any case they must always be kept on a leash and all precautions must be taken to avoid that animals can cause nuisance or discomfort to users and dirty the common areas.

2.16 PROHIBITION OF COMMERCIAL AND PROFESSIONAL ACTIVITIES

It is forbidden to carry out any commercial, professional or handicraft activity within the Dock and also on board as well as by means of the boats which are, for any reason, moored in the landing place, which does not fall within those pertaining to the exercise of the landing place itself and arranged by the Porto Romano Dock.

2.17 OTHER

It is forbidden to wash cars.

It is forbidden to wash dishes or linen on the piers and in the toilets and showers.

It is forbidden to use the Company's mobile means except for the uses for which they are intended.

2.18 ACCESS TO THE PIERS

Access to the pontoons is restricted :

- to the owners, crews and passengers of the moored recreational units;
- to the employees or trustees of the Concessionary Company;
- to the technicians authorised by the Dock Management to access the docks for service reasons;
- people expressly authorised by the harbour's management. Visits on board must be authorised in writing or by email by the owners of the units.

Access to the central pier is forbidden, for any reason whatsoever, to all types of motor vehicles and motorcycles, with the exception of the vehicles used by the moorers on duty.

It is strictly forbidden to drive vehicles on the travertine parts of the piers.

In case of non-compliance, the dock management will remove the vehicle at the owner's expense.

2.19 FIRE-FIGHTING EQUIPMENT

The Company shall take care of setting up an adequate organisation ashore equipped with fixed and mobile fire-fighting systems to be able to intervene in case of fire. The moored units must in any case be equipped with the compulsory safety systems.

Without prejudice to the competences of the Authorities and of the Provincial Commander of the VV.FF., the fire-fighting operations will be coordinated by the dock's Management, which has all powers and faculties and whose provisions must be immediately implemented.

The expenses related to the interventions, carried out as a consequence of the above-mentioned fires, will be charged to the responsible User, who will also be responsible for the possible compensation of damages caused

to third parties, to the furniture and to the equipment of the landing place.

2.20 USER GUIDELINES

Moored units must observe the following preventive and general guidelines :

- a) in case of accidental spillage of hydrocarbons in the water or on the docks, piers or wharf, the person in charge must immediately inform the Dock Management, providing at the same time to put in place all the most appropriate measures to contain and limit the damage and to inform the personnel of the nearby units and those who are on site. The reclamation of the effected area will be carried out by the COMPANY with its own staff at the 'USERS' expense;
- b) before starting the engine, the User ventilate the engine compartment;
- c) before mooring each unit must check that there are no residues of hydrocarbons leaks in the bilge and leaks in the water
- (d) the electrical installations on board shall be maintained to perfect working condition.
- e) the refuelling of units, in case of lack of fuel, need of repairs etc., the USER may ask for an express authorisation from the DOCK MANAGEMENT quoting any amount of fuel needed, even if minimal;
- f) compartments on board containing liquid gas cylinders must be adequately ventilated;
- g) fire extinguishers on board shall comply with the regulations, with adequate number and in perfect efficiency.

2.21 MEASURES TO BE TAKEN IN CASE OF FIRE

In case of fire on board of a unit, both its staff and the staff of the nearby units, must try and control as much as possible the flames, warning with the quickest possible means (sirens, telephone, acoustic means, staff, etc...) the Dock Management that will inform the Authorities and the bodies whose intervention is required. The Dock Management will also take all necessary action to move the unit away from the dock and other units.

2.22 THIRD PARTY COMPANIES

No service provided directly by the Company may be carried out by anyone. However, the Company may authorise specialised companies to operate within the dock, by registering them in a special registry at the Dock's Management. These companies will have to pay to the Company the fees established by the latter as a reimbursement of registration, control, safety and ecology costs.

In particular cases or at the request of the interested User, the Management can authorise the performance of services of the above mentioned kind, even by other companies, the Company being totally extraneous to the relations directly existing between the parties.

It is forbidden the entrance in the landing area of any lifting and working means, unless expressly authorised by the Management.

2.23 ACCESS OR PARKING

In the area of the dock, only the vehicles that have been assigned parking spaces and that have the appropriate badge or card can have access; in order to deposit people and luggage, they can access the point of the internal road network, destined to the transit of vehicles, closest to their units, following the traffic rules and the speed limits indicated by the appropriate signs.

At the end of loading and unloading operations, the vehicles must be parked in the parking areas assigned to them.

The Management may, at its discretion, from time to time allow the entrance of vehicles, even of non-users, for single loading and unloading operations, to be carried out as above and at the end of which the vehicle shall be brought back outside the dock perimeter.

The parking of cars and motorcycles must take place only in the areas assigned for this purpose and in the assigned spaces. Consequently, the parking of these vehicles in a non-permitted position will result in their removal at the owner's expense.

Users are given a special mark, which must be kept clearly visible inside the vehicle from the moment of entry into the port until the moment of exit.

At the Direction is kept a special register in which are listed the names of the people authorised to park inside the landing place. Users or guests who should park in areas not allowed or places not belonging to them may

be fined € 50 and have the vehicle clamped, in case the offender is attributable to a user of the dock is ultimately always the responsibility of the owner.

For its own needs or security reasons, the Management can arrange the temporary clearing of the assigned parking places. The Management is not responsible, however, for any thefts that may occur on board of vehicles parked within the boundaries of the tourist center.

2.24 INSURANCE GUARANTEES

Those who for any reason perform services (commercial activities, work, supplies, etc..) within the tourist center must be covered by insurance policies deemed adequate by the Management.