



**Playa Cofresi, Puerto Plata
Dominican Republic
Tel. (809) 970-3373
info@oceanworldmarina.com**

HARBOR REGULATIONS & HURRICANE GUIDELINES

We wish to provide excellent service, safety and comfort to all users of Ocean World Marina, for this reason, we cordially request your cooperation in observing the following regulations and guidelines while your boat is in the Marina facilities.

CONTINGENCY INTRODUCTION

Ocean World Marina has adopted an integrated contingency plan policy designed to minimize hazards to human health or the environment from any unplanned sudden or non-sudden event such as, but not limited to, the following examples:

- 1 Fire/explosion
- 2 Medical emergency
- 3 Oil spill/release of other hazardous substances
- 4 Bomb threat
- 5 Sinking/grounding
- 6 Civil disturbance
- 7 Earthquake
- 8 Hurricane

The “Core Plan” and all annexes are in the possession of the Owner and Marina First Response Personnel. The majority of this information is proprietary, however, vessel owner/operator responsibilities and required responses are generally described in this text in order to assist marina management appropriately, and in a timely fashion.

HARBOR REGULATIONS, WETSLIPS

1.0 Safety

- 1.1 All boats in the Marina shall be operated in accordance with the Rules of the Road, National and Dominican Maritime navigation laws and the regulations of the Marina.

- 1.2 The maximum speed for boats in the Marina shall be 5 MPH. All vessels shall be operated under power unless otherwise authorized by Dock Master. No vessels shall be permitted to operate within the Marina under sail.
- 1.3 All vessels shall be adequately secured to their berths.
- 1.4 Swimming, diving or fishing shall not be permitted in the Marina.
- 1.5 **Electrical Shock Hazards** - While AC electrical power is potentially deadly in any location, it is especially dangerous in and around the water. If there is a problem with the Marina wiring, the boats wiring or its cord, contacting concrete or metal docks or the water itself can cause electrical shock. Handling shore power cords when barefoot increases the chance of being electrocuted.
- 1.6 Generators allowed only one (1) hour upon arrival or before departure.

Boaters Electrical Service Checklist:

When connecting to shore power:

- Shore power cords and adapters must be clean and dry before use. If they are dropped overboard, do not use until allowed to dry and then checked by a qualified marine electrician. Keep shore power inlet covers tightly when not in use.
- Get permission from Marina before connecting to a dock receptacle, and ask if the polarity and ground are correct, and when they were last checked.
- Make certain there are no swimmers in the water around your slip.
- Before connecting the shore power cord, turn off both the boats main AC circuit breaker and the pedestal main disconnect.
- Connect the shore power cord at the boat first, then connect the cord to the pedestal receptacle and turn on the pedestal main disconnect.
- Check the boats polarity alarm light (if it has one) on the AC panel as soon as the pedestal main disconnect is turned on. If the polarity is incorrect, shut the breaker off and disconnect the dock end of the shore power cord immediately. Report the problem to the Marina. The Marina will contact a qualified electrician to make connections.

When disconnecting from shore power:

- Shut off the boats main AC circuit breaker, then turn off the pedestal breaker. Disconnect the dock end of the shore power cord first.
- Disconnect the shore power cord at the boats receptacle.
- Clean and dry the shore power cord. Store it in a dry location on board the boat.

Other Precautions:

- **The use of “homemade” adapters or cords sets are not allowed.** Use only products that are factory assembled by a recognized manufacture. Only marine approved-type electrical connectors and pigtails shall be used to connect to power centers. Read and follow the manufacturer’s instructions and warnings.
 - If a boat inspection or repair requires that a person be in the water, disconnect the boat and nearby boats from shore power. Before entering the water, check the water for the presence of electricity with a voltmeter or other test equipment. Do not use electrical devices if there is a possibility of your falling into the water with such device since electrocution may result.
- 1.7 Docks shall be kept clear at all times, and the use of docks for temporary storage of equipment, gear and supplies is prohibited. All such storage shall be in the lockers provided by the marina.
 - 1.8 Dinghies shall be kept on board vessels or in spaces rented for them. They may not be stored in the water or under the docks for security reasons.
 - 1.9 A speed limit of 10 MPH shall be observed by vehicles in the marina. Posted restrictions on the use of vehicles in the Marina shall be observed at **all times**.
 - 1.10 No barbecues or open fires will be allowed on boats or docks or in any part of the Marina.
 - 1.11 No motor vehicles of any type may be driven on the docks, except those vehicles specifically authorized in writing by the Marina. Contractor’s golf carts must have a license issued by the Marina to be driven in the premises, by authorized employees only.
 - 1.12 In order to minimize or mitigate risk to other vessels or to the environment, the Dock Master shall be the sole authority to direct all salvage within the port facilities. The Dock Master may, at his sole discretion, salvage or cause to be salvaged any sunken or disabled vessels and take the appropriate measure to deal with actual or potential environmental pollution. The vessel and/or its owner shall be responsible for the payment for all such work. No salvage operation shall be undertaken in the port without the express written authorization of the Marina Management.

2.0 Mobility of Vessels

All vessels kept at the Marina shall be able to make sea under their own power, within 12 hours. Dock Master must be notified if, for any reason, a vessel cannot comply with this requirement.

3.0 Waste

- 3.1 **Marine heads with overboard discharge shall not be used in the Marina.** The marina has the facilities to pump out the sewage in holding tanks. Please contact concierge for information. No fuel, paint, flammables, oily bilges or any other substance that may pollute or affect the water shall be

- discharged into the Marina basin. Please use oil absorbents in the bilge. Non-contaminated used engine oil and used oil filters must be disposed of adequately. Please contact the concierge for information.
- 3.2 Trash should be placed in the disposal facilities on the docks and not thrown overboard in the Marian basin, nor in the dock boxes. You may contact the concierge for the disposal of foreign garbage.
 - 3.3 Owner shall pay for all charges and expenses relating to the cleanup of any oil or other waste spilled or improperly disposed of by owner's crew, mechanics, contractors, representatives, guests, or his/her vessel.
 - 3.4 If any problems, such as an oil spill, are observed, the Dock Master office should be notified immediately.

4.0 Fueling

- 4.1 Vessels should remain at the Fuel Dock for the shortest time possible in order for other vessels to refuel.
- 4.2 All hatches, doors and other openings shall be closed during refueling so that the fumes may be kept out of the vessel.
- 4.3 No smoking or open flames shall be allowed during refueling.
- 4.4 Only the operator of the vessel shall remain aboard during refueling.
- 4.5 All engines shall be turned off when refueling.
- 4.6 Operator must attend hose nozzle at all times during refueling and will pump the fuel into the tank of the vessel.
- 4.7 Boat owner must be careful not to cause any fuel spill, and should any fuel be spilled into the Marina basin, the owner should notify the Marina immediately and attempt to mitigate spill by using absorbents or other approved methods.
- 4.8 Owner should take all due precautions to avoid explosions, such as using ventilation blower, before starting the engines, etc..
- 4.9 Portable fuel tanks must be removed from the vessel for filling on the dock, secured, and then returned to the vessel.

5.0 General Rules

- 5.1 All vessels entering the Marina must sign an indemnity waiver, except for boats entering solely for refueling at the fuel dock. Any boat found in the Marina without valid permission will be charged double the transient fees. The Marina may, at its option, remove or haul such vessel at owner's cost, and without the Marina assuming any responsibility, care or custody of such vessel.
- 5.2 In case of a fire, the Marina may take such measures as it considers necessary to protect persons, boats and property.
- 5.3 In case of an emergency such as the breaking of lines, failure of bilge pump, etc. the Marina shall be authorized but not obligated, to make the necessary repairs which expenses are to be paid by the owner of the vessel.

- 5.4 No vessel shall be used as a place at which business or professional services are conducted, and no advertising or soliciting shall be permitted on any vessel within the Marina, nor by any owner or his/her invitees or contractors.
- 5.5 Filming or Photographing of vessels, other than the owners, is prohibited, for privacy and security reasons.
- 5.6 No major boat repairs allowed while in wetslips.
- 5.7 No laundry, advertising or other signs shall be hung on docks, finger piers and vessels in the Marina.
- 5.8 No trailers of any type shall be allowed on the Marina premises without the authorization of the Marina and may only be stored by contract. Trailers abandoned for more than thirty (30) days may be sold or otherwise disposed of by the Marina without notice.
- 5.9 Boat owners are responsible for the conduct of their guests, children and pets. Pets shall be leashed while in the confines of the Marina and will only be permitted if they do not disturb other people. Owners and their guests shall at all times behave in a decorous and quiet manner. Marina reserves the right of admission of all visitors and their guests.
- 5.10 Transient boat owners must provide a list to the Marina of all live-aboard personnel, permanent crew and persons allowed on the vessel in the absence of the owner. Non-transient vessels may not be used as live-aboard without the written permission of the Marina. Owners of non-transient vessels may not permit others to live or stay aboard their vessels without written approval by the Marina.
- 5.11 All oil changes (including engine oil, transmission oil, etc.) replacement in vessels located at the Marina shall be performed by the Marina or other licensed oil recycling center approved by the Marina.
- 5.12 Boats may be subject to inspection by the Marina Management before occupying slips.
- 5.13 **All vessels shall be completely insured, including hull and/or protection and indemnity insurance.** The Marina reserves the right to obtain a certificate of insurance when Marina deems it necessary or convenient.
- 5.14 When a boat owner expects to have his vessel out of a slip for an extended period, he shall notify the Marina in advance. The boat owner may not sublet or loan the slip without written permission of the Marina. The Marina, at its discretion, may utilize the vacant slip in the absence of boat owner vessel.
- 5.15 Cleaning of fish is not allowed on the dock or finger piers, all fish cleaning to be conducted in the facilities especially provided.
- 5.16 No part of any vessel shall protrude more than two (2) feet out of the slip into the fairway.
- 5.17 Illegal drugs or controlled substances are not allowed in the Marina nor on any vessel using the Marina
- 5.18 Boat owners shall pay short or long term slip charges one (1) month in advance and comply with all posted rules and regulations. In the event of non-compliance with posted rules and regulations or non-payment of boat dockage/storage charges, the Marina may remove boat from mooring space at the owner's risk and expense and retake possession of the mooring space. An

additional one (1) month deposit will be required at the signing of a new dockage/storage agreement.

- 5.19** There shall not be any dinghy storage nor storage of any equipment on the walkways or piers.
- 5.20** The Marina has available certain passenger and utilities carts to provide transportation to yacht owners and their guests, as per posted schedule. During rush hours priority will be given to owners with the most cargo and the farthest slips. All passengers must remain seated while cart is in motion. Children (or mentally challenged persons) must be properly secured and protected by their parent or guardian.
- 5.21** Length Over All (LOA) shall be measured to include pulpits, bowsprits, swim platforms and any such projections of the boat.
- 5.22** Marina is not responsible for cars or its contents, such as radios, hubcaps, telephones, personal gear, etc..
- 5.23** Any vehicle remaining on Marina property without a written agreement (for storage) for over thirty (30) days will incur a charge of \$20.00/day and may be subject to towing at the owner's risk. Any vehicle left over sixty (60) day may be considered abandoned and may be removed to the Police impoundment, or subject to foreclosure and/or other legal proceedings.
- 5.24** All claims or complaints by owner shall be made by written notice to the Marina Management.
- 5.25** While in the marina, Owner/Captain is fully responsible for securing vessel in its slip. Lines and Fenders shall be checked on a regular basis and adjusted for tidal changes or surge. Marina will check, but shall not be liable under any circumstances, for damages occurring as a result of improper securing of the vessel.
- 5.26** While assigned to a slip or space, Owner is responsible for inspecting the slip or space, and giving timely written notice to Marina of any unsuitable or hazardous condition, and of any item requiring repair, maintenance or replacement. Otherwise, Marina shall not be liable for any claims or damages arising from the condition of the slip or space.

6.0 Noise

- 6.1** Loose halyards should be secured to minimize noise.
- 6.2** Discretion is to be used when any device, such as a television or radio so as not to disturb or annoy other persons.

7.0 Dry Storage

- 7.1** The Marina boat launching forklift will operate from 7:00 A.M. to 6:00 P.M. daily. There may be longer summer hours as posted.
- 7.2** Persons wishing to have their boat in the water prior to 7:00 A.M. should make arrangements with the Marina to have it launched the day before at owner's sole responsibility and risk. Boat will be tied to an accessible dock on a space available basis. Dry Rack area may not be accessible at night.

- 7.3 Boats arriving later than 6:00 P.M. may be left in the water overnight until they are hoisted at marina's schedule. Vessels arriving after 8:00 P.M. must call Marina Security on channel 16/68.
- 7.4 Boat owners may clean their boats while waiting to have them hoisted.
- 7.5 The Marina is not responsible for drippings from boats stacked above. Avoid oil and rust in your bilge.
- 7.6 Boat owners wishing to perform work on their boats should inform the Marina. For work such as:
 - a) Engine repairs, hull buffing, teak polish, etc., the Marina will place boat on a working rack in the Dry Rack working area. Three (3) days will be allowed to complete the work. Thereafter a laydays charge will be made.
 - b) For painting, sanding, fiberglass or gel coat repair, or other boatyard work, the Marina shall place the boat in the boatyard with a Boatyard Order and Agreement form to be signed. All repairs shall only be performed from Marina contractors.
- 7.7 Boat owners, guests or family members will not be allowed inside the drystack storage area at any time. Only authorized personnel will be allowed in this area. No one may live or sleep on the vessel in the Dry Rack area.
- 7.8 A charge will be made when boats are hoisted or lowered as in currently published pricelist.
- 7.9 All Marina Rules and Regulations apply to persons having boats in Dry Rack.
- 7.10 Owner shall be responsible to assure that plug is in when boat is launched, and plug removed and auto bilge pump is off when boat is lifted into stack
- 7.11 It is the owner's responsibility to be present at the haul or launch and to assume the care, responsibility, control and prompt departure of his vessel.
- 7.12 Owners may call the Marina to launch their vessels before they arrive, subject to Marina schedule constraints. Such launching will be made at owner's sole risk and responsibility. If owner does not arrive within one (1) hour of scheduled arrival, boat may be re-hoisted, with applicable fees.
- 7.13 Owners must use hose nozzles when washing their boats in order to conserve water.
- 7.14 No one other than Marina personnel is permitted on forklift at any time.
- 7.15 Boats from Dry Rack must be authorized by Dock Master to use dock space overnight in the wet slip area and may be charged applicable wet slip fees.

8.0 Boatyard and Land Storage Regulations

- 8.1 Boats in land storage are stored for a period over one (1) month for the sole purpose of dry storage. There is no water or power available at the storage location, nor may any work be performed on such vessels. Charges for land storage are on a monthly basis and are substantially lower than those of the boatyard. These boats do not consume utilities, do not produce garbage, and may be stored close together.

- 8.2 Boats in boatyard are those vessels, which are hauled out to be worked on for periods varying from hours to months. Work may be performed by one or more of the contractors/lessees of the Marina.
- 8.3 All Marina Rules and Regulations apply to land storage and boatyard with the exception that such vessels need not be seaworthy.
- 8.4 Yard working hours are from 7:00 A.M. to 5:00 P.M., seven (7) days a week. Spray painting, sandblasting and welding are only allowed by Marina approved contractors. Pressure washing is mandatory and will be performed at a designated location by yard employees. If contractors are authorized by the Marina to perform the pressure washing, this must be done in an area which is environmentally compatible and approved by the Marina and solid residue must be properly disposed of by the contractor.
- 8.5 It is the owner or his agent's responsibility to be present at the haul or launch and to assume the care, responsibility, control and prompt departure of the vessel.

HURRICANE GUIDELINES

9.0 Introduction the Hurricane Guidelines

Hurricanes are considered to be an act of God, and may affect the Marina and the vessels therein anytime from June to early December. The most likely time for hurricanes is from early August to late October. The physical effects of a hurricane largely depend upon the strength, path and point of landing of the hurricane. Some marinas are safer than others, but none, including this Marina, are hurricane proof. The Marina and its components, such as docks, cleats, pilings, etc. are not designed nor built to guarantee the safety of moored vessels during the passage of a hurricane. These Hurricane Guidelines are written to help boat owners understand the risks and make well informed decisions for the protection of their vessels before the arrival of a hurricane.

Based on the Marina's experience with hurricanes, the following recommendations are presented for boat owners' consideration. (These recommendations, as well as by advice by Marina personnel, are solely based on the Marina's opinion and carry no warrantee or liability of Marina; Owners or their insurers must make their own assessment of the various alternatives and risks involved.)

- 9.1 General recommendations for hurricane preparations for vessels.
For best results, the following alternatives are shown in descending order, with best alternative first; lower alternatives have greater risks.

*** For larger power boats – LOA between 80' and up.**

1. Run out to sea.
2. Secure in mangroves (Luperon)
3. Secure in good berth.

***For smaller power boats (Dry Rack).**

1. Place on trailer and store in safe garage.
2. For vessels in first or second tier in Dry Rack, tie-down to rack.
3. Place on land, tie-down to structure, use stakes, or weigh down with water in hull.

*** For sailboats:**

1. Up to 35', haul out and secure in safe location.
2. 35' and up, secure in safe mangrove lagoon (Luperon).
3. Secure in good berth.

10.0 Responsibility of Owners for hurricane preparedness.

10.1 Hurricane Plan

Before hurricane season starts in June, the Owner should prepare a written hurricane plan for his vessel ("Owners Plan"). Many insurance companies also require such plan. Owner's Plan should detail Owner's actions to be taken for the protection of his vessel before hurricane season starts and after a Hurricane Watch is announced.

For example, once a hurricane is on the horizon, it may be too late to make such arrangements. Supply of lines, anchors, cables, duct tape, chafing gear, etc. should be acquired early and according to Owners' Plan.

10.2 Owners' Main Choices

The most important decision of Owner, to be included in Owners' Plan, is whether to remove the vessel from the Marina or secure the vessel in the Marina. Each of these alternatives has important consequences.

Simply leaving the vessel in the Marina, without taking the appropriate step to prepare and protect the vessel, is considered negligence and is no an acceptable alternative and may result in a costly liability to Owner.

10.3 Removal of Vessel

It is expressly agreed and understood the Owner shall remove, or caused to be removed, his vessel from the Marina on or before the issuance of Hurricane Warnings by the National Weather Service. It shall be owners' responsibility to be aware of such warnings. Owner may wish to take his vessel to a mangrove lagoon, other protected areas or away from the path of the storm, at his discretion.

Owner hereby agrees that if he does not so remove his vessel from the Marina, he accepts all responsibility and liability for any damages caused to or by his

vessel due to the passage of the named storm, and holds Marina harmless therefore.

Owner also agrees if the vessel is not removed from the Marina, to diligently prepare and protect his vessel in order to mitigate and minimize any possible damages to his vessel, other vessels and the Marina's facilities, which may arise from the storm, by following the recommendations of these Guidelines and other official sources.

10.4 Liability

It is agreed that a named storm, after a Hurricane Warning is issued, is an act of God, and that the Marina shall not be liable or responsible for any damages whatsoever arising from such occurrence. Any loss or damage to a vessel is the responsibility of its Owner, operator and/or its insurance company. Owner agrees to hold Marina harmless from such loss, liability or claims and agrees to waive his right of subrogation against the Marina. It is Owner, and not Marina, who must properly secure his vessel, wherever she may be located, on or before a Hurricane Warning is issued.

11.0 Notices

Upon the approach of a hurricane, the National Weather Service will issue the following notices:

Hurricane Watch

This is an indication that a hurricane may threaten our area and upon its issuance boat owners should immediately commence the preparations to remove or protect their vessels, in accordance with Owner's Plan and these guidelines.

Hurricane Warning

This is a warning that a hurricane may strike our area in 24 hours or less and boat owners should immediately remove their vessels from their berths in the Marina, or otherwise comply with these Guidelines.

12.0 Guidelines for Dry Rack, Land Storage and Boatyard

Upon issuance of Hurricane Watch, the Marina may prepare, for a limited time and selected equipment, to launch vessels so that they could be removed by their Owners from the Marina. Trailerable vessels may be hauled out on the ramp on trailers by their Owners for removal to inland sites.

By the time a hurricane warning is issued, it may be impossible or impracticable to remove your vessel from the Marina due to unavailability of our equipment and/or positioning of other vessels on land. In order to remove your vessel you must act promptly. In the event that you decide not to remove

your vessel from the Marina, and thereby accept the responsibility for any damages caused to or by your vessel, then, in that case, the following steps should be taken in order to minimize damages:

- 12.1 Strip and remove from boat all moveable equipment such as canvas, sails, dinghies, radios, cushions and other personal equipment and items of value, such as TV, binoculars, etc. and lash down all items you cannot remove, such as tillers, wheels, booms, etc.
- 12.2 Seal all openings (duct tape is good) to make boat as watertight as possible.
- 12.3 Owners of vessels in land storage, boatyard and first and second stories in drystack should secure their vessels properly.
- 12.4 Boat in land storage and boatyard: tie your jack stands together using chains or lines of adequate size (minimum of ½” Dacron) and, if possible, secure vessel to ground anchors.
- 12.5 All sailboat owners should remove their masts for better safety. In the event the mast is not removed, then it must be secured to the ground or heavy objects using its halyards.
- 12.6 First and second story drystack vessels must be secured by their owners using a minimum of four (4) lines (2 aft and 2 amidships).
- 12.7 The Marina may, time permitting, remove vessels from 3rd and 4th tiers of drystack to a lower ground location. Owners are responsible for securing their vessels in such new location.
- 12.8 For boats on beds or cradles, lash the boat to its cradle with heavy lines and consider, based on the weight of the boat, securing the cradle to help hold it down.
- 12.9 Owner is fully responsible for the safety of the boat. However, in absence of owner, Marina is authorized, but not obliged, to take any and all measures it may consider necessary in its sole discretion to safeguard the boat and other property, including but not limited to, removal to a more protected location, or in the case of a boat in dry storage, tying it down. Cost and risks incurred by such service shall be borne by the owner. Marina assumes no obligation to move a boat in dangerous weather conditions.

13.0 Guidelines for Wet Slips

Vessels stored on land without masts or canvas, properly secured, are much less likely to be damaged than those vessels remaining in the water. Therefore, the Marina has established various Hurricane Programs for superior vessel protection.

- 13.1 Strip and remove from boat all moveable equipment such as canvas, sails, dinghies, radios, cushions and other personal equipment and items of value, such as TV, binoculars, etc. and lash down all items you cannot remove, such as tillers, wheels, booms, etc.
- 13.2 Seal all openings (duct tape is good) to make boat as watertight as possible.
- 13.3 Take into consideration the possibility of a storm surge. (Hurricane Hugo had a storm surge of 4 feet and Hurricane George had a surge of over 5 feet.) The vessel should be secured with long (30' or more) and thick (3/4") nylon double mooring lines and spring lines. Use chafe protector at any potential chafe points. Please see illustration #1. Use extra fenders and/or vehicle tires on vessels or dock for more protection. The tires must be removed immediately after dangerous conditions are normalized.
- 13.4 For sailboats, remove all sails including roller furling sails, main sails and mizzens. Past experience shows that roller furled sails, even if tied, may be opened by storm winds and cause severe damage to vessels and marina facilities.
- 13.5 Disconnect all electric, telephone and cable TV connections from power centers on docks. In the event boat owners fail to do so, the Marina may, but is not required, time permitting, to disconnect all connections. The Marina is not responsible for shore power lines. Boat owners must secure their shore power lines.
- 13.6 Place lock or otherwise secure lid of dock box.
- 13.7 Dinghies:
 - Remove from the Marina or
 - Store in designated dinghy storage area or
 - Lash dinghy-secure to deck properly, or
 - Inflatable dinghy-deflate and secure below
- 13.8 After hurricane warning is issued and when hurricane landfall is imminent, Harbormaster will issue a notice the the Marina is closed for any water traffic. When such notice is in effect, boat owners may secure their vessel to piles or docks across the fairway from their slip and/or they may put anchors far out in the fairway.
- 13.9 Place all the fenders that you have on the finger pier and dock and/or boat. Secure both ends, so that the wind does not pick them up.

- 13.10 Double all lines. Rig crossing spring lines for and aft. If you tie to pilings, attach lines high to allow for tidal rise. Inspect pilings and choose those that seem stronger and tallest and are properly installed.
- 13.11 Cover all lines at rough points to prevent chafing. Wrap with tape, rags, and rubber hoses, etc. Install fenders to protect the boat from rubbing against the pier, pilings and other boats.
- 13.12 Assess the attachment of primary cleat, winches and chocks. These should have substantial back plates and adequate stainless steel bolt sizes.
- 13.13 Batteries should be fully charged and checked to ensure their capability to run automatic bilge pumps for the duration of the storm. Consider back up batteries. Cut off all devices consuming electricity except bilge pumps. Remove all perishable items from the refrigerators or freezers.
- 13.14 Do not stay aboard. Winds, during any hurricane, can exceed 100 mph and tornadoes are often associated with these storms. First and foremost, safeguard human life.
- 13.15 Please note that the short dock lines, combined with storm surge, will exert excessive forces on the cleats, docks or other components they are attached to. This may cause such components to fail, thus resulting in the loss or severe damage to the vessel and/or slip. It is very important to use (many) long nylon dock lines only, thick, and protected from chafe.

It is understood that the above recommendations as well as any advice given by Marina personnel, are only meant to provide boat owners with Marina's opinion in relation to the minimum precautions which should be taken by boat owners. Boat owner acknowledges that Marina's opinion is provided without any guarantee, express or implied; Boat owners are fully responsible for securing their vessels properly using their own judgement or the opinions of marine surveyors, contractors or riggers, to secure the vessel.