I. pre-season
   I.A. establish agreement with boatyard
   I.A.1. where boat will be stored
   I.A.2. when it must be delivered
   I.A.3. determine how to meet equipment needs
   I.B. if Commodores cannot be hauled
   I.B.1. operator & 1-2 other staff may be needed to recover race marks
   I.B.2. operator & crew member may be needed to help tow in 420 float array
   I.B.3. operator or waterfront staff member needs to prepare boat to be hauled

II. approaching storm
   II.A. resources
   II.A.1. personnel
   II.A.1.a) operator & 1-2 other staff may be needed to recover race marks
   II.A.1.b) operator & crew member may be needed to help tow in 420 float array
   II.A.1.c) operator or waterfront staff member needs to prepare boat to be hauled
   II.A.2. equipment
   II.A.2.a) chaffing gear
   II.A.2.b) anchor, chain & rope
   II.B. timeline considerations
   II.B.1. Commodores may be needed to help move 420 float array
   II.B.2. Commodores may be needed to bring in race marks
   II.B.3. turn Commodores over to boatyard early
   II.C. process
   II.C.1. without risking the loss of the haulout window...
   II.C.1.a) If needed to recover race marks, execute that mission early -- temporary
   II.C.1.b) If needed to help move 420 float, execute that mission at the earliest opportunity
   II.C.2. remove or minimize exposure of items exposed to wind
   II.C.2.a) items that could be damaged
   II.C.2.b) items that could cause damage
   II.C.3. deliver boat to boatyard
   II.C.4. chaffing gear on the pennants and an anchor deployed
   III. post-storm damage control
   III.A. if the area is safe to enter...
   III.A.1. check for damage to boat
   III.A.2. check for objects that could damage boat
   IV. reactivating asset
   IV.A. determine operational necessity of re-launching Commodores given the cost associated with doing so