

## **HURRICANE PREPAREDNESS - THE MARIGOT BAY MOORING BUOYS**

Following approval by the DCA, The Marina at Marigot Bay has laid a field of 20 mooring buoys in the inner part of Marigot Bay on behalf of the Saint Lucia Air and Sea Ports Authority (SLASPA). This document outlines the use of these mooring buoys in the event of a hurricane or tropical storm. All of the measures described below will be applied exclusively when Saint Lucia is under a Hurricane or Tropical Storm Watch or Warning, or the U.S. National Hurricane Centre in Miami has recommended that Saint Lucia issues such a warning, or the number of boats arriving in Marigot Bay for shelter from a named or numbered Tropical System warrants action regardless of the issuing of Watches or Warnings.

\* Marigot Bay is a traditional and highly effective hurricane shelter. It is the objective of this statement to ensure that St. Lucian owned yachts and small commercial craft as well as itinerant yachts can use Marigot Bay as a Hurricane Shelter unhampered by the permanent mooring systems installed in the Bay.

\* The mooring buoys that have been laid on behalf of SLASPA are not warranted for Tropical Storm or Hurricane force winds and could cause the sinking of yachts or small craft moored to them due to snatch loads and the lack of scope on the riser chains in the event of a high storm surge.

\* However, the buoys and other mooring installations, including the Marina and its associated ground mooring systems provide a valuable mooring resource if correctly used in the event of a hurricane / storm. This particularly applies to the row of mooring buoys closest to the mangroves on the North side of the bay that delineate the required 45 metre navigation channel around the Bay.

\* It is the responsibility of the Captain or Owner of each vessel to ensure that their vessel is correctly moored at all times and particularly under the threat of a Tropical Storm or Hurricane. Most damage to yachts and other small craft in a hurricane is caused by other vessels that have not been correctly moored. The biggest single hazard is from boats that are unattended in the period prior to the storm, break free during the storm and damage or break free other correctly moored boats.

In the event of a Hurricane or Tropical Storm Watch or Warning as Defined Above:

All yachts occupying SLASPA mooring buoys, both short term visitors and yachts belonging to The Moorings Charter Company, will be asked by The Marina staff either to vacate the mooring or use it as part of their stern or bow mooring system in the mangroves. All buoys that might then obstruct free anchoring will be removed by The Marina staff and the chains dropped to the bottom of the Bay, including all SLASPA mooring buoys away from the channel around the mangroves. As boats seeking shelter arrive in the Bay, they will be given the option of:

1. Using a mooring buoy as part of their mooring system.

2. Using only their own anchors and the mangroves.
3. Berthing in The Marina at Marigot Bay.

In all of the above cases, should a boat use a SLASPA mooring as part of their mooring system, they will be required:

1. To lay at least one additional anchor at maximum available scope from the bow, or stern, of the boat as is attached to the mooring buoy.
2. To attach their boat to the mooring buoy ring with a minimum 10 metre length of chain or high-strength rope appropriate to the size of the boat but not exceeding 13mm diameter (for chain) or 24mm diameter for polyester or nylon rope. This ensures that the buoy attachment is weaker than the buoy system and that the buoy will not sink the boat through lack of scope.
3. To position the boat, as far as is practical, at right angles to the adjacent line of the shore / mangroves.
4. NB No boats of any size will be permitted to use a SLASPA mooring as a free-swinging mooring.

Should a boat choose to berth in The Marina at Marigot Bay then the following berthing regulations will apply.

1. Berthing in the Marina will be only by permission of The Marina, this permission will only be granted to boats carrying third party liability for any damage that they might cause to The Marina or any other boats berthed in The Marina and will be subject to the normal check-in and charging arrangements.
2. The Marina may refuse berthing to a boat that in their opinion might cause a hazard to other boats berthed in The Marina on the basis of its size, condition or equipment.
3. The Marina may refuse berthing to any boat not prepared to adhere to these berthing conditions.
4. The Marina will not be liable for any damage caused to any yacht berthed on The Marina by a Tropical Storm or Hurricane or the resulting failure of any part of the Marina structure.
5. The static mooring position will leave a clearance of at least 4 metres between the boat and any part of the dock structure and any adjacent boats.
6. The boat will berth with its bow pointing to the North, i.e. stern to the main dock.
7. The bow will be attached to at least two Marina mooring

weights or buoys, Port and Starboard with chain, or chafe protected rope, corresponding to 2. above.

8. In addition, at least one bow anchor will be laid to maximum available scope, perpendicular to the dock.

9. The stern will be attached to the dock with a minimum of 4 warps appropriate to the size of the boat, to 4 separate mooring points on the dock. All mooring warps will be chafe protected at fairleads and other actual or potential chafe points. As far as possible, the mooring system will include amidships or bow springs to the dock taking advantage of the 4 metre gap between boats.

10. If the boat is a multihull or light displacement monohull, then the fore and aft position of the boat will be adjusted so that the bow mooring lines referred to in 7. form an angle of a minimum of 60 degrees to the vertical to reduce the possibility of the wind lifting the yacht. These mooring lines will be attached to the Port and Starboard bows of a multihull.

11. All shore power and water leads will be disconnected and stored below decks.

12. All roller furling sails will be removed and stored below decks. Conventionally stowed sails will be removed or fitted with additional lashings at the Captain's discretion. Reliance will not be allowed on zip or Velcro fastenings for any sail covers or other canvas covers.

13. All biminis, spray hoods, outboard motors, boat-hooks, barbecues, loose equipment and other items not permanently bolted or screwed to the boat will be removed and stored below.

14. Dinghies and tenders will be deflated and, as feasible, stored below decks or lashed inverted to the decks using strong-points with a minimum of 3 separate lashings with a minimum rope diameter of 10mm, or equivalent strength webbing.

15. All boats berthed on The Marina will be vacated when the first Tropical Storm force wind gust is recorded at either the Hewannora or Vigie weather stations to reduce risk of injury or loss of life.

In order to avoid environmental damage to the mangrove system, the above arrangements would apply only for the period of a watch or warning and for 48 hours thereafter unless it is clear that there is a significant risk from a named or numbered weather system due to strike in the following 7 days.