



STORM PREP

Hurricane forecasting is an inexact science, so taking precautions in advance is necessary, even if we don't get a direct hit. Past storms remind us how important it is to always be prepared for the worst.

In the past, the biggest problems we've encountered have been undersized docklines, old docklines, too few docklines, improper scope, lines tied to the wrong points, and chafing at chocks. The important points are listed here:

- 1) **Docklines:** Use a top-grade nylon line and replace every 2 to 3 years. UV and chafe degrade the fiber. Size does matter:
 - Up to 25ft boat use minimum 1/2"
 - 25 to 35ft boat use minimum 5/8"
 - 35 to 45ft boat use minimum 3/4"
 - 50ft and above use minimum 1"
- 2) **Length:** Lines should seem excessively long. In storm conditions the extra length is needed to increase scope and allow for tidal surge.
- 3) **Tying:** It is dangerous, if not impossible, for us to get aboard a boat in high winds and tides. If a line is tied to a pier, the end for adjustment should be left on the pier, not on your boat. However, if a line is tied to a stand-alone piling or stringer rather than a pier, the end for adjustment should remain on your boat. Please review Chapman's or ask us for the preferred methods to secure a line to a cleat or piling. We have had to cut some lines when granny knots could not be unfastened.
- 4) **Tying points:** Boats on the floating docks should have their stern or bow tied to the outer pilings, which are larger and stronger than the inner pilings. Tying to these pilings will also provide the best scope. Cleats on the finger piers are the weakest points. Cleats on the main dock are strong.
- 5) **Scope:** Boats tied to the fixed piers need enough scope to allow for extreme high and low water. However, boats tied to the floating piers should be tight to prevent the boat from surging and snapping lines.
- 6) **Boat Cleats:** The placement of stern cleats on many boats does not allow for crossing the lines. We strongly recommend that you install additional cleats that allow stern lines to be crossed for proper scope and elasticity.
- 7) **Chocks:** Some boats have chocks or hawse pipes with sharp edges. Many lines have been cut by these. Installing additional proper chocks or using proper chafe gear is recommended. Plastic hose does not work well for chafe protection.

- 8) **Remove:** All canvas, tenders and loose objects on the boat and dock. Disconnect electricity.
- 10) **Access:** Please check with our office to be sure we have keys for access to your boat & all lockers and that we have your current cell phone numbers.
- 11) **Electric:** Electric to the docks will be turned off when the tide height reaches electrical connections beneath the docks.

Note: We strongly recommend that you haul out during a named storm.

Many insurance policies may pay to have boats hauled at little or no cost to the insured, if they lie within the projected path of an approaching named storm. Yards will be busy so call early to take this precaution.

Remember, you are responsible for your boat, damages to other boats downwind from you, and damages to marina property. Please take the above steps now. We appreciate your help.

Please feel free to call with any questions or concerns.

Thank you.

Regatta Point Yachting Center
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