

**United States Coast Guard  
Maintenance and Logistics Command, Atlantic  
(MLCA)**

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

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



**05/2006**

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## ABSTRACT

This document provides guidance on preparations concerning severe weather during a drydock or dockside 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 at:

<http://www.uscg.mil/mlclant/VDiv/specs/default.htm>

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

## REVISION RECORD

Revision Date	Summary Of Changes	INITIALS
05/19/06	Initial Release	MDB

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## REFERENCES

The following references were used to develop this document.

- A. Naval Ships' Technical Manual (NSTM) Chapter 997, Nov 1996, Docking Instructions and Routine Work in Dry Dock
- B. Coast Guard Maintenance and Logistics Command Atlantic (MLCA) Standard Specification 8634\_STD, 2004 Edition, Drydocking

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## FIGURES

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## Part 1. Introduction.

The following guidance is provided to help individuals make the best decisions they can concerning the preparations for severe weather such as storms, tropical storms and flooding when a cutter is in a drydock or dockside availability. Included in this guidance is a flow chart describing a proposed method of thought with checklists that help in making choices required by the flowchart. 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.

It is important to understand this document is written with generalizations so as to be as inclusive as possible considering most normal situations. 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 cutter during the availability, there are additional sections of this document which provides suggestions on other items such as GFE and aftermath suggestions.

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### Part 2. Flowchart.

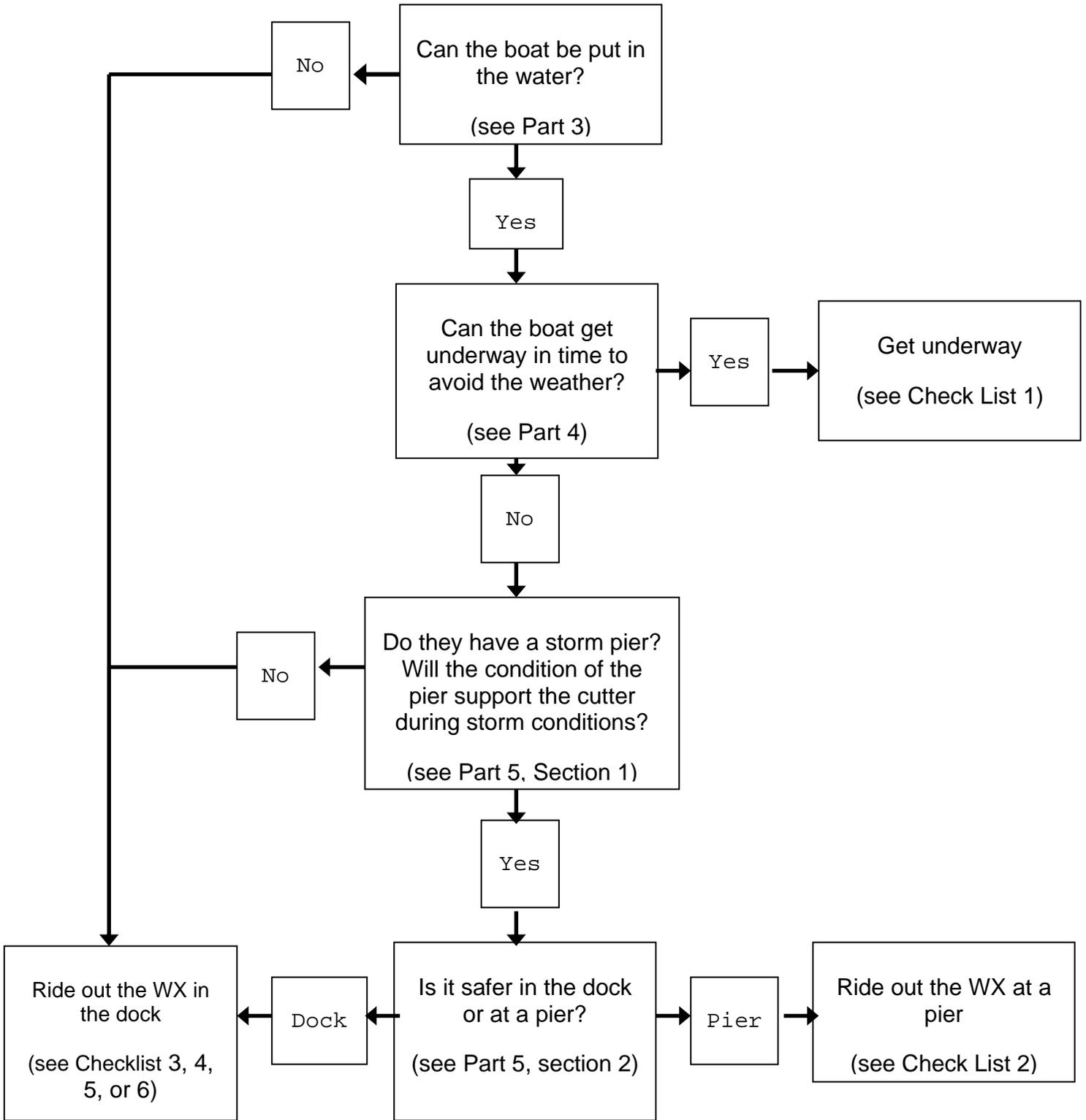
The following flowchart is provided to organize thoughts and assess risk to determine the answer of whether or not a cutter should flee, stay in the dock or be berthed at a pier. Some of the blocks may not be applicable, however if the process is followed, it should address the majority of concerns to be considered when making the decision.

Each block of the flowchart refers to a checklist that provides questions and some general discussion to help decide the answer to the question posed in the flow chart. There may be additional circumstances that exist which may affect the final answer that are not presented here. Comments or suggestions should be forwarded to the vessel specification branch of the MLC.

There are three general options available to a cutter that will be subject to severe weather.

1. Get the ship underway and move to an unaffected port/out to sea - *This is the best option as it eliminates all possibility of the cutter being damaged. It does have an impact on the duration of the contract. The risk is delaying the contract if the severe weather does not impact the subject area.*
2. Put ship in water and anchor or moor to a pier - *This option may be the next best option depending on the condition of the dock and its mooring. The overriding question is the risk to the cutter due to flooding less than to the dock. Answer the question where is the cutter safer or stand a better chance, in the dock or in the water?*
3. Keep in dry dock - *This option is directly tied to option 2. If the cutter cannot be made watertight or there isn't a good pier, then it will have to ride out the storm in the dock.*

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**FLOWCHART 1 – DECISION FLOWCHART**

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### Part 3. Can the cutter go in the water?

#### 1. Status of Hull/watertight integrity.

##### a. Are there accesses/holes in cutter?

(1) Can the holes be patched/covered up easily and effectively before the onset of the storm? *If no, then will the impact of those open holes cause significant flooding/stability problems? If this is the case, then stay in the dock.*

(2) Are they in areas that if just tacked into place a grounding or impact would flood the vessel where it normally it wouldn't. *Try to assess the potential impact of a failed cover plate. If the outcome of a failed plate is that the vessel will sink, then consider leaving it in the dock. Even if the cover plate is above the waterline (after adding any needed ballast), a resulting waterline from worse case flooding should be considered when looking at this.*

b. Other watertight issues: shafts, sea chests, rudders, transducers etc. *If removed, the hull openings can be patched with plugs and cover plates. Make sure the plugs etc are mechanically fastened. A friction fit of a plug is NOT acceptable.*

c. Structural Strength: *Have main structural members been removed (that don't effect watertight integrity) that have an impact on the longitudinal or local strength of the cutter. If so then the cutter should remain in the blocks.*

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### 2. Cutter stability:

- a. Will the current loading of the cutter have negative effects on the ship's stability were it to go back in the water? *Is there staging/equipment up high? Added weight up high will increase the KG of the vessel and decrease the stability of the vessel. Also pay attention to any offset weights. For example, is there staging on the STBD side which would result in a list when put back in the water. Have the tank levels been changed due to performed work which would change the KG location? Most items can be corrected by the contractor prior to re-floating, but they must be accounted for. Check Appendix F of Std Spec 8634\_STD for the Pre-docking Conference checklist and any arrival tank levels.*
- b. Will missing machinery significantly degrade the ship's stability? *Removed weight down low creates a rise in KG which decreases stability. Typical items which have a large impact are shafts/rudders/engines/tanks. Can machinery be re-installed prior to onset of storm? If no, can weight/ballast be added to offset weight removal and lower the KG?*
- c. If stability is an issue can it easily be corrected?
  - (1) Review limiting KG curve to determine how far KG has to shift and if this is possible.
  - (2) Ballast or add weights to correct stability issues. *Will current tank condition allow for ballasting? If possible, use fuel oil or fresh water in any uncoated tanks. When using liquid to compensate for ballast, be sure to account for free surface effect!! Before using fuel oil consider the environmental impact if the cutter sinks.*

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If cutter's stability and watertight/structural integrity can be corrected in a timely manner, the cutter CAN go in water. Proceed to [PART 4](#) to determine if the cutter can get underway or should be moored to a pier/mooring buoy. If the cutter CANNOT go in the water, then it should stay in the dock. Proceed to [PART 5](#) to assess the stability of the docking facility.

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## Part 4. Can the cutter get underway?

### 1. Condition of Cutter:

#### a. Propulsion system status

(1) Are the engines operable? Can they become operable in time for storm? *Consider oil system/fuel system and spares.*

(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.*

#### b. Command & Control Systems

(1) Is the Navigation equipment operable? This includes radar & nav systems (chart plotter/depth sounder, speed log etc) *Can it become operable in time for onset of weather?*

(2) Are comms operable? *Is there a temporary or portable unit that could be carried?*

#### c. Emergency Systems

(1) Are fire fighting 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-250's/P-100's).*

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(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 minimal crew available to get cutter 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 cutter, then do not get cutter underway.*

### 3. Location/Logistics

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

b. Does cutter have sufficient fuel for desired location? *If no, is fuel available for cutter to take on enough for desired transit time?*

c. Does the cutter have sufficient stores/water to be able to make a safe transit? *If no, can cutter acquire enough stores in time to get underway and reach a safe haven?*

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d. Is there a part of the transit that requires a tug due to narrow channels? Is there a bridge that had a tight vertical clearance coming in? *Tugs may be hard to come by to escort the cutter out. Verify early. If the tidal surge has started to happen or is expected to by the time the cutter is expected to depart, the cutter might not be able to make it under an overhead obstacle.*

4. Can the cutter be towed? *If the cutter 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 the cutter is ready to be towed.*

If engine and navigation equipment are operable and all necessary logistics can be completed prior to onset of storm, use [Checklist 1](#) as a guideline to GET THE CUTTER UNDERWAY. If engines/navigation equipment cannot become operable and/or logistics cannot be completed prior to onset of storm, consider towing. If it cannot be towed, explore if it is better in the water at a local pier or in the dock, [PART 5](#).

## Part 5. Should the cutter go in the water or stay in the dock?

*For the majority of circumstances, if the cutter is capable of going into the water, it should be taken out of the docking facility and placed in the water. However, this section still addresses different items of concern for each type of drydocking facility, especially if the cutter cannot be placed in the water. By following this checklist, it has already been determined if the cutter can go in the water. If so, start at section 1 to determine the feasibility of mooring the cutter to a pier or mooring buoy. Then, regardless of whether or not the cutter is able to go in the water, go to section 2 discussions for the major areas of concern for each type of docking facility.*

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

Will the cutter be safer moored to a pier or in the dock?  
Graving, Floating, Railway, or On land in a Cradle

2. Status of docking facility. Is it probable the docking facility will fail?
  - a. Docking facilities

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(1) Graving. *If the cutter can be put into the water, it will be safer than riding out the storm in this type of docking facility. If the cutter cannot go in the water consider the following:*

(a) 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 cutter if any breaches in the cutter's watertight integrity cannot be patched. If permanent covers cannot be attached to any/all of the holes in the cutter, attach temporary covers as best as possible. Also consider holes in the cutter above the waterline.*

*(i) Is emergency power available for the pumps? The graving facility provides a rather protective environment for the cutter 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 cutter 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.*

(b) Wind. *For graving facilities, wind does not pose as great a threat to the cutter as flooding.*

If the cutter is in a graving dock facility, and it is possible to do so, use [Checklist 2](#) as a guide to PUT THE CUTTER IN THE WATER AND MOOR TO A PIER OR MOORING BUOY. If the cutter cannot go in the water, keep the cutter in the dock and proceed with [Checklist 3](#) to KEEP THE CUTTER IN A GRAVING DOCK FACILITY.

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- (2) Floating. This is potentially one of the safest docking facilities during a storm.
- (a) 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.*
- (b) 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 cutter, will float away.*
- (c) 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 cutter against wind by placing structures between the cutter and the wing walls to hold the cutter in place, consider the possibility of the wing walls collapsing and the structures piercing holes in the cutter.*

If the stability and the mooring strength of the floating dock is not a threat to the cutter and the cutter cannot go in the water, use [Checklist 4](#) as guidance to KEEP THE CUTTER IN THE FLOATING DOCK FACILITY. If the cutter can go in the water and the stability and/or mooring strength of the floating dock IS a threat to the cutter, use [Checklist 2](#) as guidance to PUT THE CUTTER IN THE WATER AND MOOR TO A PIER OR MOORING BUOY

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- (3) Railway. A cutter is least protected from the weather when it is in a railway dock. If the cutter can be put into the water, it will be potentially safer than riding out the storm in this type of docking facility. If the cutter cannot go in the water consider the following:
- (a) 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 cutter against flooding. In addition, try to take all electronics and any other important equipment/documents off the cutter to prevent water damage.
- (b) Wind. What is the condition of the platform?
- (i) Stability. Wind could potentially have an adverse effect on the cutter'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 cutter and the cradles on the rails. If not, recalculate using the predicted wind speed to determine if the cutter's or dock's stability will be in danger.

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- (ii) Debris damage. *A cutter 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 cutter. If yes, discuss options to protect the more sensitive areas of the ship such as windows, outside electronics, etc.*

If the cutter is in a railway docking facility and it is possible to do so, PUT THE CUTTER IN THE WATER AND MOOR TO A PIER OR MOORING BUOY, using [Checklist 2](#) as guidance. If the cutter cannot go in the water, KEEP THE CUTTER IN THE RAILWAY DOCKING FACILITY, using [Checklist 5](#) as guidance.

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

If a cutter is on land in a cradle, the cutter can stay in the dock. Use [Checklist 6](#) as a guide to KEEP THE CUTTER IN AN ON LAND DOCKING FACILITY.

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## Part 6. General Items of Concern.

### 1. Small Boats

a. Safe storage. Discuss options for safe storage of cutter's small boats.

- (1) 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.
- (2) 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.

### 2. Government Furnished Property (GFP)

a. 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.

### 3. Post Storm damage assessment

a. Prior to the onset of the storm, have a plan to access the cutter in order to assess any damage once the storm has left the area.

- (1) Aerial fly by
- (2) John Boat
- (3) Dewatering pump local access
- (4) Salvage/dive crew

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- (5) 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.

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## Checklist 1: Put the Cutter 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:

<b>Prior to making any weight adjustments in the dock, consult the Dockmaster</b>		
	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 up high.
		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

### Logistics Preparations:

	Top off fuel as available	
	Top off stores as needed	
	Recall Crew	

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	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 ( <b>complete as early as possible to ensure tug boats are available</b> )
	Determine safe location for vessel evacuation and time to get there

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### Checklist 2: Put the Cutter 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	

**Shore Ties:**

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

**Stability:**

<b>Prior to making any weight adjustments in the dock, consult the Dockmaster</b>		
	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 up high.

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		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 cutter, ensure small boats are stored in a safe location. (see <a href="#">Small Boats</a> section under General Items of Concern)

### 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.

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### Checklist 3: Keep the Cutter 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	

#### 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</a> )	

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	<a href="#">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.

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### Checklist 4: Keep the Cutter in a Floating 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	

#### 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 cutter, as it will rise and fall as the dock rises and falls with the changing water level)	
		Strap cutter to blocks

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	Weld pad eyes to hull and secure to dock, if necessary.
	If possible, add side column post supports (see section 5.2.a.(2).(c) 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.

### 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.

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### Checklist 5: Keep the Cutter in a 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	

#### Securing Methods:

<b>**Consult Dockmaster prior to any weight changes!!</b>	
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#### Set Heavy Weather Bill:

	Secure protective coverings over windows/portholes
	Cover exhaust stacks/intakes

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	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.

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### Checklist 6: Keep the Cutter in an On Land, 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	

**Securing Methods:**

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

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### 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.