

ABC Marine - Mooring & Vessel Preparations – Typhoon Season 2025

By Alex Johnston



The ABC Marine Team would like to take this opportunity to remind you to make the necessary Mooring and Vessel preparations ahead of the 2025 Typhoon/Tropical Storm season here in HK. This should include inspecting all your vessel lines, and mooring swivels and shackles. If these are old or damaged, they should be replaced as part of your regular repair and maintenance of your vessel on a fore/aft mooring, as in the Aberdeen Typhoon Shelter, or on an individual swing mooring at Middle Island, Deepwater Bay.

It has been brought to our attention that some Members are still not using the correct mooring tackle and equipment with their vessels on Club moorings.

There should be a galvanised shackle (load bearing) attached to the ring on the top of the buoy, then the swivel (articulation), then another shackle (load bearing) onto your vessel's mooring lines, which should have a metal thimble to increase strength and reduce wear.

Each component in the system needs to be able to move, in order to absorb the force and strain of the vessel on the mooring, while in use. The force and strain are substantially and proportionally increased during high winds and swells, typhoons or other heavy weather conditions.

Some moorings have the swivel attached directly to the ring on top of the buoy, which is **not correct** and results in wear/stress. There have been boats lost off moorings in past typhoons and tropical storms due to this incorrect practice.

All components in the system should be galvanised – not stainless steel which becomes brittle or deteriorates over time when exposed to the marine environment. Never use aluminium shackles, as these will deteriorate very quickly in salt water, which is why – as many boaters know, most steel or alloy vessels' hulls/outboard engines are protected by sacrificial aluminium anodes.

The correct method of attachment to a mooring buoy should be as

follows:

Buoy Ring – Shackle – Swivel – Shackle, on to the vessel lines, with a metal thimble to prevent wear and tear on a particular spot. This allows movement of all the components in the mooring system, which absorbs excessive energy, load and force on the vessel and its lines, while in use and especially during extreme storm conditions.

Please see the upon example images. An extra vessel mooring line and thimble can be attached to the lower shackle, as in the left image. This is up to the individual vessel owner's decision or preference.

At right, a closer image of the Shackle – Swivel – Shackle mooring tackle components. Please note that all shackles in the system should also be wired through the pin and shackle body, to prevent the pin becoming unwound when under load. Please do not use plastic cable ties, which are not as strong or healthy for the marine environment.



Typhoon Vessel Preparation - Some Additional Important Reminders

- Ensure that your vessel has sufficient fenders on both sides if moored in the Aberdeen Typhoon Shelter (TYS). Powerboats which have high freeboards should have fenders at both the deck and water level, to prevent contact with other vessels.
- Place extra storm mooring lines with suitable chaff protection through the fairleads on the deck of your vessel. You will require extra lines on to your mooring buoys, fore and aft – if in the Aberdeen Typhoon Shelter and on a swing mooring at Middle Island in Deepwater Bay. **Top tip – use washing-up liquid to provide some lubricant through the fairleads; this will reduce chaff on the vessel's mooring lines.**
- All loose equipment, such as tenders and paddleboards, or belongings etc, should be securely tied down or stowed below/deck lockers. During a storm any loose items will be blown away and lost, causing damage to either your vessel or others in the vicinity.
- All sails on yachts should be secured with extra lines over the main sail cover; or remove them entirely. Boats with furling jibs should also drop the sail and stow it below – especially if on an open water mooring which is more exposed to the weather. If a furling jib becomes loose during a storm, it will flog in the wind and potentially put the yacht's mast and rig at risk, due to the excessive stress.
- Yachts should place halyards forward to act as additional security for the rig. If secured to the base of the mast, they will hit the rig and chafe in high winds.



- All hatches and openings in the hull and cabin must be closed securely and must be watertight.
- Make sure all cockpit and deck gunnels are clear, to allow excessive water to drain.
- **Once a T3 is issued, all Club ferry, sampan services and ABC Marine Operations will be suspended until the T3 is cancelled.**
- **A post-typhoon Inspection is always performed, after the storm and once it is safe to do so, by the Marine Services Manager or Chief Marine Coxswains. Any issues or damage observed are reported to the Senior Management, Flag Officers and Club committees, as soon as possible, if required.**
- If you have any additional questions regarding your vessel's typhoon preparations – please

contact **Alex: Marine Services Manager in the ABC Marine & Sailing Office: 2518 -9523 – Ext 835.**

IMPORTANT:

For fore and aft Club moorings in the Aberdeen Typhoon Shelter, please **DO NOT** tie your mooring buoy(s) to an adjacent mooring. This puts additional load and stress onto your mooring system. The buoys need to be able to move, to absorb the energy when the wind or sea state are high during storm conditions.