3. The buoyant structure of claim 2, wherein the at least one closable door is configured to provide weather protection and water protection and further comprises door fenders allowing the watercraft to impact the door fenders safely if the watercraft cannot enter the tunnel directly due to large waves, high current movement, or both from locations exterior of the hull.

4. The buoyant structure of claim 1, wherein at least one of the plurality of dynamic movable tendering mechanism comprises:
   a. a pair of parallel arms mounted to at least one of the plurality of tunnel sides;
   b. a fender connected to the pair of parallel arms on sides of the parallel arms opposite the tunnel side;
   c. a plate mounted to the pair of parallel arms and mounted between the fender and the tunnel side, the plate additionally mounted above the tunnel floor and positioned to extend below the operational depth in the tunnel, wherein the plate is configured to dampen movement of the watercraft as the watercraft moves from side to side in the tunnel; and
   d. a plurality of pivot anchors, each pivot anchor connecting one of the parallel arms to the tunnel side, wherein the pivot anchor enables the plate to swing from a collapsed orientation against the tunnel side to an extended orientation at an angle that is up to 90 degrees from a plane of the wall enabling the plate on the parallel arms and the fender to simultaneously (i) shield the tunnel from water sloshing effects, (ii) absorb kinetic energy of the watercraft as the watercraft moves in the tunnel, and (iii) apply a force to push against the watercraft keeping the watercraft away from the tunnel sides.

5. The buoyant structure of claim 4, wherein the plate is positioned to extend above the operational depth in the tunnel and extend below the operational depth in the tunnel simultaneously, wherein the plate is configured to dampen movement of the watercraft as the watercraft moves from side to side in the tunnel.