



U.S. DEPARTMENT OF HOMELAND SECURITY



Flotilla 95

**YOUR BOAT AND HURRICANES
IN
COLLIER COUNTY, FLORIDA**



BoatU.S. Foundation *for Boating Safety and Clean Water*

**THE CITY OF
MARCO ISLAND, FL**

This publication was developed in part by a grant from Boat US Foundation and is endorsed by The City of Marco Island Public Works Department and the Waterways Advisory Committee

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- The Marine Industries Association of Collier County
 - Boat US



HURRICANE CLASSIFICATIONS

Category	Barometric Pressure	Wind Speed	Storm Surge	Damage
1	>980mb	74-95mph	4-5ft	Minimal
2	965-979mb	96-110mph	6-8ft	Moderate
3	945-964mb	111-130mph	9-12ft	Extensive
4	920-944mb	131-155mph	13-18ft	Extreme
5	919mb	Over 155 mph	Over 18ft	Catastrophic

Tropical Depression: Maximum sustained wind of 39mph

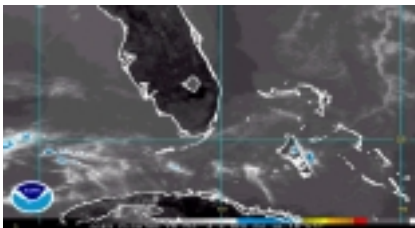
Tropical Storm: 40-73mph

Your Boat and Hurricanes in Collier County, Florida

Nestled on the southwest corner of the peninsula of Florida, Collier County is precariously positioned for hurricane onslaught. Because of its proximity to the shallow Gulf of Mexico, its inland waterways, and profusion of land slightly above sea level, Collier County is vulnerable to hurricanes. Hurricanes approaching from the south or west pose the greatest danger because of storm surge. The ravaging wind and torrential rain combined with rapidly rising waters can devastate our tropical paradise.

Boats are especially vulnerable as the geography offers little protection. Vessels are lifted above their docks by high water, immersed in the muck of the floor of a waterway by vanished water, flooded by drenching rainfall, have their seams and hatches opened by relentless wind, and are tossed around on their mooring lines by driving, shifting gales. After the hurricane, looters find boats are prime targets, and protecting boats has low priority by law enforcement officials when lives are at risk.

While hurricanes may have winds up to 200 mph they also may cloak tornadoes, ten to twenty foot storm surges, rising sea levels, increased tides, towering waves, and rain falling over two or three inches per hour. All of these elements threaten boats.



When a severe storm approaches, boaters should monitor weather reports to determine the extent of threat to local areas. The right side of a hurricane is its most potentially dangerous section, thus the path of the eye of the hurricane is of critical importance. Also the distance from the center of the hurricane and the category of the storm are vitally important. A nearly direct impact of a severe storm will bring extremes of water levels.

During Hurricane Donna in 1960, Naples Bay was drained of water. Indeed, if one was so foolish to be out during the storm, one could have walked across the damp bottom of the bay. Boats sat in the sediment on the bottom of the waterway. As the hurricane passed, storm surge from the Gulf rose over much of Naples, lifted many boats from their moorings and threw them against the bridge over the Gordon River. Other boats were later found festooned in mangrove swamps in the county.

The best protection for boats in Collier County is a well-prepared hurricane plan. Marine facilities, marine related service organizations and insurance companies expect boat owners to take the time and make the effort to plan necessary actions to secure and protect their vessels. This publication is a guide to assist boaters in developing a plan for their boats. Thoughtful preparation and delivery of a good plan for boats is a hurricane will allow boaters to attend to all the other details necessary to protect their family and property during a hurricane.

This guide is divided into four stages: Stage One (1) addresses the needs of the new boat buyer considering aspects of the boat in hurricane preparedness. Stage Two (2) addresses specific needs of the boat owner in preparing his boat for storage when returning north, or prior to the hurricane season. Stage Three (3) addresses specific needs just prior to the arrival of a hurricane. Stage Four (4) outlines what to do with your boat after a hurricane.

STAGE ONE: INSPECTING YOUR BOAT WHEN YOU BUY IT

When buying a boat a wise customer will examine the vessel for potential problems during a hurricane. A little extra time spent inspecting the proposed purchase will bring more satisfaction after ownership is transferred to the happy boater. Consider the following items when examining the boat you want to buy.

Anchors

- Be sure all anchors are of the proper size and type for your boat.



Lines

- Lines for your boat should be of the proper size, in good condition, and with sufficient chaffing gear.



Cleats

- Examine the cleats for size. Small cleats may pinch lines. If cleats are small, ensure adequate backup cleats.
- Check how the cleat is attached. Are the plates on the under-side adequate in size? Fiberglass or aluminum is good materials for backup plates. Bolts should be stainless steel.



Pulpits

- Examine pulpits for sharp edges on the underside. Sharp edges should be rounded over to avoid having lines sliced under stress of hurricane conditions.

Dock Mooring Chocks

- Examine mooring chocks for sharp edges that can quickly separate lines.
- Check how the mooring chocks are attached. They should be bolted through with back plates.

Trailers

- Be sure your tow vehicle is capable of properly and safely moving your trailer.
- Tires, bearings and axles should be in good condition on your trailer.
- Check the wiring for brake and running lights.

Insurance

- Obtain or update your insurance policy to cover the new boat.
- Ask your insurance agent for the insurance company's procedure for handling a claim.

STAGE TWO: *Preparing your Boat before the Hurricane Season*

Many Collier County boaters are not residents in Florida during the hurricane season. These boaters should take the following precautions before leaving for their northern homes. Year-round residents should follow the suggestions below prior to the arrival of the hurricane season, which starts in June.

Obtain County “Reentry Decal” to enter your area

After a hurricane, access to the stricken areas will be limited for safety and security purposes. To gain access to your boat, visit your local law enforcement sub-station to obtain reentry decals that will allow you to enter the area where your boat is secured. Follow instructions as to the placement and use of the identification on your vehicle.



Identify local Emergency Frequencies

The National Weather Service has a Collier County weather alert station at 162.525mhz. The Lee County NOAA frequency is 162.475mhz. The Weather Channel is on Cable Channel 32 and the NOAA Weather Channel is on cable Channel 53.

Develop A Plan

- Create a plan of action for securing your boat. Decide whether you will
 - Remove your boat from the storm area to a previously identified safe haven
 - Secure your boat in the marina

- Secure your boat at your dock
- Move your boat to previously identified safe anchorage
- Leave your boat in dry storage
- Give a copy of your plan to a friend or family member to complete if you are unavailable.
- Establish an alternative skipper if you are not available to move your boat. Give a copy of your plan to the alternate skipper.
- Establish when your plan will become effective, i.e. 72 hours before hurricane arrival, 48 hours, etc.
- Check your lease or storage rental agreement with the marina or storage management. Be familiar with your responsibilities and liabilities as well as those of the marina or storage facility.
- Determine the plan of adjacent boats. A cooperative plan will benefit all boats.
- Practice preparing the boat for severe weather so you know how long it will take and how difficult it will be when the emergency is declared. Remember that in an emergency, assistance may not be available to help you prepare.



Inspect Marina

- Determine if slip width is adequate to allow for tides that may rise or fall 10 feet.
- Pilings should be 6 feet above the gunwale.
- Check that pilings are full-size and driven.

- Check if your boat can be tied facing a westerly wind.
- Check the mooring of adjacent boats for proper placement, size and strength.
- Look for places where your boat can be cross-tied or if anchors will be needed to supplement lines.
- Determine if the marina has a hurricane preparedness plan and what you can expect from the marina in event of an approaching hurricane. Be familiar with your responsibilities and liabilities as well as those of the marina or storage facility.

Develop a plan with adjacent canal front neighbors

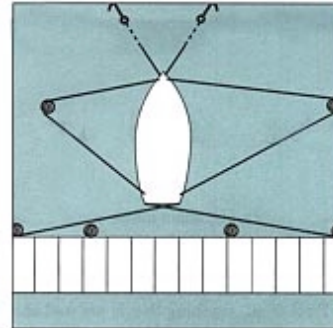
If your property fronts a canal with other property owners you may want to establish a plan with the other owners for securing your boats.

- Obtain permission from property owners to cross tie your boat in the canal.
- Determine the sequence that cross-tying will be allowed. Boats in the upper ends of canals will need to be cross tied before those in the middle or the existing end of the canal..
- Learn the safest methods for cross-tying your boat in a canal. Ensure your neighbors are also informed on the best ways to cross-tie, especially those nearest the bay.
- Check with local law enforcement personnel before cross tying as many canals may need to be used for emergency purposes.

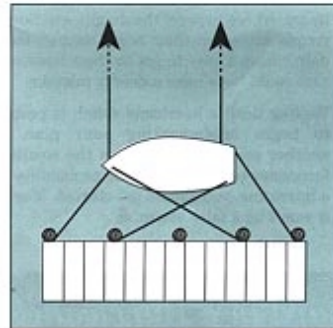
Docks and Pilings

- Ensure piling height is 6 feet above the gunwale. Short pilings may allow boats to rise above them and become impaled on the piling.
- If the docks are wooden, look for alternative places to tie your boat—such as large trees.
- Preventers should be installed at the top of pilings so lines cannot slip off the top.
- Ensure cleats on concrete sea walls are well attached.

- Canal docks should have one piling each fore and aft on the waterside so the boat is between the dock and the outer pilings. These will help fend off boats that have broken loose and will also protect your boat from battering the dock.



A sample storm arrangement: note the spring lines, which were the longest lines, are now the shortest. Stern lines are extended one or two slips away. Additional bow lines lead across to the next dock or to storm anchors placed out from the slip.



On a face dock, position the boat farther (the farther, the better) than usual from the dock and add offshore lines to hold the boat away from the dock. Offshore lines can lead to distant pilings or trees, such as across a canal, or to anchors if the bottom provides adequate holding.

Davits and Lifts

Boats stored on lifts are especially vulnerable during a hurricane because of the wind, storm surge and rainfall. Storm surge can be as much as 10 feet, which can be higher than your boat can be raised. Also rain falling at a rate of one to three inches per hour can quickly fill your boat with water causing structural collapse of your lift/davit. It is not recommended to leave your boat in davits.

Alternate refuges

In southwest Florida there are alternate refuges available.

- Look for a well-protected inland canal, inlet, or river with substantial docks or sturdy objects (like palm trees or large rocks) to which you can tie your boat.
- Consider how far inland you want to go, how long it will take to go there, and obstacles or restrictions to getting there. Consider tidal restrictions to navigation.
- Plan your move well in advance of the hurricane season.
- Rehearse the move to your alternate refuge and time how long it takes to arrive.
- Obtain permission of the property owner to use their property for tying up.



Collecting Records

- Collect all the records you will need on your boat and place them in a waterproof container.
- Inventory and assemble all records pertaining to your vessel, including; insurance policies, vessel registration, lease or rental agreement with the marina or storage facility, equipment inventory, and telephone numbers of the marina marine authorities such as the harbor master, U.S. Coast Guard, insurance agent, National Weather Service, and emergency phone number distanced from the storm area. Keep these records in your possession as they may be needed to return and check your boat.
- Inventory items on board your boat. Valuable items should be identified with your social security number. Update the

inventory as items are added or removed from the boat.

- Obtain a copy of your insurance policy for your boat. Check that the policy is current.
- Obtain the phone number of your insurance agent and their marine surveyor.
- Copy of your boats registration
- Copy of the agreement with the marina and/or repair facility.
- Create a list of phone numbers of the marine authorities, the US Coast Guard, the harbormaster, your emergency number out of the area, and your alternate skipper.
- Record the radio frequencies to monitor the National Weather Service, or the National Hurricane Center, or local emergency management services.
- Copy the name, address and phone number of person or persons who will be responsible for your boat if you are not in town.

Buying Equipment

- Lines for hurricane use should be ¼ inch larger than normal size for your boat. They should be replaced often to ensure no weaknesses have developed. Use the larger lines as primaries and normal mooring lines as doubles or backups. Nylon line stretches and absorbs shock but this action creates chafing points.
- Chafe gear is needed at all points where lines may chafe. Wrap with rubber hoses, tape or rags. Some areas may need double or triple layers.
- Extra cleats with backing plates may be needed.
- Duct tape should be purchased for sealing holes and seams on your boat.
- Anchors should be selected that will be appropriate to the bottom of the location where you will secure your boat for the hurricane. Two storm anchors and rode will be needed. The rode should be at least 20:1 ratio, length to depth.
- Chains for anchors should be 5/16 inch thick with 100 to 150 feet of length.

- Fenders should be purchased to protect your boat from rubbing against the dock, pilings or other boats.
- Plugs for exhaust pipes should be purchased.

Select a Repair Facility

Establish with a marine repair facility a plan to have your boat examined and/or removed for repairs after a hurricane. If you have an agreement with a repair facility getting your boat seaworthy again will be greatly facilitated.



Checking Equipment

- Bilge pumps should be in good working order and of a size adequate to protect your boat. Check the drain plug to be sure nothing is obstructing the release of water.
- Batteries to operate the boat should be fully charged. Spare batteries to operate the bilge pump are advisable.
- Exterior lights should be checked to ensure they are working properly. Replace any old bulbs.
- Check that your radio antenna will be properly grounded if the radio is removed from the boat.
- Check to ensure the radio is working properly and that its batteries are fully charged.

About 24% of hurricane fatalities are boaters trying to secure vessels in worsening storm conditions. Many of the deaths attributed to Hurricane Hugo (1989) and Hurricane Andrew (1992) were boaters who drowned while trying to save their boats, or were riding out the storm in their vessels. The suggestions and information offered in the brochure are intended to preserve life and property; however, it is the boater's and/or marine owners' responsibility to take precautionary measures to protect property when disaster threatens.

Trailers

- Determine the requirements to load and haul your boat to a safe area.
- Select a location that will allow your boat and trailer to be secured from all four directions to sturdy objects.
- Tires, bearings and axles should be in good condition on your trailer.
- Check the wiring for the brake and running lights.
- Ensure the trailer tag is current.



STAGE THREE: SECURING YOUR BOAT FOR HURRICANES

The following suggestions are to be taken when a hurricane is forecast to strike near or directly in Collier County. Implement your emergency marine plan, secure your boat, and then remove yourself and your family to safety. If possible, remove your boat from the water and secure it on land.



Listen to Weather Reports

Listen regularly for updates on approaching hurricanes. You will need to know when the hurricane is near enough to implement your hurricane plan for securing your boat. Collier County NOAA frequency is 162.525mhz. The Lee County NOAA frequency is 162.475mhz.

Attaching Lines

- When tying to pilings, double all lines.
- Rig crossing spring lines fore and aft from a tangential.
- Attach lines high on pilings to allow for tidal rise. Make sure lines will not slip off pilings. Wrap lines twice around pilings making sure they do not overlap. Do not use cinch knots or hitches around pilings.
- Cover all lines at rough points.
- Install fenders to protect the boat from rubbing against the pier, piling and other boats.

- Avoid tying too many lines to a single cleat. This creates too much stress to the cleat. Do not tie lines perpendicular to the cleat; tie at an angle across the face of the cleat.

Anchoring

- If you are anchoring your boat away from land, use three anchors set 120 degrees apart, which will allow the boat to swing and face the wind. Use anchors suitable for the bottom above which you will secure your boat. Use anchor weights well above ones you normally use.
- Rig chafe gear
- Set fenders

Cross-tying in Canals

- Check with the property owners to assure that it is all right to tie your boat to their property across the canal.
- Double mooring lines.
- Tie to both shores, both port and starboard, fore and aft.
- Check with local law enforcement officials about any codes that may prohibit cross tying in canals.

Remove External Equipment and Attachments

When a hurricane watch is declared, strip your boat of all movable equipment such as canvas, outriggers, sails, dinghies, radios, cushions, deck boxes, biminis and roller furling sails. Tie down everything you cannot remove such as tillers, wheels, booms, etc.

Securing Outside Cabinets, Drawers, Windows and Equipment

- If possible, remove Plexiglas windscreen and store in secure area.
- Tape shut all exposed drawers and cabinets.
- Tape the seams of all windows and hatches to keep the wind from entering the cabin.

- Check pedestal seats to be sure they are locked securely.
- Remove deck furniture if possible to a secure area. If the deck furniture cannot be removed, then group it together in a corner and lash it to the railings.
- Remove PFD's and rafts.
- Lock and tape windows with duct tape. Tape all joints and seams on windows on the outside. Leave window covers in place.
- Tape around all hatch covers and doors.
- Sail craft should lash rudders.



Secure Engines

- Small engine vents should be covered with duct tape. If the engine vent is larger, cover with plywood and tape along the edges.
- Exhausts can be secured with woos plugs. Large diesel exhausts can be closed with inflatable balls.
- Generators under open cockpit decks should be covered with plastic sheets.
- Close water intake sea cocks.
- Plug exhaust outlets with bungs.
- Fuel and water tank vents should be taped.

Batteries

Make sure the electrical system is switched off unless you plan to leave the boat in the water and will leave the bilge pump on automatic. If possible, remove batteries to eliminate the risk of fire or other damage.

Electronics

- Remove all electronics, if possible.
- Electronics that cannot be removed should be securely taped along the seams/edges. Tape over the instrument panel face and switches.

Securing the Cabin

- Breakables should be placed in boxes down below.
- Clear out all elevated cabinets where the boat's movements will spill contents.
- Heavy objects in cabinets and drawers should be removed as they may force open units.
- Loose furniture, accessories and cushions should be secured. Raise Venetian blinds and take down drapes. Move furniture from windows if possible.
- Carpeting should be taken up as water may be forced into the cabin.
- Duct tape doorjambs to reduce water leaks.
- Bedding should be stripped and stored in a safe place. Mattresses should be wedged on end.
- The refrigerator should be cleaned out of all perishables and glass containers. Firmly lock the door. If your refrigerator is AC/DC turn it off to preserve batteries.
- Close sea cocks for the heads.
- Close and plug all sink drains.
- Disconnect and stow cords.
- Circuit breakers should be turned off..

Bilge Pumps

- Fully charge batteries for the bilge pump.
- Leave the bilge pump on automatic.

Davits and Lifts

Remove your boat from the davit or lift if possible. If this is not possible, the guidelines, which follow, are suggested:

- Secure your boat to the lift structure fore and aft.
- Turn off the power to your lift.
- Remove all canvas, loose gear, cushions and electronics.
- Raise the lift as high as possible.
- Remove your drain plug, and be sure to check your bilge for any loose debris that could clog the drain.
- Be sure your battery is fully charged and turn off all electrical systems except your bilge pump.
- Cover all deck vents with duct tape.



Trailers

Consult with your trailer's manufacture prior to performing these procedures.

Take your boat on its trailer to your chosen place for hurricane protection

- Tie your boat to the trailer generously
- Place blocks between the frame members and the axle inside each wheel.
- Let about half the air out of the tires.
- Fill the boat one third full of water to help hold it down.
- Secure your boat and trailer with heavy lines to fixed objects (such as large trees, utility poles, sturdy buildings). Lines should be tied, if possible, in four directions for protection against the shifting wind directions. Screw anchors placed firmly in the ground may be used.



SEVERE WEATHER TERMS

Small Craft Warning When a hurricane moves within a few hundred miles of the coast, small craft operators must take precautions and not venture out into the open sea.

Tropical Storm Watch Tropical storm conditions are possible in the specified area of the watch, usually within 36 hours.

Tropical Storm Warning Tropical storm conditions are expected in the specified area of warning, usually within 24 hours.

Hurricane Watch Hurricane conditions are possible in the specified area of the watch, usually within 36 hours. During a hurricane watch, prepare to take immediate action to protect your family and property in case a hurricane warning is issued.

Hurricane Warning Hurricane conditions are expected in the specified area of the warning, usually within 24 hours. Complete all storm preparations and evacuate if directed by local officials.

STAGE FOUR:

Recovering your Boat after Hurricanes

Safeguarding human life is more important than protecting or checking on your boat. Driving may not be safe after the storm. Wait to check until travel hazards are removed and authorities permit travel to the area. Boat owners should be aware of hazards such as dangling wire, fuel leaks, weakened docks, bulkheads, seawalls, bridges, pilings, debris floating under the water. Take your records, including insurance policies, your marina lease agreement, a list of authorities to contact, etc., with you to facilitate any prompt action needed to protect your vessel.

An owner is obliged to take reasonable measures to protect his vessel if it is damaged or in jeopardy, even though the craft is insured. A thorough check for seaworthiness and damages should be made as soon as it can be safely accomplished. Convey your findings immediately to your insurance agent.



Mooring

Other boats may be upriver or up the canal from your mooring position. Modify your mooring if you are blocking passage of other boats.

Security

- Secure your boat from looters or others that may view your boat as abandoned.

- Report to law enforcement authorities any vandalism or theft or damage other than that, which is storm, related.
- Document the report to authorities.

Record Damage

Document any loss or damage to your boat. If possible take photographs of the damage as soon as possible after the storm, before the boat is moved, and after it arrives at the repair facility.

Lifts and Davits

- Check electrical cabling for shorts or other damage. Watch for severed cables.
- DO NOT turn on the power to your lift if the motors are suspected of having been under water.
- DO NOT board your boat if it is full of water. Try to clear the drain plug opening it from land. Once the boat is empty, have your lift inspected for structural damage.

Inspect

- Check your boat for storm invaders like snakes and crabs or other dangerous life.
- Before moving your boat, check it thoroughly for seaworthiness, potential damages, leaks or equipment losses. Do not begin repairs other than those necessary to prevent additional damage.
- Remove any potentially hazardous materials like rotting food, dead animals or fish, cracked batteries, etc.



Pollution

If your boat has leaked any pollutant, contact the authority immediately.

Repairs

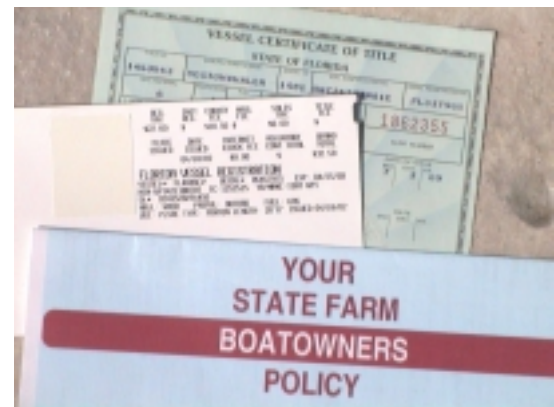
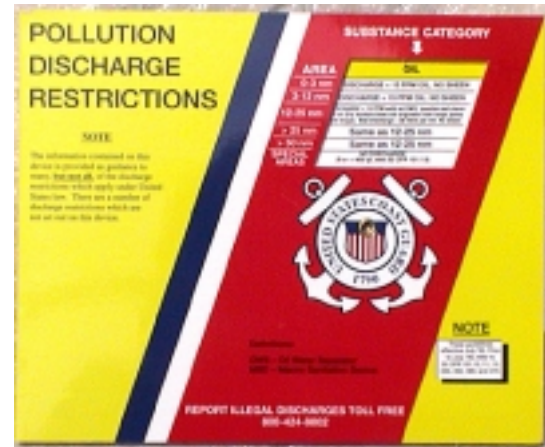
- Make immediate arrangements with a reputable repair yard, when boat damage is repairable, to have your boat moved to the repair facility.
- Obtain estimates before proceeding with repairs.

Report to your Insurance Company

- Contact your insurance agent promptly to report any damage.
- Estimate the percentage of damage (cosmetic, water damage, hull integrity, etc.). An adjuster, insurance company surveyor or independent surveyor will survey your damaged boat. You should accompany the surveyor on their initial damage survey.
- Have your inventory list, receipts, inventory pictures, pictures of damages and repair estimates ready for inspection by the adjuster/surveyor.
- You will need to provide both a “proof of loss” and “release/payment order”. After the surveyor, the surveyor files a damage report with the insurance company and sends a copy to you.
- You will file a statement of loss with your insurance company explaining what happened, when, where and why. Your statement should include lists of known damages along with sketches or drawings or photographs.

Massive Loss

- If your boat is not repairable, make arrangements to have the boat removed to a yard or salvage facility storage area.
- If salvage is required, screen the salvage contractor for competence and cost. Read the contract, know where your boat is going, and the level of security provided at the location.
- Save as much equipment from your boat as possible.



GENERAL HURRICANE INFORMATION

During the hurricane season, the National Hurricane Center (NHC) in Miami maintains a constant watch for tropical disturbances, which could develop into destructive storms.

When it appears that a storm is developing, an Air Force reconnaissance aircraft, or one of the National Oceanic & Atmospheric Administration's (NOAA) research aircraft is sent into the area to investigate.

Once a tropical disturbance becomes a tropical depression, the NHC will begin issuing advisories. When the depression reaches tropical storm strength, it will be given a name. Advisories then are issued every six (6) hours and indicate the storm's location, intensity, wind speed and forward speed, and direction of forward movement.

SEVERE WEATHER TERMS

ADVISORY: A message released by the hurricane center, usually at 6-hour intervals, updating information on the storm or hurricane, including watches and warnings whenever they are in effect. A **Special Advisory** is a message given any time there is significant change in weather conditions, or a change in warnings released previously. An **Intermediate Advisory** updates information in advisories at two hour or three hour intervals, whenever a watch or warning is in effect.

HURRICANE: A tropical cyclone that rotates counterclockwise with sustained winds of 74 mph or greater.

HURRICANE SEASON: The hurricane season is from June 1st through November 30th.

HURRICANE WATCH: The alert given when a hurricane poses a threat to a certain coastal area within 36 hours.

HURRICANE WARNING: Given when a hurricane is expected to strike within 24 hours with sustained winds of 74 mph or greater.

SMALL CRAFT WARNING: When a hurricane or tropical storm threatens a coastal area, small craft are advised to remain in port and not to venture into the open sea.

STORM SURGE: Caused by rapidly rising water levels occurring to the right of the hurricane center as it moves over or near the coastline. Surge heights can range from 7 feet to more than 24 feet, depending on the storm's strength.

TROPICAL DEPRESSION: Circulation at the surface of the water with sustained wind speed of 38 mph or less is called a tropical depression.

TROPICAL STORM: Distinct counterclockwise wind circulation around a center with sustained wind speeds of 39 to 73 mph.

TROPICAL STORM WATCH: Given when a tropical storm poses a threat to a particular coastal area within 36 hours.

TROPICAL STORM WARNINGS: Issued when a tropical storm with sustained winds of 39 to 73 mph is expected to strike within 24 hours.

REFERENCE NUMBERS

EMERGENCIES.....911

NON EMERGENCY NUMBERS:

Marco Island Public Safety.....394-5129
Collier County Sheriff.....774-4434
US Coast Guard-Ft. Myers...(239) 463-5754
Civil Air Patrol-Marco.....394-9712
Civil Air patrol-Naples.....643-4540



Boat Owners Hurricane Worksheet

Name of boat _____ Length _____ Model _____
 Owner's Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone Day _____ Night _____

Responsible Person (if not owner)
 Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone Day _____ Night _____
 Has Boat keys? _____ Access to equipment? _____

Alternate Name for Responsibility
 Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone Day _____ Night _____
 Has Boat keys? _____ Access to equipment? _____

Equipment needed aboard to prepare boat

<i>Equipment</i>	<i>Storage location</i>
1. Extra lines	_____
2. Chafe protectors	_____
3. Fenders	_____
4. Anchors	_____
5. Swivels	_____
6. Shackles	_____
7. Duct tape	_____
8. Plugs	_____
9. _____	_____
10. _____	_____

Equipment to be removed from boat

<i>Equipment</i>	<i>Storage location</i>
1. Electronics	_____
2. Dinghy	_____
3. Outboard/fuel	_____
4. Sails	_____
5. Bimini	_____
6. Galley fuel	_____
7. Boat's papers	_____
8. _____	_____
9. _____	_____
10. _____	_____

Hurricane Plan Final Checklist

- | | |
|---|--|
| <input type="checkbox"/> Arrange Dock/Anchor lines | <input type="checkbox"/> Strip Bimini, sails, life rings |
| <input type="checkbox"/> Add chafe protection | <input type="checkbox"/> Disconnect shore power |
| <input type="checkbox"/> Use extra fenders/fenderboards as needed | <input type="checkbox"/> Close fuel valves |
| <input type="checkbox"/> Put duct taped on windows and hatches | <input type="checkbox"/> Close all but cockpit seacocks |
| <input type="checkbox"/> Insert plugs in engine ports | <input type="checkbox"/> Lock boat |
| <input type="checkbox"/> Notify marina manager | |

Boat's Current Location _____

Planned Location During Hurricane _____

If at a dock: Slip # _____
 Additional lines No. _____ Length _____ Size _____
 Chafe Gear _____ Fenders _____

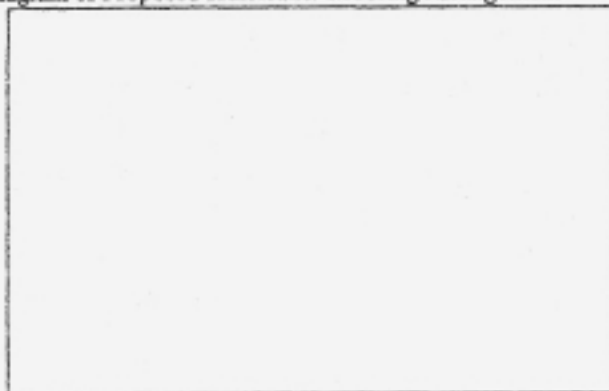
If at a Hurricane Hole

Travel Time by Water from Present Location _____
 Are There Any Bridges _____
 If yes, when will they be closed prior to hurricane _____
 Has Owner of Surrounding Land been Contacted? _____
 When _____
 How Will the Skipper Get Ashore _____
 Type of Bottom _____ Depth _____
 Additional Anchor(s) No. _____ Size(s) _____
 Types _____
 Additional lines No. _____ Length _____ Size _____
 Additional Chain No. _____ Length _____ Size _____
 Chafe Gear _____ Swivel _____ Shackle _____

If at a Mooring/Anchorage

Last mooring inspection date _____
 How will skipper get ashore _____
 Type of bottom _____ Depth _____
 Mooring line should be extended _____ feet
 Additional anchors No. _____ Size _____
 Type(s) _____
 Additional lines No. _____ Length _____ Size _____
 Additional chain No. _____ Length _____ Size _____
 Chafe Gear _____ Swivel _____ Shackle _____

Diagram of Proposed Hurricane/ Mooring Arrangement



If Stored Ashore

Is Boat already stored ashore? Yes _____ No _____
 If no, what arrangements have been made for hauling? _____
 Storage location _____
 Contact Name (Marina/property owner) _____
 Phone No. _____

