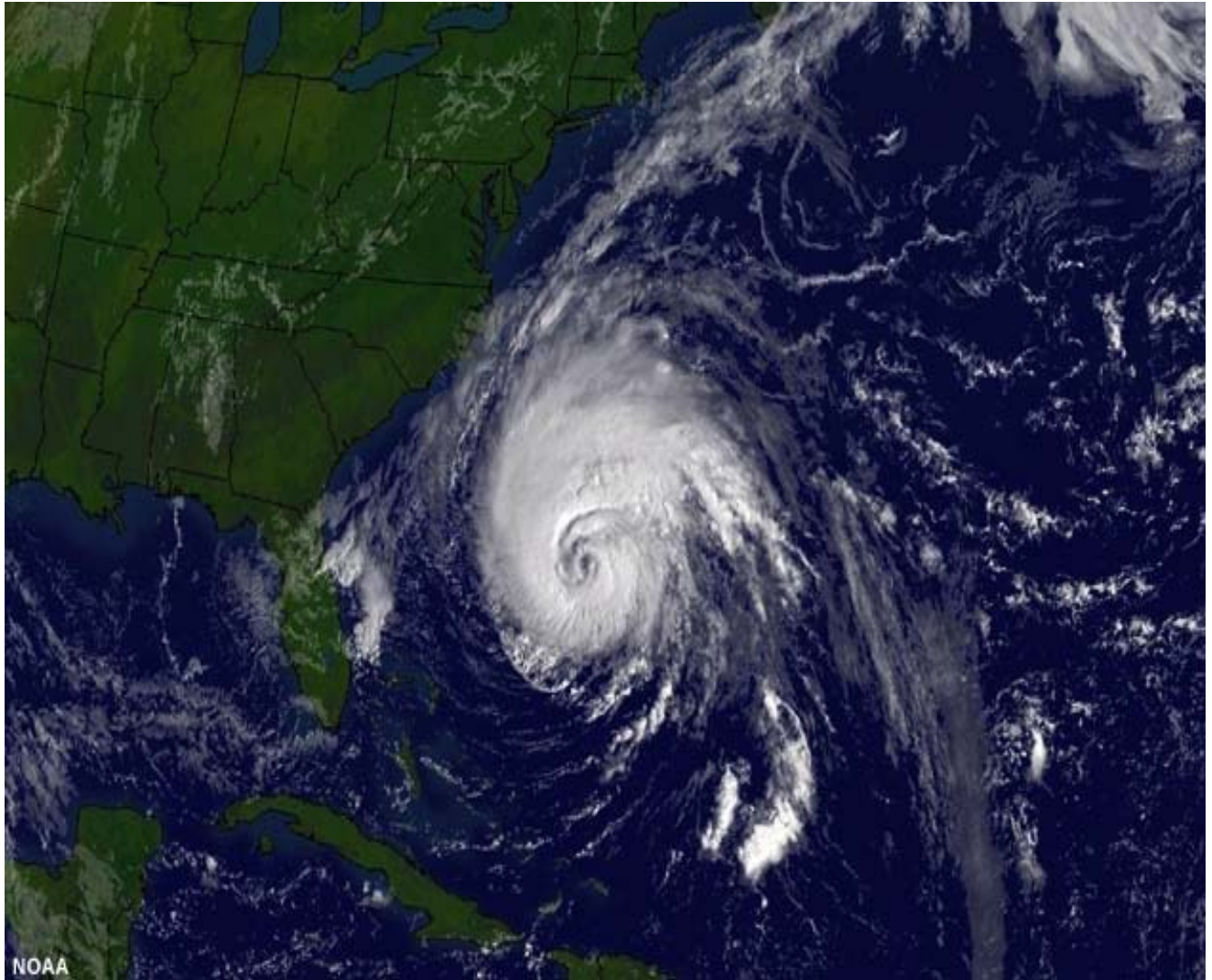


# SEVERE WEATHER PREPAREDNESS PLAN



REVISED SEPTEMBER 2008

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**GANGPLANK MARINA  
SEVERE WEATHER PREPAREDNESS PLAN  
(REVISED AUGUST 2008)**

**PART I**

**A. INTRODUCTION**

This plan is designed to provide slipholders and marina employees guidance with respect to the actions the marina will take at the approach of severe weather and/or hurricane landfall in the Washington Metropolitan Area. Ultimately, its design and publication is intended to 1) prevent unnecessary loss of life; 2) prevent injury, and 3) to minimize to the greatest extent practicable, avoidable damage to property and the environment.

The plan is structured in a manner to communicate what actions the marina will take to achieve these objectives, when it will take those actions and the responsibilities of marina employees and slipholders prior to, during and after landfall. It is not intended as a comprehensive discussion of severe storm preparedness and is instead a site specific plan.

The plan integrates best marina practices (BMPs) for hurricane management from a wide variety of sources<sup>1</sup> and draws upon lessons learned from the landfall of the remnants of Hurricane Isabel (Metropolitan Area 2003), Hurricane Andrew (Miami 1998), Hurricane Katrina (Louisiana/Mississippi 2004) and Hurricane Rita (Texas 2004). Portions of this plan were implemented during Tropical Storm Hanna (Metropolitan Area 2008).

The conclusions it reaches are significantly different from the practices the marina implemented in 2003 when the remnants of Hurricane Isabel passed near the facility. As Isabel came ashore, slipholders were permitted to stay on board their vessels. As the center of the storm made its closest approach to the marina, there were heroic efforts to re-secure two large vessels which broke free in forty-plus mile per hour winds. Notwithstanding the fact that these vessels would have destroyed numerous vessels and significant portions of the marina's docks, the actors involved broke the most basic principles governing best management practices when the hurricane was upon the marina. Such drama has no place in hurricane management. Likewise, remaining upon vessels during a near miss or a direct hit is more than foolish—it is wreckless seamanship. There is simply nothing that can be done for a vessel when sustained winds reach 50 miles per hour. Either the vessel is prepared well prior to the onset of tropical

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<sup>1</sup> These materials include: INAMAR *Hurricanes and Severe Storms* available on line at [http://www.inamarmarine.com/pdf/hurricanes\\_storms.pdf](http://www.inamarmarine.com/pdf/hurricanes_storms.pdf); Coastal Georgia Resource Conservation and Development Council *Hurricane Preparedness Guidelines for Marinas* available on line at <http://155.82.160.101/USHFS/FEMA/Marinas/Marinasframe.htm>; Department of the Army Corps of Engineers, *Hurricane Surge Predictions for Chesapeake Bay*, available at NOAA Coastal Service Center <http://www.cscnoaa.gov/hes/general.html> and *Old Point Comfort Marina Severe Weather Preparedness Plan* available on line at [http://www.Boatus.com/hurricanes/Old\\_Point.pdf](http://www.Boatus.com/hurricanes/Old_Point.pdf).

force winds or it is not. Remaining on board does nothing to advance the probability of survival. Similarly, attempting to re-secure a vessel which has broken free in such conditions is more likely to result in the loss of human life than success in re-securing a 100 ton vessel. A fuller explanation for why slipholders will not be permitted to remain on their vessels and why no personnel (including marina employees) will be permitted on the dock can be found in the marina's 2007 letter to then Acting Secretary Darnell of the District of Columbia Homeland Security and Emergency Management Agency (Attachment 1). Other significant changes in the marina's Severe Weather Preparedness Plan include:

- ordering large and transient vessels to depart the marina;
- requiring vessels that remain on the T-head to deploy anchors;
- disconnecting the marina from the electrical grid and municipal water supply;
- mandatory evacuation of slipholders and employees;
- a "lockdown" of the marina both prior to and after landfall;
- a prohibition on any attempts to secure vessels which have broken free during the storm

## **B. SURVIVING A DIRECT HIT**

This plan discusses the sequence of events which will take place if your vessel remains in the marina. It is designed to protect lives, property, vessels and the environment when a Category I or II hurricane passes close to the marina. There are virtually no measures which can defend the marina or a vessel in a Category II hurricane (or larger) direct hit. Hurricane Ike this year demonstrates as much.



*Hurricane Ike 2008 Galveston, Texas. Note the sails, sail cover and other gear were not removed.*

When the possibilities exist for a direct hit from a Category III (or larger) hurricane passing close to the facility, most authorities agree your vessel has a better chance for survival if it leaves the marina. This is true for several reasons. First, the stronger the system the greater the chance vessels will break loose. A medium or large vessel which breaks loose in 80 miles per hour wind can destroy multiple docks if not the entire marina. See e.g. One-Two Hurricane Punch, *Soundings* November 2004 available on line at <http://www.soundingspub.com>. (Describes how a vessel owner who was riding out Hurricane Frances on board his vessel “crawl[ed] on his hands and knees across a twisted and heaving gangplank” to sleep in his car. When he awoke two hours later, the floating docks at the Fort Pierce City Marina and 120 vessels were gone.)



*Ft. Pierce City Marina after Hurricane Frances 2004*

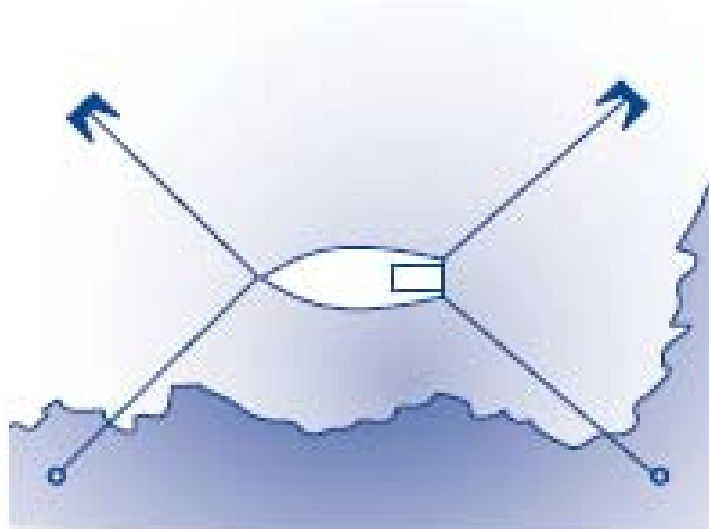
Second, wooden piles will fail in a Category III storm. And Third, the storm surge in a Category IV storm will be 13 to 18 feet.

Although the marina has piling extensions, there is no guarantee that piling collars will not override the steel pilings and simply float away. Finally, the marina was built in the 1970s and is designed for inland protected waters. Although complete structural surveys are conducted every two years and tens of thousands are spent every year fortifying damaged or deteriorated steel, only a fool would guarantee the docks will retain their structural integrity in sustained winds of 90 miles an hour and the wave action these winds will produce.



*Bolts removed from the underwater structure of floating docks*

All of these lead authorities to conclude your vessel has a better chance of surviving in such conditions if it leaves the marina and rides out the storm in a protected anchorage. Removing a vessel from the marina and preparing it to withstand a direct or near direct hit in a hurricane hole requires substantial advance planning and preparation. Such preparations must be underway 72 hours prior to landfall. Bridges may close, the anchorage you have selected may fill up with other vessels and you must get yourself to safety before landfall. Such harbors of refuge typically are surrounded by high ground, with trees on the shoreline for mooring lines, deep water and a bottom with good holding characteristics. They are marked on charts and listed in cruising guides. They are best investigated by you during early Spring and Summer cruises when there is no threat of severe weather; when, after anchoring, you look at the terrain with a beverage and ask yourself—if I had to “run,” could this work and what would it require?



*One of many possible arrangements that can be used to secure a boat in a hurricane hole.*

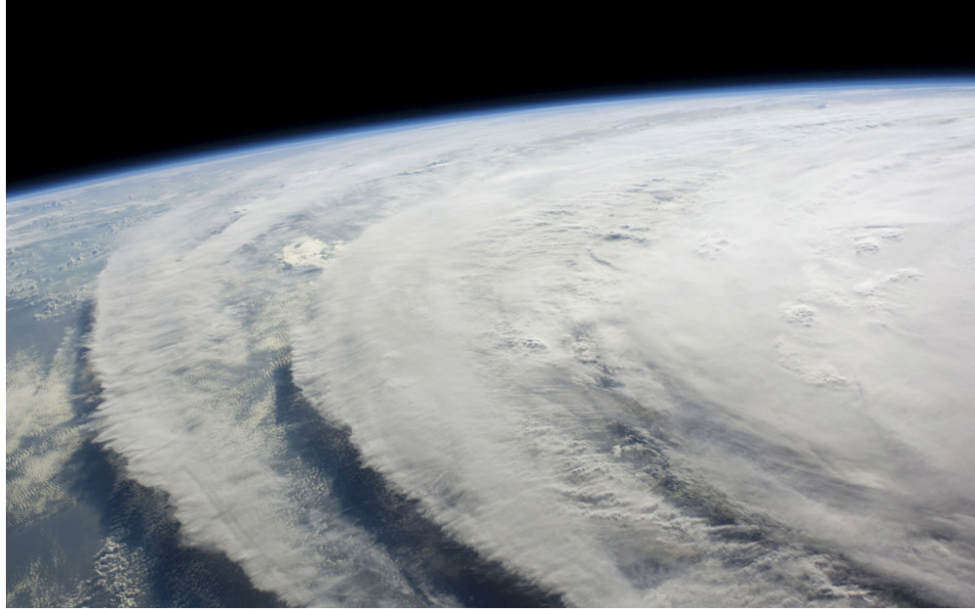
### **C. YOUR RESPONSIBILITIES IF YOUR VESSEL STAYS IN THE MARINA**

Assuming your vessel is not directed to depart the marina by the Dockmaster, your responsibilities when the Severe Weather Plan are activated are significant and must be accomplished by you or your representative prior to Phase Two (gale force winds expected within 48 to 24 hours). If you are not in the Washington D.C. Metropolitan Region when this Plan is activated, you must designate an individual who is familiar with your vessel and the requirements of this Plan to act on your behalf. The fact that you are “out of town” when the Plan is activated is irrelevant as a matter of maritime law.

**The marina will not prepare your vessel for you.** As will be discussed in Part II, it is simply impossible for the marina’s staff to prepare the marina AND your vessel for severe weather. If we are lucky, we have a five-day lead prior to landfall. It takes almost five days to pumpout the entire marina, let alone accomplish the additional work required by this Plan. At Phase One, most of the staff will be working twelve- to sixteen-hour days. There is simply no time remaining prior to landfall to devote to individual vessels other than identify potential problems and contact the owner to address those issues.

**OWNERS AND AUTHORIZED AGENTS OF VESSELS ARE RESPONSIBLE FOR ALL DAMAGE THEIR VESSEL INFLECTS UPON ANOTHER BOAT OR TO MARINA PROPERTY—IF THEY FAIL TO TAKE PRUDENT EFFORTS TO PROPERLY SECURE THEIR VESSEL FOR THE STORM.**

The marina and the District of Columbia, their officers, officials and employees are not responsible for accidental damages occurring during or resulting from, actions taken while conducting storm preparations and salvage operations. These actions include any activity which the marina, its owners, officers or employees deem necessary to protect persons from injury, the protection of property and/or environmental damage. This includes marina employees who will not be placed in harm’s way for a vessel owner’s failure to prepare their vessel or who ignores the order to evacuate and remains on their vessel. To be clear, if the hurricane is upon the marina and you declare an emergency, marina employees will not respond—likewise EMS, the Metropolitan Police or the Fire Department. The essence of going through a hurricane is that for eight- to twelve-hours, you are completely on your own. No one is coming—and life after landfall will be completely different for days or weeks. It is the closest one can come to experiencing the collapse of modern civil society.



*Hurricane Ike 2008*

## **PART II**

### **A. SEVERE WEATHER RESPONSE TEAM**

The Marina Manager, or their designated representative, has the authority based upon their inherent authority as well as the authority provided pursuant to the Slip License Agreement and Marina Rules (hereinafter collectively “the SLA”) to make logical and rational “on the spot” decisions regarding the protection of Gangplank Marina personnel, slipholders, property and the environment. Slipholders and marina staff must comply with the directives of the Marina Manager. The failure to comply with these directives may result in disciplinary action for employees and cancellation of the SLA and removal of the slipholder’s vessel from the marina.

Unless instructed otherwise, marina employees will answer to their appropriate supervisor. In addition to the Marina Manager, the severe weather response team will be composed of the Dockmaster, the Director of Maintenance, the Assistant Director of Maintenance, the Assistant Dockmaster, the Office Manager and all maintenance staff. All team members may be required to remain in the marina or in landside temporary emergency shelter designated by the Marina Manager prior to and after landfall for three to five days.

## B. LEVELS OF SEVERE WEATHER PREPAREDNESS FOR GANGPLANK MARINA<sup>2</sup>

The marina will maintain four levels of severe weather preparedness. The speed of the severe weather or hurricane will dictate the phase to be set and the progression of those phases. These phases are:

**PHASE FOUR.** During hurricane season (June 1 to November 30), the marina will continuously maintain Phase Four status. This status requires review and revision of the severe weather plan, inventory of severe weather emergency supplies and acquisition of additional supplies and maintenance of equipment that will be required during a severe weather emergency. At least one employee training session utilizing this plan will be conducted. Daily monitoring of the National Hurricane Center website (<http://www.nhc.noaa.gov>) and posting in the window of the Security Office the five-day projected tracks and, where appropriate, the likelihood of encountering tropical storm force winds of all tropical depressions, storms and hurricanes and their projected five-day tracks in the Atlantic, Caribbean and Gulf of Mexico.



Sample National Hurricane Center Atlantic Tropical Cyclone Activity to be posted daily during Phase Four (<http://www.nhc.noaa.gov/>)

<sup>2</sup> The four phases of preparedness correspond to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan (2008) Port Conditions Seasonal Alert (June 1 thru November 30<sup>th</sup>), Whiskey (hurricane force winds predicted within 72 hours), X-Ray (48 hours), Yankee (24 hours), Zulu (12 hours).

Ensuring the marina has the most current information with regards to shelters, shelter policy and evacuation routes established by the District of Columbia Homeland Security and Emergency Management Agency (<http://dcema.dc.gov/dcema/site/default.asp>), the designated Port Captain for District Five United States Coast Guard (<http://homeport.uscg.mil/baltimore>) and the Metropolitan Police Harbor Master (202) 727-4582 and maintaining communications with these agencies to insure any and all orders issued with respect to evacuation, the movement of vessels prior to landfall<sup>3</sup>, and the opening of emergency shelters are received and communicated to the marina community.

A test of all emergency equipment (generator, chainsaws, acetylene torch, saws-alls, come-alongs, chain and emergency pumps) will likewise be made to ascertain readiness and an inventory of oil spill response equipment will be made.

The Manager and Office Manager review all insurance policies and equipment inventories, particularly new equipment purchased, to ascertain all marina assets are correctly insured.

**PHASE THREE.** Hurricane approaching, Phase Three indicates that the marina will be subjected to sustained gale-force winds (39 mph) or greater within seventy-two to forty-eight hours. The following action will be implemented during Phase Three:

- The Dockmaster or her Assistant shall notify slipholders via e-mail that the marina has implemented its severe weather plan. The contents of this communication shall advise that all slipholders are **required** to double line, deploy chafing gear, remove dinghies, reduce their windage (by removing canvas, biminis, sails) and lash or remove all items on deck (particularly petroleum fuel containers) and any other objects which have the potential to become wind driven missiles. This communication shall direct slipholders to the Severe Weather Preparedness Plan which shall continuously be maintained on the marina's website at [www.gangplankmarina.com](http://www.gangplankmarina.com) to prepare them for additional measures which may be taken as required. The marina's website will be updated daily as to the level of preparedness under which the marina is currently operating.

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<sup>3</sup> The movement of vessels prior to land fall particularly in the Upper Chesapeake Bay are subject to the Orders of the Port Captain as contained in the Upper Chesapeake Bay Maritime Hurricane Contingency Plan. Attachment 2. Orders of the Port Captain with respect to this plan are issued in USCG Maritime Safety and Security Bulletins which are available on line at <http://homeport.uscg.mil/baltimore>. The order for Port Conditions X-Ray issued during Tropical Storm Hanna can be found at Attachment 2. These orders may preclude the marina from ordering large vessels from departing the marina within 48 hours of landfall of a tropical depression/hurricane.



*M/V Half Shell with doubled lines prior to the arrival of T/S Hanna*

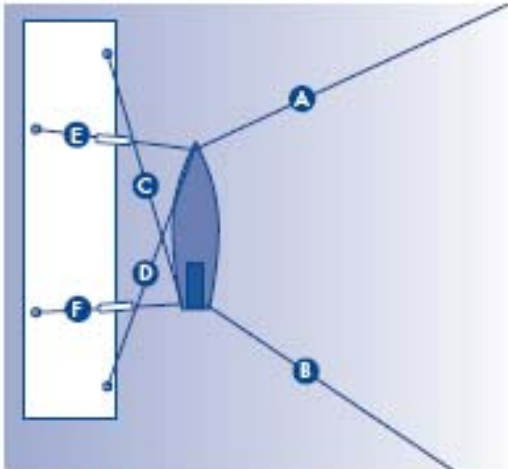
- All employees will be notified the plan is in effect and they should make arrangements to prepare and secure their homes and family members during the event as extended service in the marina is likely. The Marina Manager will determine whether staggered leave will be granted in order for employees to prepare their homes and families before returning to work for extended duty.
- The marina will begin transition from normal operations to fulltime preparedness. Only pumpouts will continue on an expedited basis to pumpout the entire marina 48 hours prior to landfall.
- The Dockmaster or her Assistant will secure three rooms on the second floor of the Channel Inn to house employees, vital records and emergency equipment and supplies for two to five days as dictated by the estimated strength of the storm and flood tides.
- The Maintenance Director and his Assistant, in conjunction with the Manager, will inventory necessary emergency supplies and provisions and will immediately procure all additional necessary items. These supplies shall include line for vessels, sufficient water and non-perishable food for six individuals for three days after landfall, plywood to secure windows in the security office and Annex building, emergency tarps and, based on the most recent storm data, path and intensity, whether additional supplies of

lumber should be obtained to fashion emergency piling extensions for the northern docks of the marina.

Storm Category	Barometric Pressure (Inches)	Winds (MPH)	Storm Surge (Feet)
1	28.94	74 – 95	4 – 5
2	28.50 – 28.91	96 – 110	6 – 8
3	27.91 – 28.47	111 – 130	9 – 12
4	27.17 – 27.88	131 – 155	13 – 18
5	27.17	155	18+

*Saffir-Simpson Hurricane Scale with estimated storm surge from Hurricane Preparedness Guidelines for Marinas at 10.*

- The Director of Maintenance shall ensure the company vehicle is fully fueled and that a sufficient supply of gasoline is on hand to run the emergency generator consistently for three days. Likewise, he shall insure that the marina has sufficient LPG bottles to cook and purify water for staff and Security housed in the emergency operations center for three days after landfall.
- The Director of Maintenance shall designate sufficient staff members to begin the removal of the events barge tent, all flags on Water St., in the marina and the two main flagpoles in Pocket Park number 2 and shall fly gale warning, storm warning or hurricane warning flags as dictated by the projected strength of the storm.
- The Manager shall contact the Deputy Mayor’s Office for Planning and Economic Development and advise that a severe weather system is approaching which may require the issuance of an executive order to evacuate the marina and the opening of an emergency shelter.
- The Dockmaster shall contact those vessels previously identified by her to be prepared to deploy outbound anchors to remove sustained loads from the T-Heads and, when sustained wind conditions are anticipated to exceed fifty miles per hour, to depart the marina.



From: *Inamar Hurricanes & Severe Storms*

### T-head Outbound Severe Storm Anchor Configuration

- Do not allow line to pull sideways on cleat; always lead line along the cleat by use of chocks.
- Keep the boat off the dock. Do not rely on fenders.
- Set bow and stern anchors (A&B).
- Tie bow and stern spring lines (C&D).
- Make sure lines E&F are long enough and equipped with chafing gear. Possibly run across pier with chafing gear.

- The Office Manager identifies all records (marina insurance policies and SLA's) to be moved off site and prepares to box these records for removal.
- With the exception of emergency supplies, the Director of Maintenance will redirect or have all shipments to the marina held at the shipper's location – particularly expensive capital purchases (pumpout equipment, office equipment etc.).

**PHASE TWO.** Hurricane approaching. Marina will experience sustained gale-force winds within forty-eight to twenty-four hours and a hurricane strike will more likely than not strike the marina.

- The marina ceases operations and all staff will prepare for the hurricane. All pumpouts must be completed by this time.
- The Manager, Dockmaster and Director of Maintenance shall review the 5:00 am National Hurricane Center estimated path for the Hurricane and consider the intensity of the storm, it's likely track, the likely direction of the wind at landfall and the estimated storm surge and, based on these considerations, will determine whether to deploy emergency piling extensions on the northern piles in the marina. If they determine the storm surge is likely to overtop the bulkhead, the emergency extensions will be deployed and the previously identified emergency equipment will be relocated from the Block House to the emergency operations center at the Channel Inn.
- The Dockmaster will close the marina to all inbound transient vessels. Any vessel seeking dockage which has not arrived will not be permitted to enter the marina. All vessels which have been ordered to depart must have left the marina.

- The Dockmaster, Assistant Dockmaster and the Office Manager will back up all computers and will physically or electronically remove these backups from the marina.
- The Assistant Dockmaster will assume the role of communications officer and issue an e-mail to all slipholders that a hurricane strike is likely and the marina, in preparation, will disconnect itself from the electrical grid immediately prior to the onset of gale force winds and will likewise shut off the municipal water supply and the main natural gas line that supplies Cantina Marina. The Dockmaster will advise all large marina tenants that the marina is preparing for a hurricane and will use the dumpster area as a secure storage area. All large commercial tenants will likewise be notified of the marina's intent to shut down power, water and natural gas lines to the marina in approximately twenty-four to thirty-six hours. These communications will explain that it is more likely than not the marina will be evacuated within twenty-four hours and that it will be locked down after evacuation and may remain in lock down status for several days after the hurricane until such time as structural, electrical and other assessments can be made to determine the marina is safe to reoccupy. During lock down, no one will be permitted entry to the marina.
- The tops of all pilings will be painted with fluorescent paint.
- In response to requests from slipholders who are out of town to "take care of their vessel," the Assistant Dockmaster will explain that it is physically impossible to prepare the marina for a hurricane and administer to the requests of individual slipholders to prepare their vessel for the storm and that the slipholder should locate a friend or family member to tend to their vessel's needs within the next twenty-four hours.
- The Dockmaster and Manager shall survey those vessels in the marina where the owner has failed to place additional lines to secure their vessels as requested. Additional lines shall be cut and placed on those vessels that present the greatest risk to the marina. Additional lines shall likewise be pre-positioned at the bulkhead end of each dock.
- The Marina Manager and Dockmaster shall make an inspection of Cantina Marina to determine what items are required to be secured. All marina personnel and security officers shall be instructed on the location of Cantina's electrical shut off as the deck is likely to become submerged at high tide and will become electrified.
- The Director of Maintenance insures all awnings from F-Gate, the Main Gate and from T-Dock are removed and will take down the VHF antenna.
- All trash and recycle cans will be removed. Slipholders will be required to carry and deposit their trash and recycling in the dumpster area of the parking lot. The picnic bench on the small events barge, all furniture on the large events barge, all furniture on

the roof of the office and all barbeque grills will be removed and stored in the dumpster area.

## **PHASE ONE**

- Hurricane Warning has been issued. Hurricane will strike marina or pass very close to the facility within twenty four hours.
- Based upon consideration of all the circumstances, the Marina Manager, in consultation with the Deputy Mayor's Office and DCHEMA, will determine whether or not to issue an order to evacuate the marina.
- Upon issuance of an evacuation order, the Assistant Dockmaster will communicate via e-mail and telephonically to all slipholders and landside tenants that the marina is under an evacuation order and that evacuation must be completed within twelve hours after which the marina will be locked down. This order will likewise be posted throughout the marina.
- The Annex and the Security Office will be boarded.
- The Marina Manager will contact the Deputy Mayor's Office to determine whether an Executive Order will be issued for mandatory evacuation and contact DCEMA to determine location and opening of Emergency Shelter. This information will then be e-mailed to slipholders and posted on the marina office and bulletin boards.
- Marina Manager, Dockmaster and Director of Maintenance will perform final check of vessels for doubling of lines and, with respect to T-head vessels remaining in the marina, deployment of anchors and that all items on the dock have been removed or are properly lashed and identify slipholders who have failed to comply with the evacuation order.
- Temporary Emergency Offices will be established in the rooms secured at Channel Inn. The Office Manager will relocate all insurance documents and SLA's to this location in addition to petty cash. The marina office's first aid kit and water and emergency provisions will be removed to this location in addition to portable VHF radios, flashlights, cell phone chargers and, if anticipated storm surge dictates, the emergency equipment in the block house.
- Emergency Pumps and PFDs will be pre-positioned in Security Office.
- All cleaning personnel will be sent home and instructions will be given for their return to work.

- The company vehicle will be removed to high ground and out from under tree cover
- Emergency “come-alongs,” chain and turnbuckles will be pre-positioned in the Security Office for emergency dock repairs.
- F-Gate will be chained shut.
- The marina will be disconnected from the WASA water supply line on the bulkhead and at the second main at the Annex.
- The natural gas main in front of the Annex will be shut off.
- At twelve hours prior to the storms passage, the marina will lock-down. The main gate will be chained and locked and no entry other than marina personnel will be permitted.
- The Director of Maintenance will begin the process of shutting down all electricity in the marina by de-energizing each dock (Attachment 3, Gangplank Emergency Procedure Manual) and by “throwing” the two main breakers – located (1) north of the Channel Inn and (2) north of H2O.
- The breakers in the Block House and the Annex feeding Odyssey will likewise be de-energized.
- All gates will now be chained and locked and will remain chained and locked until further order of the Marina Manager
- When the marina experiences sustained winds of 20 mph, any employee on the docks will wear a Type I PFD. Every employee on the dock shall be accompanied by another employee at all times and shall have at least one handheld VHF radio monitoring Channel 16. During severe weather operations, the marina will utilize Channel 72 as its designated working channel
- When the marina experiences sustained winds of 45 mph, no employee will be permitted on the dock and all employees will remain in the Security Office or the designated emergency operations center at the Channel Inn.
- When the marina experiences sustained winds of 45 mph or greater, no employee will attempt to secure any vessel which has broken free.
- No employee will respond to any emergency call from any vessel or slipholder who failed to evacuate the marina as ordered by the Marina Manager or executive order.

- No employee shall venture out upon the docks during the passage of the hurricane eye even if sustained winds are below 45 mph.
- Once sustained winds reach 50 mph, all employees will evacuate the marina (including all security officers) and relocate to the temporary emergency operations center at the Channel Inn. All further monitoring of the marina will be from the operations center until such time as the storm passes and the Marina Manager determines it is safe to re-enter the Security Office.

## **POST-STORM PROCEDURES**

- After passage of the storm, only employees shall be permitted entry to the marina until such time as an assessment of the structural integrity of all docks has been completed by the Manager, Dockmaster and Director of Maintenance. This assessment will be conducted as soon as conditions permit.
- Sunken vessels will be immediately inspected for survivors and/or bodies and will be marked with florescent paint noting they have been inspected and the results of those inspections. All attempts shall be made to evacuate injured individuals to hospital facilities that remain in operation. Mortalities shall be immediately reported to the Metropolitan Police. No attempt will be made to recover bodies without the presence of law enforcement.
- Environmental hazards shall be identified (sunken vessels, ruptured containment vessels) and mitigation of these hazards shall begin immediately via use of sweeps and booms and secondary containment devices. Vessels which appear in danger of sinking shall have their fuel removed with the marina's emergency de-fueling procedures.
- Power shall not be restored to the marina until such time as an approved electrical contractor completes an assessment of the marina's electrical transmission system. This may be as long as five to six days post-landfall as the damage sustained by the region will consume most, if not all, electrical contractors as they attempt to restore power to the region
- Water shall not be restored to the marina until such time as the Director of Maintenance can complete an assessment of the marina's water system.
- Natural gas shall not be restored to the marina until such time as an assessment of the natural gas transmission system can be completed.
- Looting is likely, particularly if power to the Southwest Waterfront is disrupted. Attempts shall be made to restore the marina's perimeter fence as soon as practicable. Employees will be posted at the Annex, Main Gate and F-Gate continuously around-the-

clock in shifts to be determined by the Marina Manager. If the marina has been found structurally safe to re-occupy, entry will be through the Main Gate only. All other gates will remain chained and locked.

- Media shall not be permitted entry to the marina.
- The Marina Manager shall, as soon as practicable, file with the marina's insurer a casualty report and shall document the damage to the marina with photographs.
- No sunken vessel shall be salvaged until reasonable efforts have been made to contact the owner and insurer provided, if the vessel represents a threat to the marina, the Marina Manager shall document the vessel's condition and proceed to take those salvage efforts necessary to protect other vessels or marina property.
- An inventory of damaged and sunken vessels shall be compiled and the Dockmaster or her Assistant shall attempt to make contact with the owners of these vessels to report their status.
- The Dockmaster and her Assistant shall establish a log for all Insurance Adjusters and require each adjuster, prior to entering the marina, to establish their identity, their insurance company and their insured. Adjusters will not be permitted to walk the facility unescorted.