

NOTICE TO MARINA USERS

PREPAREDNESS PLAN & GUIDELINES IN CASE OF SEVERE WEATHER PHENOMENON

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The attention of all Marina FORT LOUIS facility users is drawn on the preventive measures and preparations that should be taken in the event of a local warning for severe weather phenomenon.

*From June 1st to November 30th, Saint-Martin is prone to hurricane risks.
Preparation, contingency and evacuation planning to minimize property damage and maintain personal safety is key.*

1) Roles & Responsibilities

Marina Fort Louis (MFL) is managed by ETABLISSEMENT PORTUAIRE DE SAINT-MARTIN (the « Port authority »).

The Marina facilities include any land, buildings, berths, wharfs, jetties, laydown areas and any associated plant, equipment and infrastructure of any kind that is owned, managed or controlled by the Port authority at the Marina.

Marina facility users include any person or entity : in the Marina at any time, who uses any Marina facilities, who is bound by a Lease agreement or other contract with the Port authority.

A maritime vessel is considered to be any boat, yacht, ship, marine craft or floating structure visiting the Marina.

Marina Fort Louis is neither a shelter in the event of a severe weather phenomenon nor in case of a hurricane.

The Marina facilities are not designed to guarantee resistance to severe weather phenomena.

Consequently, Marina facility users will not be able to claim, against the Port authority, any expenses, partial or total losses, damages and costs they might incur as the result of such severe weather phenomena, natural disaster or acts of God, which could cause the partial or total disappearance of the Marina facilities.

Vessel owners shall be solely responsible for : Ensuring their vessel and belongings are as secure as possible ; Damage to their property or damage caused by their property to the Marina facilities and to any other public or private property in the area.

Any maritime vessel present in the Marina must have a valid and underwritten insurance with a reputable insurance company. Any Marina facility user must be able to justify this obligation at the first request by the Port authority under penalty of prohibition of entry or presence of the vessel in the Marina.

This insurance must at least cover the vessel, its accessories, persons on board as well as the following minimum risks, including in the event of a hurricane : damage to Marina facilities, salvage or removal and destruction of vessel, any property damage to third parties.

2) Meteorological events & Warning stages

In the event a severe weather phenomenon watch or warning is in effect (including hazardous seas, tropical storms or depressions, hurricanes or cyclones), Marina facility users shall remain vigilant and monitor VHF Channel 16, as well as the Harbour Master's

office, National Weather Service ("Météo France") and local emergency management services (Préfecture and Collectivity of Saint-Martin).

Vessel owners, crews and boat keepers shall be ready to take emergency action BEFORE and AFTER any such event. **A public warning system is activated 48h to 72h hours prior to a hurricane. The following steps according to each stage of warning are mandatory for all Marina facility users.**

▲ **YELLOW pre-alert phase - anticipated danger at 48h - 72h**

Vessel owners, crews and boat keepers shall prepare their vessels to leave the Marina, as well as ensure the stowing and securing of all loose items and bulky objects belonging to them attached externally to vessels, left on docks or around the Marina premises.

▲ **ORANGE alert phase - anticipated danger at 24h - 36h**

Vessel owners, crews or boat keepers who do not have access to ship yards to secure their vessels on the mainland, shall evacuate the Marina to reach a safe shelter. In order for vessels to freely leave the Marina : no mooring lines or other vessels must hinder or obstruct movements of vessels seeking to exit the Marina.

A local decree currently prohibits mooring in Saint-Martin once this phase is officially active: vessels that are not secured inland at this warning stage are ordered to vacate the area immediately and seek shelter in safer waters outside the island.

▲ **RED alert phase - Anticipated danger at 6h - 18h**

Immediately cease all activities. Go to your housing or seek refuge at a public safe shelter. The list public safe shelters is available at the Harbour Master's office.

The Marina and port personnel shall cease all activities at this stage :

- The supply of water, power and fuel is shut off ;
- Any vessel movements - whatsoever - are strictly prohibited ;
- No persons are to remain in the Marina on vessels or on Marina premises – the site is closed to the general public ;
- Commercial passenger transport companies operating from the Marina are subject to the same provisions.

▲ **PURPLE alert phase - Imminent danger**

By local decree all vessel movements - whatsoever - are strictly prohibited. This warning stage is a state of emergency.

A curfew has been issued by local authorities and remains in effect until the state of emergency is lifted.

▲ **GREY Recovery Phase - First 24h hours after**

By local decree all vessel movements - whatsoever - remain strictly prohibited. Only emergency personnel and police can circulate.

▲ **GREEN phase – End of the event**

At this stage vessel movements are allowed on the public maritime domain of Saint-Martin. Nevertheless, mooring or dockage may remain restricted in Ports and Marinas for safety purposes until the Harbour Master gives the "ALL CLEAR".

Marina facility users shall strictly comply with the instructions of the Port authority in the aftermath of the event. In the days following the end of the state of emergency, first proceed to check with the Marina office if persons and/or your vessel are allowed onsite.

The condition of the Marina's facilities will require inspections to assess damages and confirm safety standards are met prior to reopening to the public and resuming services such as dockage, restoring shorepower, water or fuel supply.

3) **General provisions in case of a Meteorological event**

If necessary, all the precautions prescribed by the Port authority must be taken. The Port authority has the power to assess whether the departure of one, several or all vessels present in the Marina is made necessary by the circumstances.

In general, it is reminded that vessel owners are responsible for ensuring their vessel and belongings are as secure as possible, at all times and in all circumstances, and that it does not cause damage to Marina facilities or to other vessels around them, nor obstruct vessel movements or Marina operations in any way.

The Port authority must be able, at all time, to require the vessel owner, crew or boat keeper to move their vessel if necessary : should they fail in this responsibility, the Port authority is qualified to perform, or make perform as required, any maneuvers deemed necessary, at owners sole risk and expenses.

If you are unable to evacuate or secure your vessel to a safe shelter, the Port authority declines all responsibility and liability (including without limitation, liability in negligence) for all expenses, losses, damages and costs you might incur as a result of a meteorological event.

4) Preventive Measures & Vessel preparations

In the event of a severe weather phenomenon, the following should be taken into account:

- Marigot Bay is exposed to strong wave pressure.
- The Marina is located in a flood zone, including on its terrestrial part.
- The wind will blow (according to axis of the hurricane) alternately in all directions with heavy to extreme gusts.
- The depression can cause a surge in the Marina with water levels reaching up to 1.50 m and more.

For all vessels remaining in the Marina at owners risk - the following measures shall be taken to secure property:

- **Secure vessels as far away as possible from the edge of the docks**, and from neighboring vessels, attaching as many oversized fenders around your vessel as possible, facing each other, keep them to protect the hull.

- **Tie mooring lines directly on the mooring buoys chain or shackle** (for rod buoys tie below the buoy).

- **Double up mooring lines** and, if possible, ensure ropes elasticity utilizing tires, or other heavy duty shock absorbing devices, which will help prevent ropes from breaking due to violent tension. Secondary ropes should be run slightly slack. Ropes diameter will be correctly appreciated according to size of a vessel (see chart). **DO NOT USE CHAINS TO SECURE VESSEL.**

Vessel length (meter)	Line diameter (millimeter)
5 m to 10 m	12 mm
10 m to 12 m	16 mm
12 m to 14 m	20 mm
14 m to 16 m	24 mm

WARNING ! Wet rope is more likely to break (extra tension). To mitigate this risk, primary lines should be tied as horizontally as possible to avoid rising water. Additionally, a deep mooring can reduce lateral displacement of vessel.

- **Make sure you are properly tied off**, utilize multiple tie-down points. **DO NOT RUN LINES ACROSS WALKWAYS. DO NOT ROPE VESSEL TO PEDESTALS, WALKWAYS OR PILES.**

- **Check all boat cleats**, this should be done early on. Utilize mooring lines that are in proper condition. It is also good to rope to the main structural members of your vessel such as the mast, winches or windlass.

- **Drop anchors** in the Marina berth to sea bottom. Leave slack for rise and fall of vessel due to tide and swells.

- **It is not recommended to leave your boat on a lift.** Lifts should be lowered as to reduce wind loadings and prevent structural collapse. Properly strap down vessels remaining on boat lifts.

- **Reduce wind loadings to a minimum.** Remove all accessories and deck gear. Stow all loose gear (sails, covers, life buoys, dinghies, etc.) or objects likely to turn into a projectile.

- **Seal any deck openings such as hatches, valves, vents, and windows and remove windsocks.** Ensure all self-drainage openings are clear. For smaller watercrafts, do not forget that heavy rains can quickly cause crafts to sink.

- **Check that all bilge pumps are operational** and switched to automatic when you leave your vessel. Check you have **no pollutants in your bilge** that could discharge in the Marina.

***These measures are neither exhaustive nor limited and shall not be considered absolutely safe.
They shall be finalized at the latest when the ORANGE alert phase is in effect.***