

**United States Coast Guard  
Surface Forces Logistics Command (SFLC)**

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**SFLC NAVAL ENGINEERING DIRECTIVE (SFLC NED) – 0000-01**

**SEVERE WEATHER PREPARATION FOR DRYDOCK AND  
DOCKSIDE AVAILABILITIES**



**September 2009**

**CONTENTS**

**ABSTRACT ..... 3**

**FEEDBACK & UPDATES..... 3**

**REVISION RECORD ..... 3**

**REFERENCES ..... 4**

Coast Guard Publications .....4

Other References .....4

**FIGURES ..... 5**

**INTRODUCTION ..... 6**

**SHOULD YOU STAY OR SHOULD YOU GO ..... 7**

Option 1: Get the Vessel Underway .....7

Option 2: Moor Vessel to Pier or Buoy .....11

Option 3: Stay in Drydock .....14

    Graving Dock.....16

    Floating Drydock .....16

    Marine Railway.....17

    On Land .....17

**GENERAL ITEMS OF CONCERN ..... 18**

Small Boats .....18

    Safe Storage .....18

Government Furnished Property (GFP).....18

    Safe Storage .....18

Post Storm Damage Assessment .....18

**CHECKLIST 1: PUT THE VESSEL IN THE WATER AND GET UNDERWAY..... 19**

**SFLC NED – 0000-01**

**CHECKLIST 2: PUT THE VESSEL IN THE WATER AND MOOR TO A PIER OR MOORING BUOY ..... 21**

**CHECKLIST 3: KEEP THE VESSEL IN A GRAVING DOCK ..... 24**

**CHECKLIST 4: KEEP THE VESSEL IN A FLOATING DRY DOCK..... 26**

**CHECKLIST 5: KEEP THE VESSEL IN A MARINE RAILWAY DOCKING FACILITY ..... 28**

**CHECKLIST 6: KEEP THE VESSEL IN AN ON-LAND (ON BLOCKS OR IN A CRADLE) DOCKING FACILITY ..... 30**

# SFLC NED – 0000-01

## ABSTRACT

This document provides guidance on preparations concerning severe weather during a dockside or drydock availability. The following information is provided as guidance only. Responsible parties shall use risk assessment and actual information to make the final decision.

## FEEDBACK & UPDATES

The latest version of this document is available from the Surface Forces Logistics Command (SFLC), Engineering Services Division (ESD)

Beneficial comments, recommendations, additions, deletions and other pertinent data which may be of use to improve this document can be provided to the SFLC ESD.

## REVISION RECORD

REVISION DATE	SUMMARY OF CHANGES	INITIALS
05/19/06	Initial Release	MDB
09/24/09	Updated contents and format	KAM

**REFERENCES**

**Coast Guard Publications**

Surface Forces Logistics Center Standard Specification 8634 (SFLC Std Spec 8634), Jan 2009,  
Drydocking

**Other References**

Naval Ships' Technical Manual (NSTM) Chapter 997, Nov 1996, Docking Instructions and Routine  
Work in Dry Dock

# SFLC NED – 0000-01

## FIGURES

<b>FIGURE NO.</b>	<b>TITLE</b>	<b>PAGE NO.</b>
1	Assessment of whether vessel can get underway	10
2	Assessment of whether vessel can go in the water: watertight integrity	11
3	Assessment of whether vessel can go in the water: stability	12
4	Assessment of whether vessel can leave dock	15

## **INTRODUCTION**

The following provides guidance to help individuals make the best decisions they can concerning the preparations for severe weather such as storms, tropical storms and flooding when a vessel is in a dockside or drydock availability. Included in this guide are decision tree diagrams describing a proposed method of thought, complimented by a series of checklists that help in making choices required in the diagrams. Also included are checklists to outline major actions that need to be completed once a plan of action has been decided. While these checklists include actions that should be completed, they are merely outlines and should be used in conjunction with the respective guidance throughout this document and SFLC Std Spec 8634.

It is important to understand this document is written with generalizations considering most normal situations so as to be as inclusive as possible. It must be noted however, that every situation is different, and it is impossible to consider all possibilities or variables. Individuals using this guide are cautioned to always rely on common sense and seek additional guidance when abnormal situations arise.

In addition to the material used to assist in making the decision on what to do with the vessel during the availability, this document provides suggestions on dealing with other items such as GFP and aftermath.

## **SHOULD YOU STAY OR SHOULD YOU GO**

In order to determine whether to stay dockside or in drydock or not in the case of severe weather, there is one overriding question to be considered: Is the risk of damage/flooding to the vessel greater remaining dockside/in drydock or leaving the pier/dock?

When a vessel is in an availability and predicted to be subject to severe weather, there are three general response options. For dockside availabilities, only Options 1 and 2 are applicable as responses since the vessel is already in the water. All response options can be applicable for drydock availabilities. It behooves the user to be familiar with the concerns and nuances of each response and how they relate to each other.

- Option 1 (Dockside/Drydock): Get the vessel underway and move to an unaffected port/out to sea.
- Option 2 (Dockside/Drydock): Moor to a pier/buoy or anchor out and ride out the weather.
- Option 3 (Drydock): Stay in dock and ride out the weather.

When choosing a response option for drydock availabilities, answer the following: Where is the vessel safer, in the dock or in the water? Where is the risk of damage to the vessel minimized? Depending on the condition of the vessel, it may be possible to get underway from the drydock, however, all points of concern having to do with Option 2 would apply in conjunction with the concerns for Option 1.

### **Option 1: Get the Vessel Underway**

This is the best option as it eliminates all possibility of the vessel being damaged. However, it does have an impact on the duration and cost of the contract. The associated risk with this response is a delay of the contract if work cannot be completed prior to severe weather preparations. Despite predictions, the severe weather may not greatly impact the geographic area where the availability is taking place, and work could have continued very soon following the passing of the weather. With the vessel departing the area, completion of the work must wait for the vessel to return and be put in to the condition where work left off.

Before executing this response option, the following considerations should be made regarding whether the vessel is prepared to get underway:

1. Condition of Vessel:

a. Stability/Strength Status

- (1) Is the vessel stable enough to get underway? If stability is an issue, can it easily be corrected?
- (2) Are any structural members missing from the deck that would adversely affect the bending strength of the vessel?

b. Propulsion System Status

- (1) Are the engines operable? If no, can they become operable in time for storm? Consider oil system/fuel system and spares.

## SFLC NED – 0000-01

- (2) Is the drive line operable? Consider the shafts, bearings, reduction gears and propellers.
- (3) Is the steering system operable? Consider rudders and hydraulic system.

### c. Command & Control Systems Status

- (1) Is the Navigation equipment operable? This includes radar & navigation systems (chart plotter/depth sounder, speed log etc). If no, can it become operable in time for onset of weather?
- (2) Are communications operable? If no, is there a temporary or portable unit that could be carried?

### d. Emergency Systems Status

- (1) Are firefighting systems operable?
  - (a) Firemain. If the installed firemain was taken down during the availability, verify that fire pumps and all associated piping are intact and in working order. Verify that fire hoses/nozzles and all other associated firefighting equipment that may have been moved is on station. If system's effectiveness is in question, complete a risk assessment to determine the impact. Consider taking extra portable pumps (P-250s/P-100s).
  - (b) Installed CO2/AFFF/HALON/Galley Fire Suppression systems. Was any work done to installed firefighting systems that may degrade the system's effectiveness? If so, can they be fixed prior to possible underway time? Discuss impact if systems will not be intact in time.
- (2) Are the life rafts/EPIRBs on board? If no, can they be reinstalled in time to get underway?
- (3) Is the bilge system operable to detect flooding? Is the bilge system operable to pump out flooding water?

## 2. Crew Status

- a. Is the minimal crew available to get vessel underway? If the entire crew is not available due to crew rotation concept or TAD, conduct risk analysis to determine how safety is impacted by certain members not being available. If enough crewmembers cannot be recalled in time to safely operate the vessel, then do not get vessel underway.

## 3. Location/Logistics

- a. Is there a safe place the vessel can transit to? Is there enough time for ship to get underway and reach safe haven prior to storm?

## SFLC NED – 0000-01

- b. Does vessel have sufficient fuel to reach desired location? If no, is enough fuel available for vessel to take on for desired transit time?
- c. Does the vessel have sufficient stores/water to be able to make a safe transit? If no, can vessel acquire enough stores in time to get underway and reach a safe haven?
- d. Is there a part of the transit that requires a tug due to narrow channels? Tugs may be hard to come by to escort the vessel out. Verify early.
- e. Is there a bridge that had a tight vertical clearance coming in? If the tidal surge has started to happen or is expected to by the time the vessel is expected to depart, the vessel might not be able to make it under an overhead obstacle.

#### 4. Towing

- a. If the vessel cannot get underway under its own power, can it be towed out of harms way or to a more protected area? Keep in mind the transit time. Many Tug companies have refused to perform the job because it has been too late by the time we contact them or by the time the vessel is ready to be towed.

If engine and navigation equipment are operable and all necessary logistics can be resolved prior to onset of storm (see Figure 1), use [Checklist 1](#) as a guideline to get the vessel underway. If engines and navigation equipment cannot become operable and/or logistics cannot be resolved prior to onset of storm, consider towing. If the vessel cannot be towed, explore if it is better in the water at a local pier or in the dock (see Option 2).

# SFLC NED – 0000-01

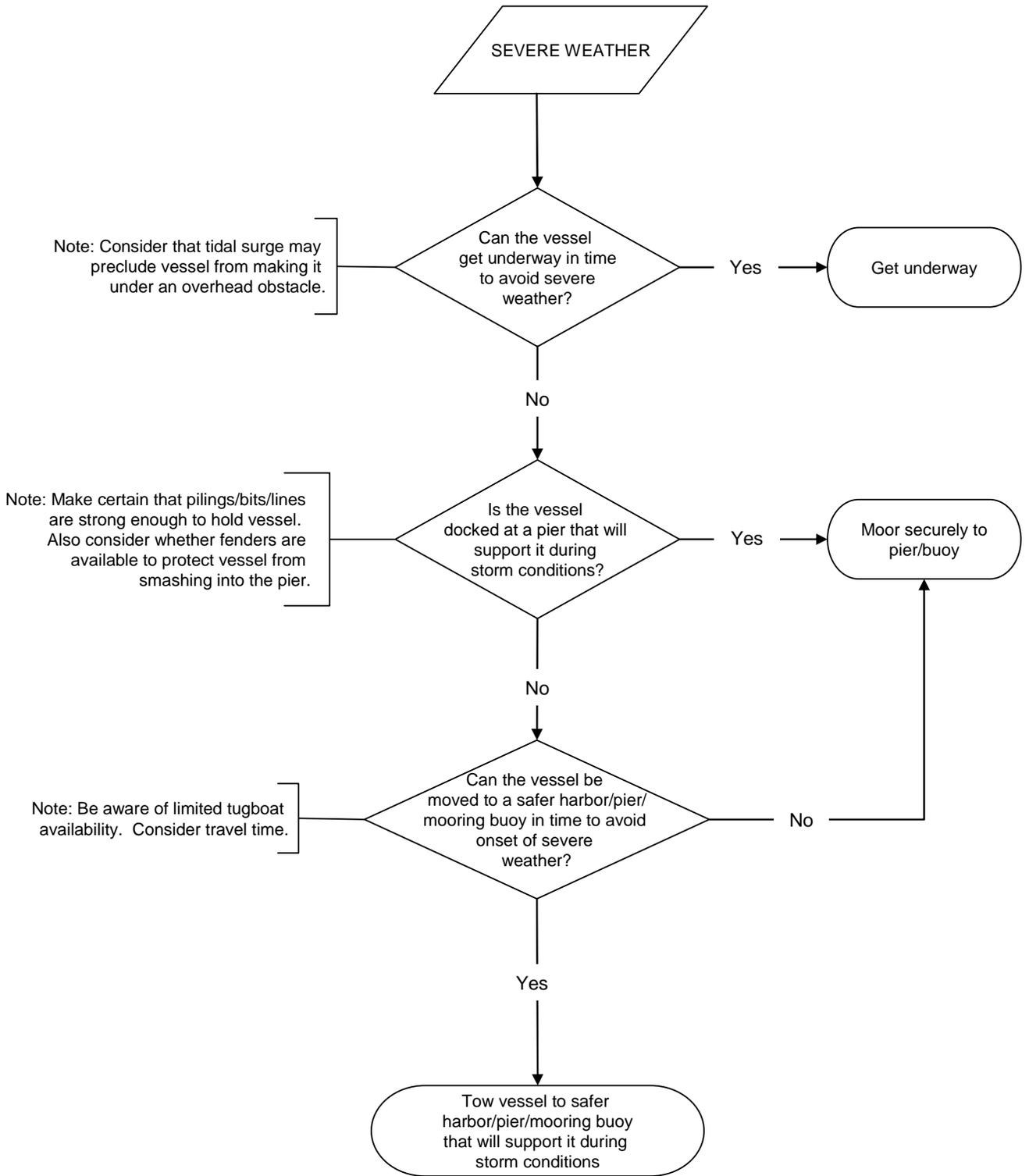


FIGURE 1. ASSESSMENT OF WHETHER VESSEL CAN GET UNDERWAY

### Option 2: Moor Vessel to Pier or Buoy

This option may be the next best option to getting underway depending on the condition of the dock and its mooring. For dockside availabilities, the vessel is already in the water. For drydock availabilities, and in the majority of circumstances, if the vessel is capable of going into the water, it should be taken out of the docking facility and placed in the water (see Figure 2 and Figure 3).

If the vessel is determined to be able to enter the water, determine the feasibility of mooring the vessel to a pier or mooring buoy.

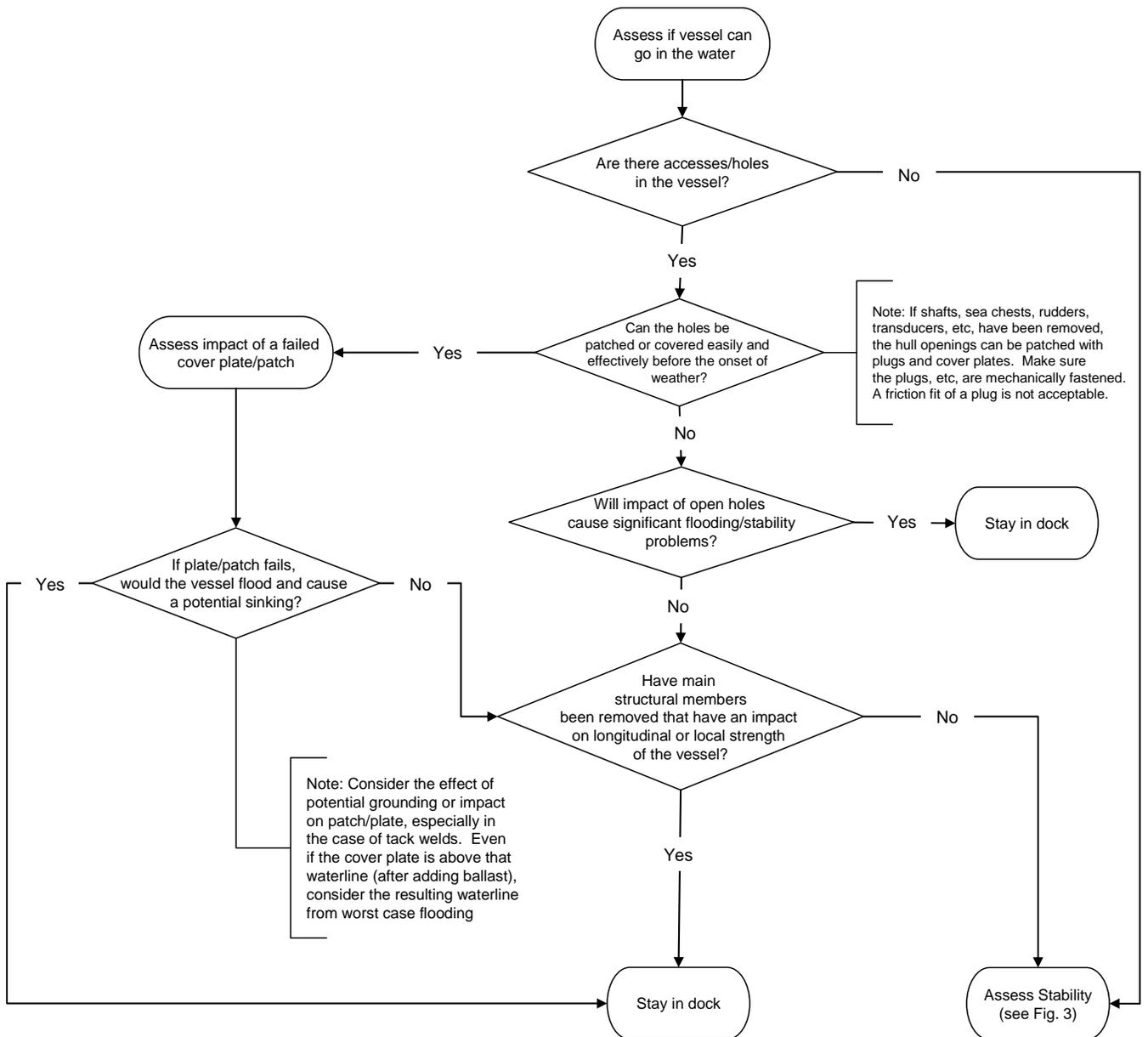


FIGURE 2. ASSESSMENT OF WHETHER VESSEL CAN GO IN THE WATER: WATERTIGHT INTEGRITY

# SFLC NED – 0000-01

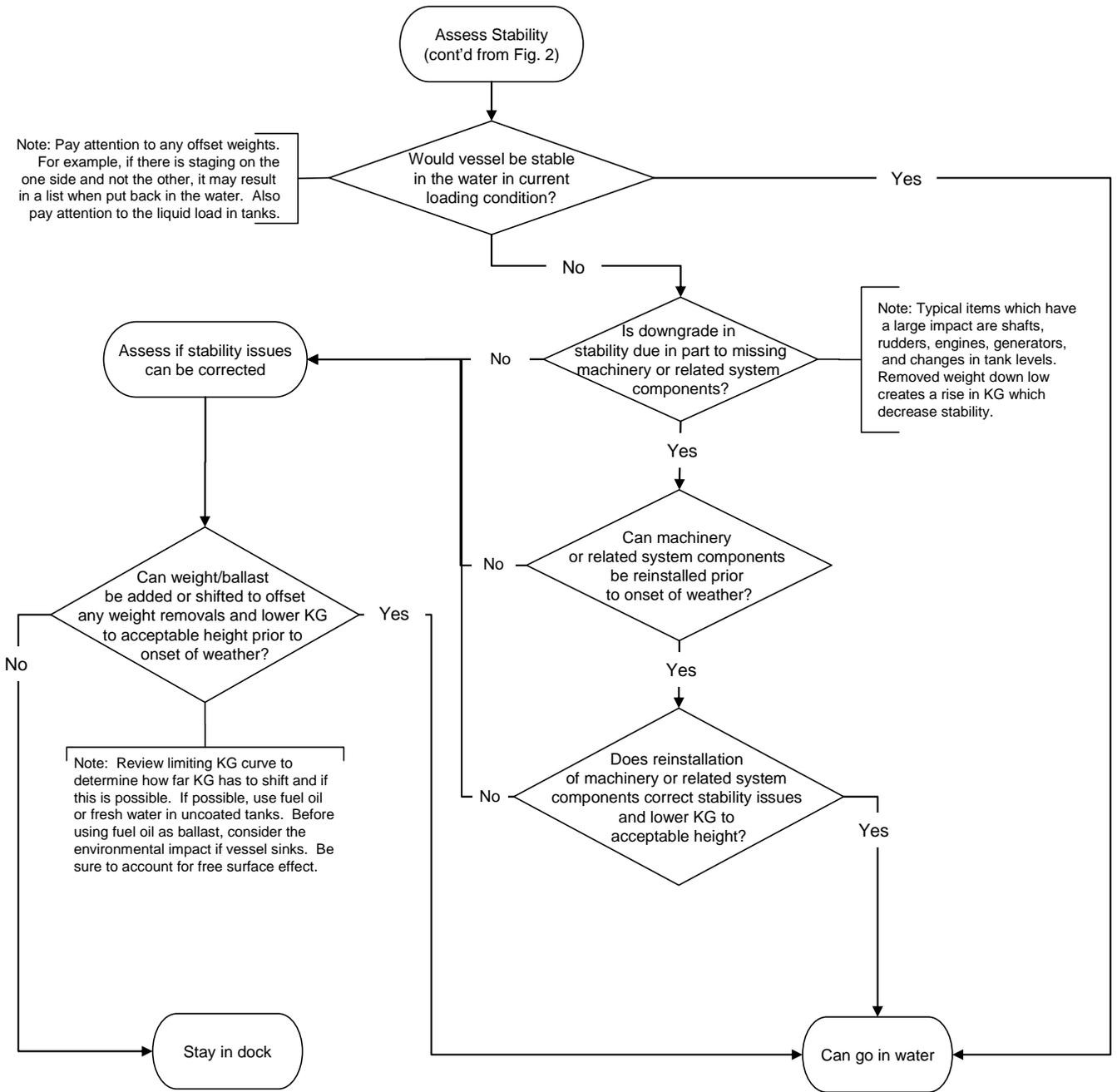


FIGURE 3. ASSESSMENT OF WHETHER VESSEL CAN GO IN THE WATER: STABILITY

## SFLC NED – 0000-01

Some other critical considerations that pertain to the decision of mooring the vessel to a pier/anchor buoy are as follows:

- Pier Availability. Is there a pier nearby to where the vessel can be towed? Are tugboats available to undock the vessel and tow it to the pier?
- Pier Strength. Will the pier be able to hold the vessel during the storm? Are the pilings/bits strong enough to hold the vessel to the pier during the strongest part of the storm? Are there buoy anchors to tie lines to the vessel?
- Pier Protection. Are there any fenders which may help protect the vessel from smacking into the pier?
- Mooring Lines. Are heavy weather mooring lines strong enough to withstand the forces from the storm available? If the vessel is moored to a pier, is there a possibility the mooring lines may part and the vessel float away?

If the vessel stability and watertight/structural integrity can be corrected in a timely manner, the vessel can go in water (see Figure 2, Figure 3, and [Checklist 2](#)). Discussion for Option 1 and [Checklist 1](#) can help to determine if the vessel can get underway or should be moored to a pier/mooring buoy. If the vessel cannot go in the water, then it should stay in the dock. Proceed to discussions for Option 3 to assess concerns for staying in dock.

### **Option 3: Stay in Drydock**

For the majority of circumstances, if the vessel is capable of going into the water, it should be taken out of the docking facility and placed in the water. The discussion for Option 2 (see Figure 2 and 3) and the associated checklist (see [Checklist 2](#)) are used to determine if the vessel can go in the water and the feasibility of mooring the vessel to a pier or mooring buoy. If the vessel cannot be made watertight, or there is not a pier available that can adequately support the vessel, then it will have to ride out the storm in the dock. However, regardless of whether it is determined that the vessel can or cannot enter the water, the areas of concern for the type of drydock facility (graving dock, floating drydock, marine railway, or on land) the vessel is in should be reviewed.

# SFLC NED – 0000-01

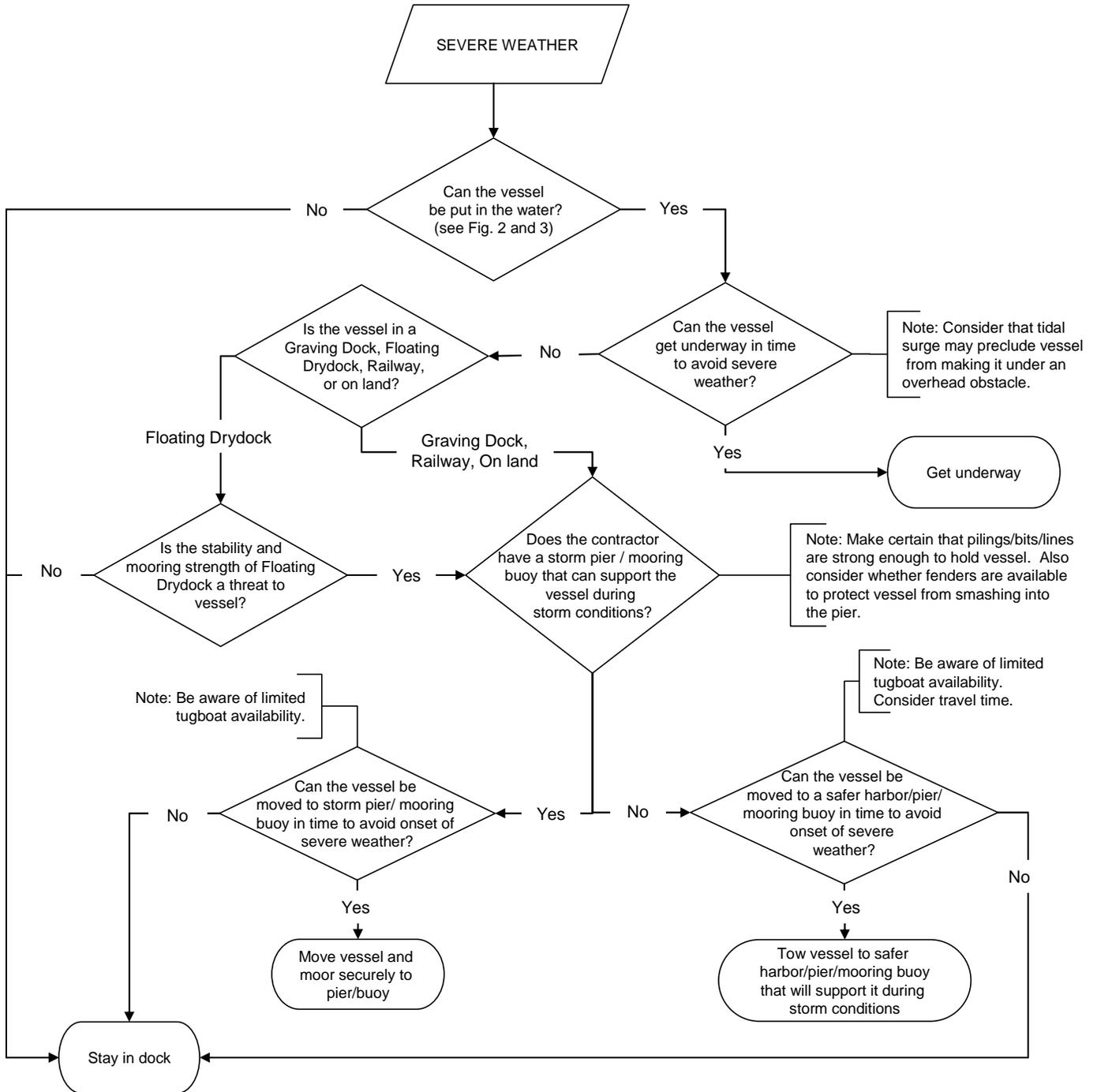


FIGURE 4. ASSESSMENT OF WHETHER VESSEL CAN LEAVE DOCK

## **Graving Dock**

If the vessel can be put into the water, it will be safer than riding out the storm in this type of docking facility. If the vessel cannot go in the water consider the following:

- Flooding. Is the tidal surge supposed to be above the gate? By how much? If the tidal surge is projected to be greater than the gate, the dock will experience flooding. This could have an adverse effect on the vessel if any breaches in the vessel's watertight integrity cannot be patched. If permanent covers cannot be attached to any/all of the holes in the vessel, attach temporary covers as best as possible. Also consider holes in the vessel above the waterline.
  - Is emergency power available for the pumps? The graving facility provides a rather protective environment for the vessel with the exception of flooding. If a chance of flooding is possible, the pumps may be able to keep flooding to a minimum. Assess the projected amount of flooding vice the pumping capacities of the pumps. Even if pumps are available, try to rid the vessel of all electronic equipment and any other important equipment/documents that may be damaged by water. Keep in mind the possibility of a loss of power and locations where emergency power will be available.
- Wind. For graving facilities, wind does not pose as great a threat to the vessel as flooding.

If the vessel is in a graving dock facility, and it is possible to do so, use [Checklist 2](#) as a guide to put the vessel in the water and moor to a pier or mooring buoy. If the vessel cannot go in the water, keep the vessel in the dock and proceed with [Checklist 3](#) to keep the vessel in a graving dock facility.

## **Floating Drydock**

This is potentially one of the safest docking facilities during a storm. It may be more favorable to ride out storm in this type of dock than moored to a pier/buoy. Consider the following:

- Wave height. What is the freeboard of the dock? What is the projected wave height from the storm? If the wave height is projected to be higher than the freeboard of the dock, there will be water on the deck. While flooding may pose an issue, stability is an even greater concern in this situation: water on the deck can raise KG, which will degrade the stability of the dock.
- Winds/Currents. Will the strength of the mooring system be greater than the projected combined forces of the current and the wind? Will the mooring system be able to handle a rise in the water level based on tidal surge predictions? The biggest concern with regard to the strength of the mooring system is that if the wind and current generated from the hurricane are stronger than the dock's mooring system, the dock, along with the vessel, will float away.
- Wing walls. What is the condition of the wing walls? Check the condition of the wing walls and verify that they will be able to withstand the projected force of the winds. If using the wing walls as support for the vessel against wind by placing structures between the vessel and the wing walls to hold the vessel in place, consider the possibility of the wing walls collapsing and the structures piercing holes in the vessel.

## SFLC NED – 0000-01

If the stability and the mooring strength of the floating dock is not a threat to the vessel and the vessel cannot go in the water, use [Checklist 4](#) as guidance to keep the vessel in the floating dock facility. If the vessel can go in the water and the stability and/or mooring strength of the floating dock is a threat to the vessel, use [Checklist 2](#) as guidance to put the vessel in the water and moor to a pier or mooring buoy.

### **Marine Railway**

A vessel is least protected from the weather when it is in a marine railway dock. If the vessel can be put into the water, it will be potentially safer than riding out the storm in this type of docking facility. If the vessel cannot go in the water consider the following:

- Flooding. What is the height of the blocks above the water level? If the water level is expected to rise higher than the blocks, flooding will be a concern. If permanent closures cannot be attached to any breaches in watertight integrity, temporary closures should be used to protect the vessel against flooding. In addition, try to take all electronics and any other important equipment/documents off the vessel to prevent water damage.
- Wind. What is the condition of the platform?
  - Stability. Wind could potentially have an adverse effect on the vessel's and the dock's stability. Verify that the projected wind speed is similar to that used in the calculations for the overturning moment for both the blocking support of the vessel and the cradles on the rails. If not, recalculate using the predicted wind speed to determine if the vessel's or dock's stability will be in danger.
  - Debris damage. A vessel is the most exposed in a railway facility. Determine if there are loose items in the contractor facility or in the general vicinity that could become airborne due to the wind and be blown into the vessel. If yes, discuss options to protect the more sensitive areas of the ship such as windows, outside electronics, etc.

If the vessel is in a marine railway docking facility and it is possible to do so, put the vessel in the water and moor to a pier or mooring buoy, using [Checklist 2](#) as guidance. If the vessel cannot go in the water, keep the vessel in the railway docking facility, using [Checklist 5](#) as guidance.

### **On Land**

In this situation, the main concern is flooding. If the water level is predicted to rise to the vessel's level, all accesses to the ship should be covered up as best possible. In this type of docking facility, if possible, secure the vessel to the cradle. If the vessel floats, then the cradle will float with it. The vessel should be anchored with a two point mooring on the ground.

If a vessel is on blocks/in a cradle on land, the vessel can stay in the dock. Use [Checklist 6](#) as a guide to keep the vessel in an on-land docking facility.

## **GENERAL ITEMS OF CONCERN**

### **Small Boats**

#### ***Safe Storage***

Discuss options for safe storage of the vessel's small boats. If the small boats are to be stored in a covered facility, the water level may rise to the level of the overhead and crush the small boat.

If the small boats are to be stored outside, consider the possibilities of flooding due to rainfall and waves. Make sure boats are secured to a pier, however, use hurricane sized lines with long lead angles so the boat can rise/lower with the rising/falling water levels. In addition, tie off lines as low as possible to any mooring posts to prevent large moments.

### **Government Furnished Property (GFP)**

#### ***Safe Storage***

If the contracting site needs to be evacuated, try to store all GFP in a facility that can protect the GFP from theft as well as flooding. If necessary, relocate the more costly or long lead time GFE to an alternate location which may provide more protection than at the storm site.

### **Post Storm Damage Assessment**

Prior to the onset of the storm, have a plan to access the vessel and be able to assess any damage once the storm has left the area. Consider using the following as part of the plan:

- Aerial fly by
- John Boat
- Dewatering pump local access
- Salvage/dive crew
- Technical Representative Evaluations. If damage is predicted to be inevitable to a certain piece(s) of equipment, discuss the need to pre-arrange a Technical Representative visit for when the storm has passed.

## SFLC NED – 0000-01

### CHECKLIST 1: PUT THE VESSEL IN THE WATER AND GET UNDERWAY

**Vessel Condition:**

	Conduct a thorough hull inspection to verify watertight integrity. At a minimum, check:
	Rudder Posts
	Shafts
	Skin Valves
	Access Holes
	Transducer Well
	Bow Prop
	Stabilizer Fins
	Set Zebra

**Stability:**

	Prior to making any weight adjustments in the dock, consult the Dockmaster
	Verify the vessel is stable for undocking AND riding out the storm:
	Determine the effect on stability due to removal of equipment. Correct by adding weight accordingly.
	Remove any unnecessary staging that may be topside.
	Ballast tanks as necessary. For any uncoated tanks, use freshwater or fuel oil
	Verify that limiting KG is higher than calculated KG.
	Follow liquid load diagram
	Fill designated tanks to 100% capacity to avoid free surface effect

## SFLC NED – 0000-01

### Logistics Preparations:

	Top off fuel as available
	Top off stores as needed
	Recall Crew
	Ensure small boats are cradled back onboard the vessel
	Relocate excess GFE to a safe storage location
	Contact local tugboats for initial departure from dry dock (complete as early as possible to ensure tug boats are available)
	Determine safe location for vessel evacuation and time to get there
	Remove Shore Tie(s)
	Ensure removal of lines and hoses extending through watertight closures
	Ensure Emergency diesel generator is operational
	Ensure Fire pumps are operational

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**CHECKLIST 2: PUT THE VESSEL IN THE WATER AND MOOR TO A PIER OR MOORING BUOY**

**Watertight Integrity:**

	Conduct a thorough hull inspection to verify watertight integrity. At a minimum, check:	
		Rudder Posts
		Shafts
		Skin Valves
		Access Holes
		Transducer Well
		Bow Prop
		Stabilizer Fins
	Set Zebra	
	Ensure removal of lines and hoses extending through watertight closures	

**Shore Ties:**

	Ensure all shore ties are disconnected, including the following:	
		Power
		Grounds
		Sewage/Waste Water
		Potable Water
		Firemain
		Phone Lines/Internet Connection

## SFLC NED – 0000-01

### Stability:

Prior to making any weight adjustments in the dock, consult the Dockmaster	
	Verify the vessel is stable for undocking AND riding out the storm.
	Determine the effect on stability due to removal of equipment. Correct by adding weight accordingly.
	Remove any unnecessary staging that may be topside.
	Ballast tanks as necessary. For any uncoated tanks, use freshwater or fuel oil
	Follow liquid loading diagram
	Fill designated tanks to 100% capacity to avoid free surface effect
	Verify that limiting KG is higher than calculated KG.

### Securing Methods:

	Inspect Mooring Gear
	Lines
	Triple up mooring lines
	Use long lead angles
	Use Heavy Weather lines
	Anchor Chain

### Set Heavy Weather Bill:

	Place protective coverings over windows/portholes
	Cover exhaust stacks/intakes
	Remove accessory topside gear
	Relocate excess GFP to safe storage location (see <a href="#">GFP</a> section under General Items of Concern)
	If small boats are not on vessel, ensure small boats are stored in a safe location. (see <a href="#">Small Boats</a> section under General Items of Concern)

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### Post Hurricane Procedures:

	Discuss options for accessing ship after the storm. (See <a href="#">Post Storm Damage Assessment</a> section under General Items of Concern)
	Conduct damage assessment throughout entire vessel.
	Re-dock vessel in drydock.
	Evaluate the condition of the drydock and all supporting facilities. Re-inspect or re-certify as necessary.

**CHECKLIST 3: KEEP THE VESSEL IN A GRAVING DOCK**

**Shore Ties:**

	Ensure all shore ties are disconnected, including the following:
	Power
	Grounds
	Sewage/Waste Water
	Potable Water
	Firemain
	Phone Lines/Internet Connection

**Watertight Integrity:**

	Conduct a thorough hull inspection and make best effort to preserve watertight integrity. At a minimum, check:
	Rudder Posts
	Shafts
	Skin Valves
	Access Holes
	Transducer Well
	Bow Prop
	Stabilizer Fins
	Any accesses above the waterline
	Set Zebra as best as possible
	Ensure removal of lines and hoses extending through watertight closure as best as possible

## SFLC NED – 0000-01

### Set Heavy Weather Bill:

	Secure protective coverings over windows/portholes
	Cover exhaust stacks/intakes
	Remove accessory topside gear
	Relocate GFE and Small boats to a safe storage location (see <a href="#">small boats</a> and <a href="#">GFP</a> under Items of Concern)
	Remove/relocate all electronics/equipment and important documents that could potentially experience water damage.

### Post-Hurricane Procedures:

	Discuss options for accessing ship after the storm. (See <a href="#">Post Storm Damage Assessment</a> section under General Items of Concern)
	Conduct damage assessment throughout entire vessel.

**CHECKLIST 4: KEEP THE VESSEL IN A FLOATING DRY DOCK**

**Shore Ties:**

	Ensure all shore ties are disconnected, including the following:
	Power
	Grounds
	Sewage/Waste Water
	Potable Water
	Firemain
	Phone Lines/Internet Connection

**Watertight Integrity:**

	Conduct a thorough hull inspection and make best effort to preserve watertight integrity. At a minimum, check:
	Rudder Posts
	Shafts
	Skin Valves
	Access Holes
	Transducer Well
	Bow Prop
	Stabilizer Fins
	Any accesses above the waterline
	Set Zebra as best as possible
	Ensure removal of lines and hoses extending through watertight closures as best as possible

## SFLC NED – 0000-01

### Securing Methods:

	Secure ship to dock (If the dock has been considered to be safe from flooding, then flooding should not be an issue with vessel, as it will rise and fall as the dock rises and falls with the changing water level)
	Strap vessel to blocks
	Weld pad eyes to hull and secure to dock, if necessary.
	If possible, add side column post supports (see <a href="#">Floating Drydock</a> section for discussion of wing walls).
<b>**Consult Dockmaster prior to any weight changes!!</b>	

### Set Heavy Weather Bill:

	Secure protective coverings over windows/portholes
	Cover exhaust stacks/intakes
	Remove accessory topside gear
	Relocate GFE and Small boats to a safe storage location (see <a href="#">small boats</a> and <a href="#">GFP</a> under Items of Concern)
	Remove/relocate all electronics/equipment and important documents that could potentially experience water damage.
	Remove/relocate any barges or floating equipment away from the vessel/dock

### Post-Hurricane Procedures:

	Discuss options for accessing ship after the storm. (See <a href="#">Post Storm Damage Assessment</a> section under General Items of Concern)
	Conduct damage assessment throughout entire vessel.

**CHECKLIST 5: KEEP THE VESSEL IN A MARINE RAILWAY DOCKING FACILITY**

**Shore Ties:**

	Ensure all shore ties are disconnected, including the following:
	Power
	Grounds
	Sewage/Waste Water
	Potable Water
	Firemain
	Phone Lines/Internet Connection

**Watertight Integrity:**

	Conduct a thorough hull inspection and make best effort to preserve watertight integrity. At a minimum, check:
	Rudder Posts
	Shafts
	Skin Valves
	Access Holes
	Transducer Well
	Bow Prop
	Stabilizer Fins
	Any accesses above the waterline
	Set Zebra as best as possible
	Ensure removal of lines and hoses extending through watertight closures as best as possible

**Securing Methods:**

**\*\*Consult Dockmaster prior to any weight changes!!**

## SFLC NED – 0000-01

### Set Heavy Weather Bill:

	Secure protective coverings over windows/portholes
	Cover exhaust stacks/intakes
	Remove accessory topside gear
	Relocate GFE and Small boats to a safe storage location (see <a href="#">small boats</a> and <a href="#">GFP</a> under Items of Concern)
	Remove/relocate all electronics/equipment and important documents that could potentially experience water damage.
	Secure/relocate any loose equipment/debris which could possibly become airborne due to winds. Discuss options for protecting ship against flying debris.

### Post-Hurricane Procedures:

	Discuss options for accessing ship after the storm. (See <a href="#">Post Storm Damage Assessment</a> section under General Items of Concern)
	Conduct damage assessment throughout entire vessel.

**CHECKLIST 6: KEEP THE VESSEL IN AN ON-LAND (ON BLOCKS OR IN A CRADLE) DOCKING FACILITY**

**Shore Ties:**

	Ensure all shore ties are disconnected, including the following:
	Power
	Grounds
	Sewage/Waste Water
	Potable Water
	Firemain
	Phone Lines/Internet Connection

**Watertight Integrity:**

	Conduct a thorough hull inspection and make best effort to preserve watertight integrity. At a minimum, check:
	Rudder Posts
	Shafts
	Skin Valves
	Access Holes
	Transducer Well
	Bow Prop
	Stabilizer Fins
	Any accesses above the waterline
	Set Zebra as best as possible
	Ensure removal of lines and hoses extending through watertight closures as best as possible

## SFLC NED – 0000-01

### Securing Methods:

	Secure vessel to the dock.
	Anchor docking facility to ground with two point mooring system.

### Set Heavy Weather Bill:

	Secure protective coverings over windows/portholes
	Cover exhaust stacks/intakes
	Remove accessory topside gear
	Relocate GFE and Small boats to a safe storage location (see <a href="#">small boats</a> and <a href="#">GFP</a> under Items of Concern)
	Remove/relocate all electronics/equipment and important documents that could potentially experience water damage.

### Post-Hurricane Procedures:

	Discuss options for accessing ship after the storm. (See <a href="#">Post Storm Damage Assessment</a> section under General Items of Concern)
	Conduct damage assessment throughout entire vessel.