



Hurricane Prep Quick Reference

PRE-SEASON PREPARATION

1. **Have an Evacuation plan for you and/or your boat!** - Learn safe routes inland and make plans of where you will evacuate to.
2. **Verify and Review your Insurance** – Confirm your insurance is up to date. Check to see if you are required to take some action in order to make the claim valid (some require haul out!).
3. **Create and maintain an inventory of all items** - This includes personal belongings you leave on the boat and those you take off. Mark valuable items, so they are easy to find. Consider keeping a video or photographic record of the boat and its contents in a secure location. Plan what will be removed from the boat and what must stay.
4. **Keep documents and insurance handy** - Consolidate all records in a safe place, including insurance policies, recent photos of the vessel, boat registration, equipment inventory, and lease agreement with the marina or storage facility. Make an inventory of documents, photos, and other irreplaceable articles that need to be taken in case of an evacuation.

BOAT PREP CHECKLIST

- **Replace Old Dock Lines** - Old lines lose 49-75 percent of their strength.
 - Lines should be nylon, either two or three strand to allow for stretch and in many cases larger than what you normally use.
 - Do not use old non stretch racing lines!
 - To reduce stress on your dock lines, mooring compensators, or snubbers can also be used.
 - Lines around piles should be spliced with chafe protection when possible and hung on outboard horn to keep from dropping
 - If lines for out-board piles are not spliced, they should be equivalent to 2 round turns and 2 half hitches or clove hitch to preclude slipping
 - Bowline knots are NOT recommended, as the strength of the line is reduced by approx. 40%
 - Lasso knots are NOT recommended, as they are prone to slip on the pile, chafe or come off.
- **Double your lines** – Both bow and stern should be doubled – our quadrants.
 - Do not use one continuous line doubled back
 - Dry slip boats should be secured with 4 quadrant lines ties to anchors.
- **Cleat Down Lines on Dock** – This allows adjustment during the storm if needed.
- **Add Spring Lines** – If 30” and larger add at least one spring to hold vessel off dock
 - Best if attached mid ship



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- Bow and stern springs recommended
- **Cover all lines to prevent chafing** - Wrap all lines at where lines feed through chocks with tape, rags, rubber hoses or leather.
 - Add protection where lines will lay against the dock
 - Install fenders, fender boards to protect the boat from rubbing against the pier, pilings, or other boats.
- **Reduce Windage** - Remove all canvas possible , including dodgers and biminis. Even if the storm does not damage your boat, it is likely that your canvas will be damaged or destroyed by wind or debris in the air.
 - Furling genoas should be removed if possible, if not remember to secure the drum with a bolt
 - Attach halyards to a small line and run to the top of the mast.
 - Mainsail covers and mainsails should be removed if possible, if not secure with a “daisy chain” or other appropriate method.
 - Cockpit covers for powerboats should be removed.
 - Remove all loose items from decks and superstructure. Leave nothing unsecured.
- **Charge batteries**
 - Make sure they can run automatic bilge pumps throughout the storm.
 - Test bilge pumps / clean filters of debris
 - Shut off all other devices that consume electricity.
 - Consider adding back-up batteries
- **Close sea cocks** - Except for engine (for emergency purposes)
- **Clear the dock**
 - Disconnect shore power cords
 - Remove all hoses, poles, and cords from the dock
- **Do not stay onboard.** Never forget that storms move quickly and they are unpredictable. You can always replace a boat; you can not replace a life.