

From the Hampton Yacht Club:

Here are some proven boat tie-up procedures when a storm is imminent:

- * Tie up bow in. This is particularly true for power boats. Dock design provides maximum protection when the boat is moored bow in. (Wide sterns and swim platforms suffer when competing with finger supports). If the fender pile location is an issue, decide which tie-up method (bow in or out) is best.
- * Change the spring line length to ensure the boat does not sit too deeply into the slip. Continuous loading can stretch dock lines up to 30% and what seems like an adequate normal standoff from the walkway is not enough in a storm.
- * Double up on lines. If possible, do not just double to the same cleat; use alternate attachment points. Use lines that are relatively new and of proper size. Almost all the boat damage sustained in Hurricane Isabel could be traced to failing lines, many of which were visibly deficient. You could be liable if your deficiencies are responsible for damage to others.
- * Apply serious chafing guards where lines meet cleats and rails.
- * Add fenders between boats and fingers.
- * DO NOT tie to your neighbor's cleats without permission of the neighbor.
- * Make sure cockpit drains and scuppers are clear and functional.
- * DO NOT tie to the fender pile between the slips. Tied to the pile defeats the value of a full-finger-length floating dock and having a proper length mooring line.
- * Reduce windage. Remove and stow covers, biminis, and any exposed canvas. Bring inflatables ashore.
- * Shut off or reduce any shore power demands.
- * Remove any loose items on the dock: hoses, brushes, buckets, etc.
- * Visit and check your boat in time to do what is necessary.

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