



Hurricane Prep, Part II – The Boat

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We've written a few times about what you should do to prepare for hurricanes, "hurry-canes" (as I call these squalls that blow through at 40-60mph and are gone in a 'hurry') and just good stiff blows... (see SSP, "Hurricanes on Long Island", 11/1/07; see SSP, "Preparing Again for Hurricanes", 8/20/08; see SSP, "Hunkering Down on Long Island – 2010", 9/8/10.) They were largely about what you and your family should do (like never stay on the boat nor drive through running water.) What about the boat? Tis the season of heavy weather. This column is about that.

Let Me Say It Again...

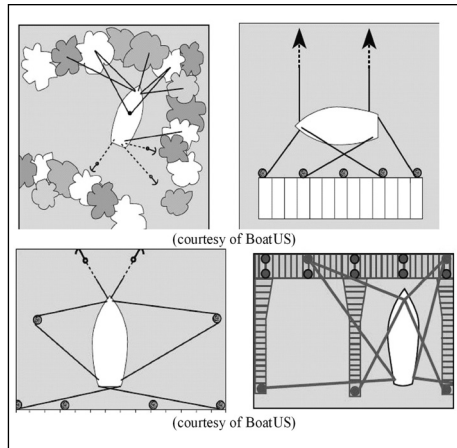
Never stay on the boat. I know. There are old timers that swear by it. "I've saved my boat every time when others were lost." With absolute certainty, it is simply because the winds – and seas – never exceeded the operational capacity of the engines. But when they do, you will be lost with the boat. The boat is just money. You are someone. If you care about the people who care about you, read on – and leave the boat behind while you take your loved ones to high ground.

The Spider Web of Lines

If you can't get the boat out of the water and on to "the hard", then you are compelled to protect her in her natural element – the water. But the sea presents forces magnified beyond the speed of the wind – it is the momentum of the wind-driven seas and the tidal

surge. The storm tide is added to the astronomical tides. And when those waves hit something solid, they generate force dozens of times more powerful than wind of the same speed. Andrew generated a storm tide of 17 feet. Camille in 1969? 24 feet.

While nothing will save the boat from that, the vast majority of storm-driven tidal surges are significant but really fractions of that. o, with a "spider web of lines", you can create a fighting chance that your beauty will ride out the storm.



What is common to all these configurations is lots of lines and long expanses of them. In three of them, you can also see that multiple anchors are used as well. The longer lines are there to address the tidal surge. The additional lines are there for back-up. Losing one

line to stress doesn't completely undo everything you've done.

Chafe Guards

Without doubt, you will need chafe guards of some kind since the storm will put extreme stresses on the lines where they are wrapped around the cleats and chocks. Your ground tackle too will need additional chafe protection. Think of the storm as putting a summer's worth of stress on your lines – for every hour of 'blow.' If you go through a set of lines every two summers, they will never withstand a half-day of a serious 'blow.' And that is assuming that they are new.

What to use? The universal winner-take-all is old garden hose. Lay the line through a length of hose and lay that through the chock or along the toe rail where your line crosses the gunwale on its way to a cleat on the dock. In a pinch, duct tape (a TON of it) works really well. And it is more pliable than garden hose. For the aficionados, they will hate it because it looks like hell – but it works. BTW, while you can (now!), be sure that the cleats on the boat and on the dock are through-bolted with a backing plate. If not, they will become high-speed guided missiles as they fly out of their bedding under strain. And the boat will be free... No garden hose? Improvise. Leather straps. Rags. Anything helps, just some things help more than others.

Cut Your Windage

Do whatever you can to lower the boat's profile to the wind. Take down the bimini cover and lash it. If you can't, open the windows. Take down the antennas. Even that little bit of additional windage can tip the balance. A sailboat? I know I don't need to say that you must stow all the sails, even the furled ones, below or ashore. If the boat has dorades or cowls, seal them. Wind – or wind-driven water – getting below at high speed can't be good. Duct tape... And take in all the electronics and seal the boat's electrical leads with tape.

Fenders and Fender Boards

Yes. As many as possible, put them out. I always suggest that they be secured to the boat, rather than the dock. If the boat does break free, at least she is taking some of her protection with her.

In Summary

Make a check list – now. If you need one, email me below and I will send you one. Do you want a copy of the BoatUS guide for boat and marina owners? Email me below and I'll send that too.

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, who are in charge of new members matters, at DSO-HR and we will help you "get in this thing..."

Tides for Moriches Inlet starting with October 31, 2012

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 31	Low	1:56 AM	0.1	7:21 AM	Set	99
31	High	8:15 AM	3.3	5:48 PM	Rise	99
31	Low	2:40 PM	0.1			
31	High	8:44 PM	2.8			
Thur. 1	Low	2:32 AM	0.2	7:22 AM	Set	96
1	High	8:50 AM	3.2	5:47 PM	Rise	96
1	Low	3:18 PM	0.2			
1	High	9:26 PM	2.7			
Fri. 2	Low	3:08 AM	0.3	7:23 AM	Set	91
2	High	9:26 AM	3.1	5:46 PM	Rise	91
2	Low	3:55 PM	0.3			
2	High	10:10 PM	2.5			
Sat. 3	Low	3:44 AM	0.4	7:24 AM	Set	86
3	High	10:03 AM	3.0	5:45 PM	Rise	86
3	Low	4:33 PM	0.4			
3	High	10:56 PM	2.5			
Sun. 4	Low	3:20 AM	0.5	6:26 AM	Set	78
4	High	9:47 AM	2.9	4:43 PM	Rise	78
4	Low	4:14 PM	0.5			
4	High	10:45 PM	2.4			
Mon. 5	Low	4:03 AM	0.7	6:27 AM	Set	70
5	High	10:35 AM	2.8	4:42 PM	Rise	70
5	Low	5:04 PM	0.5			
5	High	11:34 PM	2.4			
Tues. 6	Low	4:58 AM	0.7	6:28 AM	Set	61
6	High	11:27 AM	2.8	4:41 PM	Rise	61
6	Low	6:03 PM	0.5			
Wed. 7	High	12:23 AM	2.5	6:29 AM	Set	51
7	Low	6:12 AM	0.7	4:40 PM		51
7	High	12:21 PM	2.8			
7	Low	7:05 PM	0.5			
Thur. 8	High	1:15 AM	2.7	6:30 AM	Rise	41
8	Low	7:24 AM	0.6	4:39 PM	Set	41
8	High	1:18 PM	2.9			
8	Low	8:00 PM	0.3			
Fri. 9	High	2:09 AM	2.9	6:32 AM	Rise	31
9	Low	8:26 AM	0.4	4:38 PM	Set	31
9	High	2:18 PM	2.9			
9	Low	8:50 PM	0.1			
Sat. 10	High	3:04 AM	3.2	6:33 AM	Rise	21
10	Low	9:21 AM	0.1	4:37 PM	Set	21
10	High	3:19 PM	3.0			
10	Low	9:38 PM	-0.1			
Sun. 11	High	3:58 AM	3.4	6:34 AM	Rise	13
11	Low	10:15 AM	-0.1	4:36 PM	Set	13
11	High	4:16 PM	3.1			
11	Low	10:26 PM	-0.2			



FISHING WITH TONY

CONGRESS TO BLAME FOR BLACK SEA BASS CLOSURE

by TONY SALERNO

The black sea bass fishery is rebuilt. However, the stock is too healthy for anglers to go fishing.

According to the Mid Atlantic Fishery Management Council (MAFMC), there are simply too many black sea bass along the East Coast which has led to too much angler success. Because the stock is so healthy, NOAA Fisheries will have no choice but to shut the fishery down for the next four months while considering how to take a huge chunk of the allowable catch away from anglers in 2013.

The Recreational Fishing Alliance (RFA) says credit for this fisheries fiasco can be given to the 109th Congress which convened from 2005-2007.

"Congress reauthorized the federal fisheries law in 2006 by incorporating ridiculous, empty-headed logic pushed by environmentalist organizations, and for the past 5 years our legislators have refused to accept their responsibility for destroying the original intent of Magnuson," said RFA executive director Jim Donofrio, who called the federal fisheries law a "jobs killer" as reauthorized.

"Our thanks to the U.S. Senate for refusing to hold substantive hearings on these issues and for voting for nation's primary fisheries law by unanimous consent," Donofrio said, calling the Senate actions in 2006 "reckless and cavalier."

At last week's MAFMC meetings, it was reported that the 2012 recreational harvest limit of black sea bass exceeded 2.3 million pounds of fish through the first four (out of six) full 'waves' of recreational data collection. Given that the recreational sector was given a 1.3 million pound catch limit for the entire year, it is expected that both state and federal waters will soon be closed to recreational sea bass harvest in November and December, and possibly well into 2013.

"If you consider that we're over the ACL by about 95%, imagine what happens next year when only get to fish on 5% of our allowable harvest," Donofrio said. "A healthy fish stock yet boats will be lucky to sail a week or two at most."

"How's that for fishery management, as the population of fish grows the days which anglers are allowed on the water is reduced," Donofrio said at the time, adding "When fish stocks are low, managers stop us from fishing to protect the fish, yet as the population grows and the stocks become more plentiful, managers do the exact same thing, they stop us from fishing to protect the fish."

RFA is still pushing for a Senate committee hearing on the issues related to ACL's, accountability measures and flawed science, but with Congress essentially stalled for the November elections, it's hard to see anything productive occurring before the year is out.