

Marina Matters

by Laurie Stewart

TWO HURRICANES have brushed by and events at the Club show the need to address some issues.

First the matter of **securing your boat in it's berth.** The Club has a policy of a maximum boat size of 45ft in the berths during a storm. **Larger vessels should secure in the lagoon or Rosie Hole the official hurricane refuge for small craft.** That said we should look at reasons and exceptions. History had demonstrated that boats up to 45ft have weathered Hurricanes safely - **Gilbert** in particular - and it was after Gilbert that Dyoll gave it's opinion stating the marina was recognized by them as a safe refuge. The exception is one boat of 55 ft that pulled down a pile in the first blow and speared itself on the end of the pile when they eye passed and the wind reversed! The pile snapped at the seabed.

The piles are designed to take load at the point where they have a hole for a chain. Raising the attachment point as has been done on a number of berths where the piles have been wrapped in rubber, has the effect of reducing the load capacity of the pile because the lever arm has been increased.

So POINT ONE: In Hurricane preparations ensure the piles are taking load at the correct height NOT at or near the top.

SECONDLY the load your boat will put on its lines is a function of wind strength and exposed area. You can't control the wind but you can reduce the area by removing all top burden you can. I would not leave a sail up and no one should leave bimini canvas up or a dinghy on the bow. All windage translates into line loads and in turn load on the piles.

So if you want to stay in your berth but are over 45ft you need to arrange to relieve the load on the piles by all of the above and by putting out anchors and lines that take the load before the piles do. I am not telling you to ignore the 45ft max rule ... what I am saying is to take a seaman-like approach to dealing with the unknown loads.

MYTHIRD POINT is about mooring to the fuel dock. This dock is NOT rated for hurricane use and is not a safe place to secure a large vessel. One of the boats during Emily was moored to relieve the dock of all loads with anchors ashore and in the marina basin. Not so - I am told - for others; not sure if it was just one other, that were simply tied to the pier. Had the hurricane hit with a large tidal rise we would have had this boat sitting on top of what was left of our fuel dock. This is simply not on and we cannot allow it to be repeated. Having said that it is difficult to control entry particularly close to the storm's approach. Many boats turned up by land and water saying a member had invited them or that they enjoyed some special privileged relationship with the Club, or just simply came in and moored in the canal and basin to the potential hazard of boats already there.

Membership privileges do not extend to inviting visiting boats into the Marina to shelter!

This is a difficult problem to deal with. We need to provide refuge where we can but should distinguish between refuge to save lives and refuge that is simply to protect property. **As the soon to be announced marina rate increase make your eyes water think of how to protect the facility YOU pay for from those who see it as a free port in a storm.**

Is there any one out there ready to stand for election as Rear Commodore Marina and Grounds? **Serious thing!**

... from the QUARTER DECK

THE SOCIAL SCENE ... THE CLUB CAME ALIVE WITH THE JOSLIN'S PARTY, which included EVERYBODY who was ANY BODY, including our Prime Minister! A fun evening for everyone as was the recent



CINCOM PARTY, for which the club was beautifully decorated; in attendance - a glittering array of Jamaica's artistes and the Fab Five Band. Our congratulations to Natalie Thompson, former crewmember who started her company 30 years ago.



From Top: Pat Yap Chung, Club Secretary Manager in her Texas hat, while Cdr Richard Harvey, 2-Rear Cmdre Roger Morecroft & Laurie Stewart sport sherrif badges & kerchiefs

THE SAILING SCENE ...

THOSE SUNDOWNERS - when they happened - were much enjoyed! The inclement weather of June 15 did not deter the sailors from racing and the Chen crew welcomed home and aboard daughter **Claire** - just off the BA flight from London! **Highlight Of The Independence Regatta** - apart from keen racing - was the **Jamaica Military Band** on the quarterdeck; they gave meaning to an event where there was no **Inspection of the Fleet** with the



absence of both our Patron, the Governor General and the Chief of Staff Rear Admiral

Hardley Lewin. Hopefully next year this will be a better supported event. **Childhood friends -**

Claire Stewart and Andrea Jackson (on a visit from Canada) met on the quarterdeck.



At the recent Independence Regatta, Anne Wilson's new grand-daughter Anna Scarlett (above) joined the start committee for race finishes. Mother Susie was quick to cover her ears for the horn blasts, while keeping her brother Brian occupied. During Regatta Sunday the crews helped Rowena & Tom Connor to celebrate their wedding anniversary and also Laurie Stewart to mark another milestone. ... HS