

## HARBOUR REGULATIONS: Passantenhavens VPF vzw

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**Art. 1** – The acting port master, as well as all responsible committee members, as well as those who are made responsible (hereafter called “the port master”), are competent to inspect the compliance with these regulations. Their instructions are to be obeyed by the users of the port.

**Art.2** -. The acting port master may make all necessary arrangements for assigning mooring places or moving vessels. In case a vessel must be shifted, and the skipper isn't present, the acting port master may do so, without putting him or the VPF in a position that any possible damage can be claimed.

**Art.3** – The vessel must be moored competently, using well-maintained materials at the sole responsibility of the ship's owner or skipper (in **Brugge** vessels are to be moored upstream, that is with the bow towards the bridge). For protection at the landings only fenders are allowed.

**Art. 4** – After mooring, the skipper has to check in at the port master's office. Taking a place in the harbour means a complete acceptance of the harbour regulations. One day in the harbour starts at 13 p.m., and ends the next day at 13 p.m.

**Art. 5** – Any vessel must comply with the legal regulations. The name of the ship, of the owner and of the homeport, and if necessary the national number must be affixed according to the legal regulations.

**Art. 6** - The vessel has to be insured for third-party liability and recovery and will do so as long as it will remain in the area under the concession of the VPF. The insurance papers must be near at hand, and be presented at each request of the acting port master.

**Art. 7** - The port is only intended for recreational vessels, inscribed as leisure ship. Ships longer as 23,99 m are not accepted as leisure ship and are not permitted in this harbour. Vessels for winter mooring must prove this with an official document.

**Art.8** – Access to the harbour is forbidden for non-authorized persons. Fishing is strictly prohibited within the harbour infrastructure.

**Art.9** - The mooring fee must be paid on the day of arrival, in exchange for the receipt, signed by the acting port master and by the skipper/owner for acceptance of the harbour regulations and taking responsibility for own calamities. **This receipt has to be placed on a well seen place after the window at the side of the quay, so that it can be controlled regularly by the port master.** This receipt is only a legal prove to be compensated by the insurance if there is some accident in the harbour.

**Art.10** – The accommodation at the landings, managed by the VPF, is allowed for a maximum of three consecutive nights, apart from exceptional situations to be discussed with the acting port master.

**Art. 11** - After sunset, everyone must close the access to the landings after each opening, using the chain or the provided system, if available.

**Art.12**- Consumption of electricity and drinking water will be settled with the slot machine or with the acting port master.

**Art.13** - On the quay, as well as on the grounds, only activities with a recreational character are allowed. Trading is forbidden on the ship or on the landing. All vessels with paying passengers are not considered as recreational and cannot be allowed in the harbour.

**Art.14** – It is strictly forbidden:

- to make annoying noise. (**more than 45 dba**)
- to pollute the port with bilge water, oil, fuel ...
- to dump black or polluted water
- to play, to cook or to barbecue on the landings
- to let pets run loose

**Art. 15** - Repairs and maintenance to the ship must be reported in advance to the acting port master, and may only be executed with his permission and according to the set

conditions.

When appliances and machines are used, the prescribed and the necessary safety measures must be respected. All use will be at one's own responsibility and risk. The acting port master and the VPF cannot be held reliable.

It is forbidden to well, to grind or to polish mechanised, in order to avoid damage to the other boats, which is generally not visible immediately, but only after some weeks. Waste produced by working at the boat, may not be left.

**Art. 16** - The assigned, and all the used space at the landing or on the grounds, must be kept clean and in order. Annoying objects will be removed at risk and cost of those concerned. In the absence of the owner, no electrical cables or water hoses may be left laying on the landing or the grounds.

**Art. 17** - Removing enclosures from around the grounds, putting a ship into the water or hoisting it out of the water are only allowed with the permission of the port master or a responsible committee member (except in emergencies).

**Art. 18** - The responsibility of damage or average, caused by a personal accident, theft, inadequate mooring, tearing off of the moorings, insufficient depth or any other cause, can never be put to the responsibility of the acting port master, nor of the VPF.

**Art. 19** - Vessels that are moored inside the VPF - accommodations must have a well functioning engine or propulsion mechanism. When this propulsion system is out of order, it must be repaired without delay.

Each vessel staying at the port must be ready to sail and have the possibility to be used for recreational water sport.

**Art. 20** - It is forbidden to use a ship inside the VPF - accommodation as domicile, except with explicit authorisation of the committee of VPF.

When a boat owner wants to give the use of his boat and accessories to a third party, he must inform the harbour master.

**Art. 21** - It is strictly forbidden to make adaptations to the landings or the other infrastructure at one's own discretion, without the written permission of the acting port master or the committee. In case such adaptations have been made after the permission has been given, the added materials become the exclusive property of the VPF.

**Art. 22** - Taking a mooring place for a longer period, e.g. during winter (not possible in Lier), is only possible after payment of the due contribution. The acting port master can freely decide which vessels may enter the port. The visual aspect of the vessel is an important parameter.

If the vessel or the owner no longer comply with these regulations, the accommodation can be denied at all time.

When all the available places are assigned, any new written application will be recorded in chronological order.

To become the possibility of staying for a longer period, the vessel owner must be member of a VPF-club and in this club is accepted on a waiting list for a permanent place.

For heating of the vessel only gasoil, gas and electricity (low Amperes) are accepted. The owner is responsible for the situation of his installation and has to take care that there is no annoying CO or dust. Heating with wood, coal, petrol and so on is completely forbidden in the harbour. By interest of the safety it's forbidden to keep the heating on for a longer time if there is nobody on board.

**Art. 23 – ONLY FOR BRUGGE:** All household disposals must be putted in litter bags “Stad Brugge” and completed with the sticker “VPF”. It must be disposed on the announced places. When disposed in another way, it will be considered as littering and you can be fined.

All other disposals are forbidden, with exception from authorisation of the harbour master.

**Art.24** - Disturbing the good function and order within the grounds, as well as the conscious pollution or damage to the environment can lead to the exclusion of the member for all the ports and landings managed by the VPF. All acting port masters and members of the committee have the right to pronounce this exclusion.

The mooring fee, which was paid in advance, will not be refunded. Anyone can lodge an appeal with the VPF against decisions of the acting port master. However, the decision remains in full force and value as long as it isn't revoked. The excluded member may come to the next board meeting to give account for his actions. Afterwards the board will make a decision about the possible assimilation of the member.

## Port managers

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