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a boater's haven

THE BARCADERE

CAYMAN ISLANDS



The Barcadere Marina

**constructed as a world-class,
environmentally friendly,
marina community.**

Mr. Neville Scott from Scott's Industries, a Cayman family-owned company, is putting his passion to work in transforming what used to be nothing more than a large un-vegetated field of marl into a haven for boaters with a combination of amenities and services never before seen in the Cayman Islands. Adjacent to the existing airport, in the area traditionally known as the George Town Barcadere, the site is where one of Cayman's first customs and immigration offices was located during the 1950s.

words > **Marié Smit**

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Left facing page :: Phase III includes 43,000 square feet of hurricane rated Class A commercial space as well as retail space which is currently available for lease.

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Phase I :: Close to completion and includes core facilities like the marine docks, fuel station and Changing rooms



Phase I :: Scotts Landing Marine fuel Station features ValvTect Gasoline & Diesel



Phase I :: Marina docks, fixed concrete and hardwood with power and water at every slip



Phase I :: changing room with showers and lockers



Phase II :: George Town Yacht Club with Restaurant and Bar



Images :: Marië Smit > Bercadere

Mr. Scott, or Neville as he likes to be called, claims that close to 70% of all pleasure yachts in the world are registered to the Cayman Islands Shipping Registry, yet ironically, there currently are no proper docking facilities for them here.

The impetus behind the whole project was to bring Scott's Marine, a division of Scott's Industries, to the waterfront to make it more accessible for their customers and expand their range of products and services. The project was first conceived in 1998, however since then the scope of the development has grown exponentially as Neville and his group of partners acquired more land. **Ground was officially broken after Hurricane Ivan severely damaged over 80% of buildings on Grand Cayman in 2004.**

The project has been divided into four phases according to the current plans. Phase I is close to completion and includes core facilities like the marina docks, fuel station and changing rooms. The electrical, telecom and water infrastructure is already in place and entirely based underground to avoid unsightly wires. Phase II will see the completion of the official George Town Yacht Club, including its bar & restaurant as well as the new Scotts Marine sales & service center, and Phase III includes 43,000 square feet of hurricane rated Class A commercial space as well as retail space which is currently available for lease. Neville has also alluded to his desire to build a boutique marina resort on a residual four acre waterfront parcel with some eight hundred feet of North Sound frontage as part of the closure plan and Phase IV, pending planning permission.

Along with his father, uncle and two other American partners, Neville is working with a host of local companies including CGMJ Architects, APEC Engineering, Arch Engineering, Arch & Godfrey, Mega Systems, Mac Plumbing and Mr. E

Peter Heiss owner of Benchmark Construction as Project Manager, to build the Marina. Neville however is largely responsible for the design, relying on his own experience in architecture and his experience as an avid boater, to create a facility 'for boaters by boaters'. He has also compiled information over years of research and during countless visits to marinas all over the United States and the Caribbean.

The Barcadere will offer long term berthing for up to 71 boats and yachts and 12 short term berths for visiting yachts

up to approximately 120 feet long (which is the maximum turning radius within the marina basin), as well as two fuel docks and 100 feet of transient boat parking for customers of the restaurant. Larger yachts can also be accommodated, in fact, anything over 120 feet long with a draft of up to 8 feet can use the marina's offshore moorings and come ashore by tender. Each berth has its own individually metered power and water conveniently provided right to a pedestal at the berth. There is a haul out facility with a 150 ton lift capacity, and a full service boat yard, to cater to international as well as local boats and yachts. Visiting yachts can request on-site customs and immigration clearance, and will be able to enjoy the convenience of a concierge service being offered at the Barcadere.

In addition, the National Roads Authority is building a new 4-lane bypass from the airport, running through the south side of the Marina complex and joining the Harquail bypass, right before the International School at Camana Bay. The airport is within walking distance from the Marina and its main entrance on the new bypass which makes it very accessible from the airport and the Seven Mile Beach area.

The entire Marina was built 'on the dry'. Only

after the seawall and dock piles were in place, did the digging begin, and all turbidity and run off was contained on site with the help of a plug in the channel leading out to the North Sound. The excavated dirt has been piled up next to the Marina along the shore where it currently constitutes an artificial hill with spectacular views over the North Sound. Neville intends to incorporate this into the design and subsequent development of a resort featuring individual bungalows with a saltwater lagoon for swimming.

Flanking the marina basin is a wall over 2,000 feet long constructed from precast concrete panels and prestressed concrete piles 25 feet deep. The wall piles and panels are secured by a tie back rod attached to a dead man tie back 20 feet into the upland area. The tie backs keep the wall from rotating forward due to the pressure from the ground. **The Marina has been designed to allow deep water right up against the basin wall in order to give larger yachts access to the wall.** The wall panels are 17 feet deep of which 5 feet is above sea level, that is a full foot higher than required by the global government regulations.

The pre-stressed, cylindrical concrete dockpiles are 25 feet long, drilled and driven 6 to 8 feet into the bedrock below in pairs, with a diesel hammer. The pairs of piles are then held together by concrete caps, placed at 15 foot intervals and spanned by a wood super structure. The wooden piles used on the marginal docks are all plastic coated to add to their longevity, as an environmentally friendly alternative to piles treated with copper arsenate preservative, which leaches into the surrounding water poisoning fish and other marine life. The fixed docks are finished off with IPE decking which is a certified, sustainable Brazilian hardwood with E

a very authentic lustre 'marina' look. The wood is more resilient against the Caribbean heat and relentless UV radiation than synthetic PVC, plastic or composite decking.

The outside edges of the Barcadere area facing the North Sound have been lined with pockets of Tensar Geogrid filled with rocks and laid down like a blanket, instead of a hard line, to prevent erosion of the shoreline. **"This will allow the eventual re-establishment of mangroves along the sea shore resulting in a more natural and stable shoreline,"** says Neville. The channel linking the sea to the Marina runs at an angle, so waves from the North Sound dissipate most of their energy against the basin wall rather than making their way directly into the Marina area.

A boating enthusiast all his life, Neville admits that he is building this facility for his own selfish purposes. "I will be my own best customer", he jokes, and unlike most developers he is not planning on selling the Marina upon completion, he is building this place to keep. "Everything is overbuilt", he says, "each material has been carefully selected with sustainability and longevity in mind versus cost cutting and resale profit potential. The idea is for this facility to be here long after I am gone, and continue to benefit my children, and their children!"

At press time, the fuel station was very close to completion and the changing rooms in the late stages of construction. With these two facilities in place, the Marina can effectively open for business while the other amenities are being completed. The design combines the traditional Caymanian style of building with modern technology. The steel reinforced concrete structure is finished off with Architectural grade concrete and 'Hardi Plank'

siding. Both materials are strong and sustainable and the stark contrast of the smooth concrete surface against the brightly painted hardy plank reinforces the traditional and modern mix.

The old-school half-round guttering, exposed rafter tails, slatted wooden shutters, wide porches and brass lights further underpin the traditional Caymanian style. While the wide porches will ensure the sun stays off the walls, and Icynene insulation on the walls and ceilings will keep the temperatures inside relatively low and stable to maximise energy efficiency. Inside the fuel station, the floors and countertops are made of polished concrete, and finished off with authentic wood cabinets to capture an 'old Cayman style meets contemporary marina' look.

According to Neville, the Scotts Landing fuel station is the most advanced in the Cayman Islands and the Barcadere is the first ValvTect certified marina in the Caribbean. **"We have raised the bar for safety, quality and environmental responsibility, to ensure our customers have access to the highest quality fuel possible,"** he adds. Everything is computer controlled, with built in redundancy and automatic leak detection systems. Due to the fuel station's proximity to the sea, all the subterranean fuel lines are synthetic to avoid corrosion and the fuel tanks (consisting of a 10,000 gallon diesel and 6,000 gallon petrol ConVault tank) are hidden inside the building, above ground, with their bases at slab level. In the event of a storm surge, the water level would have to exceed 18 feet to get anywhere near the top of the tanks. This will prevent corrosion and subsequent water intrusion, which will help to eliminate contaminated fuel as a potential major problem for the Marina in the future, as well as add to the overall aesthetic appeal of the facility. E

There are four landside dispensers and four dockside dispensers. Larger vessels can also take advantage of a high flow diesel dispenser located closer to the mouth of the Marina. Scott's Landing will also have Cayman's only dedicated marine sewage pump-out facility with a 5,000 gallon sewage tank hidden in plain sight, directly under the parking lot next to the fuel station. In offering the sewage pump-out service, Neville is aiming to curb offshore discharge of sewage and its immeasurable impact on the environment. "It is not a service where we will ever see a direct return on investment considering the alternative is free of charge, **but we must try do our part to minimise or at least mitigate our impact on the environment that we're all out there to enjoy,**" he says.

The Barcadere construction site is visibly marked by a number of topographical differences. Following a visit to Moscow, Neville explains he was struck by how uninviting buildings were due to the unusual height of the entrance above street level. As a result, the topography at the

Marina was artificially created using fill from the marina to ensure that while the ground floor of some of the buildings are 8 to 12 feet above sea level to account for storm surge, their entrances and sidewalks are kept relatively close to the level of the surrounding parking and landscaping by raising these areas far above the pre-existing grade.

Rather than spending thousands of dollars on exotic landscaping and subsequent irrigation systems and water bills, Neville is letting nature take its course and it is starting to pay off. The banks of the Marina are already spotted with naturally growing vegetation with colorful flowers and other indigenous plants that thrive in the area. They are also currently planting additional indigenous plants and trees with the fertile layer of top soil harvested and stored during the excavation of the Marina. As he puts it, "Why fight nature? Even if I never planted a single seed on this site nature would eventually take its course and cover it with naturally occurring vegetation, I'm only trying to speed up the process by introducing mature and juvenile specimens of local species."

Neville has taken a pre-emptive and pro-active approach in building the Barcadere marina. Everything within has been considered from every imaginable angle in an attempt to avoid future issues and ensure longevity. **The world class facilities and convenient location of the Marina is set to create a whole new tourism product for the Island, attracting super yachts from all over the world for years to come.** Putting Cayman 'back on the map' so to speak, reclaiming some of the historical significance and building on the already rich maritime heritage of the George Town Barcadere. ::



Left :: Mr. Neville Scott from Scott's Industries, a Cayman family-owned company.