U.S. Coast Guard
Sector Mobile

Maritime Severe Weather Contingency Port Plan

A Guide to Port Planning and Preparation
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INTRODUCTION

Background
Hurricane season, which runs from June 1st to November 30th each year, threatens the maritime community and ports of the Gulf Coast.

The Sector Mobile Captain of the Port (COTP) Zone, which includes coastal Mississippi, Alabama, and the Florida Panhandle, is particularly vulnerable to the hazards associated with hurricanes. Storm surge, flooding, and hurricane force winds can cause substantial damage to our ports and waterways, including the following:

- Commercial and Recreational Vessels
- Waterfront facilities
- Bridges
- Aids-to-Navigation (ATON)
- Navigable Waterways
- Piers and Wharfs
- Marinas
- Port Infrastructure

Consequently, it is of critical importance that the entire port community share a common understanding of the measures required to increase our hurricane readiness.

Authority
The provisions of Title 33, Code of Federal Regulations (CFR), Parts 160 and 165, describe the authority that Coast Guard Captains of the Port (COTPs) can exercise to ensure the safety of their ports. Specifically, COTPs are authorized to:

- Establish safety zones;
- Direct the handling, loading, unloading, storage and movement of dangerous cargoes aboard waterfront facilities; and
- Order vessels to operate or anchor, in whatever manner is necessary to protect life, property, and the environment.
Applicability and Purpose

This plan is applicable to all ports, bridges, waterfront facilities, and vessels within the Captain of the Port, Mobile, AL Zone defined in Title 33, CFR, Part 3.40-10.

Its purpose is:

- To advise the maritime community of the sequence and timing of COTP decisions and actions during periods when the port is threatened by a hurricane; and,
- To recommend actions that should be taken by vessels and waterfront facilities to minimize storm related deaths, injuries, property damage and threats to the environment.

Amendments

Amendments will be incorporated into this plan by U.S. Coast Guard Sector Mobile following a formal annual review. However, suggestions and changes may be offered at any time, especially following the implementation of the plan during exercises or actual hurricane emergencies.

Distribution

This plan is available on the USCG SECTOR MOBILE web site: http://homeport.uscg.mil/
PORT DESCRITIONS AND READINESS LEVELS

General

It is important to note that the Sector Mobile COTP Zone is comprised of the following ports in coastal Mississippi, Alabama, and the Florida Panhandle.

A. The Port of Gulfport.
B. The Port of Pascagoula.
C. The Port of Mobile.
D. The Port of Pensacola.
E. The Port of Panama City.

Port Condition Levels

Port Condition Levels are set by COTP Mobile well in advance of an arriving severe weather event (hurricane, tropical storm, etc). They are based on a prediction of gale force winds within a port. Gale force winds are defined as sustained winds of 34 knots (39 mph) or greater. The intent of setting a Port Condition is to provide the marine community with sufficient time to make preparations in order to minimize damage from a severe weather event. Furthermore, the Port Condition Level may differ between ports in the Sector Mobile COTP Zone due to the storm forecast and projected path.

The Port Condition Levels are:

- **NORMAL:** Standard port condition during hurricane season (June 1 – Nov 30)
- **WHISKEY:** Gale force winds are predicted within the port in 72 hours.
- **X-RAY:** Gale force winds are predicted within the port in 48 hours.
- **YANKEE:** Gale force winds are predicted within the port in 24 hours. This condition is also used after the storm passes, because vessel traffic control measures will still be in effect.
- **ZULU:** Gale force winds are within the port in 12 hours.
- **POST-STORM ZULU:** Storm has made landfall and passed through the Sector Mobile COTP Zone. Comprehensive damage assessment of the port and waterways has commenced.

Information Sources

The COTP will make information about changes and updates to the Port Condition available to the port community in the following ways:

- The Maritime community will be notified each time there is a change in Port Condition via Marine Safety Information Bulletin (MSIB). The MSIB is released using both email and facsimile.
- Vessels will be notified via a Broadcast Notice to Mariners (BNTM). BNTM’s will be broadcast on VHF-Channels 16 and 67.
- Questions concerning Port Condition can be directed to the U. S. Coast Guard Sector Mobile Command Center, which can be reached 7 days a week, 24 hours a day, at (251) 441-5976.
Specific Pre-Storm Actions

The following describes the general condition of the port during each Port Condition & summarizes pre-storm roles and responsibilities before a severe weather event:

1. PORT CONDITION NORMAL (Standard Port Condition set from June 1st – Nov 30th)

General Condition of Port Activity: Open to all commercial traffic.

U.S. Coast Guard COTP Mobile:

- The Maritime Severe Weather Contingency Port Plan will be posted to the U. S. Coast Guard Sector Mobile Homeport website: [http://homeport.uscg.mil/](http://homeport.uscg.mil/)

- A Marine Safety Information Bulletin (MSIB) will be released setting Port Condition NORMAL for all ports in the COTP Mobile Zone.

All Port Authorities, Vessels, Waterfront Facilities, and Maritime Community:

- Individual commercial vessel, waterfront facility, and all other maritime company/agency heavy weather plans should be reviewed and revised as necessary. Implementation of these plans should commence immediately during the start of hurricane season.
Specific Pre-Storm Actions

2. **PORT CONDITION WHISKEY** (gale force winds expected within 72 hours)

General Description of Port Activity: Open to all commercial traffic.

U.S. Coast Guard COTP Mobile:

- A Marine Safety Information Bulletin (MSIB) will be released setting **Port Condition WHISKEY** for all (or specific) ports in the COTP Mobile Zone.
- Sector Mobile personnel will increase harbor patrols and conduct preliminary surveys of all ports, vessels, facilities, and waterways to determine their present state of readiness and to identify and correct potential problems.

All Oceangoing Commercial Vessels and CG Regulated Barges Over 300 GT:

- All self-propelled oceangoing vessels over 300 Gross Tons (GT) and all oceangoing barges and their supporting tugs must report their intention to depart or remain in port.
- Make necessary preparations to get underway and depart the port.
- All oceangoing commercial vessels and Coast Guard regulated barges over 300 GT that intend to remain in port are required to submit a *Remaining in Port Checklist for Oceangoing Vessels* (Annex A) and a detailed mooring plan to the COTP Mobile. The request must scanned and emailed to secmobarrivals@uscg.mil.
- All oceangoing commercial vessels and Coast Guard regulated barges over 300 GT that intend to remain in port should follow the *Storm Preparation Checklist for Vessels* (Annex B), which lists additional precautionary measures for vessels and barges that intend to remain in port.
- Vessels scheduled for arrival into port before Port Condition X-RAY (48 hours until arrival of gale force winds) is set by the COTP Mobile must make necessary berthing arrangements and submit a mooring plan prior to requesting entrance into port. The COTP may deny all vessel arrival requests until after storm passage.
- All oceangoing commercial vessels and Coast Guard regulated barges greater than 300 GT are prohibited from anchoring within the territorial waters under the cognizance of the COTP Mobile during a severe weather event.
- All commercial vessels with installed Automatic Identification Systems (AIS) - regardless of tonnage, length or service - that remain or transit within port, will be required by the COTP to activate the AIS prior to Port Condition X-RAY (48 hours until arrival of gale force winds). All AIS shall remain activated through Post-Storm ZULU (following landfall).
- Complete the pre-storm preparations for Port Condition WHISKEY outlined in the *Storm Preparation Checklist for Vessels* (Annex B)

Waterfront Facilities:

- Complete the pre-storm preparations for Port Condition WHISKEY outlined in the *Storm Preparation Checklist for Waterfront Facilities* (Annex C)
Specific Pre-Storm Actions

3. PORT CONDITION X-RAY (Gale Force Winds Expected Within 48 Hrs)

General Description of Port Activity: Open to all commercial traffic.

U.S. Coast Guard COTP Mobile:

- The Coast Guard will continue surveying the port areas to determine status of all vessels, identify potential problem areas at waterfront facilities and ascertain the maritime community’s general progress with storm preparations.

- The Coast Guard will continue to contact waterfront facilities to determine the intentions of the facility and any vessels moored thereto. Individually assess vessels desiring to remain in port, and issue COTP Orders as appropriate.

- The COTP Mobile may take administrative action against oceangoing commercial vessels and Coast Guard regulated barges over 300 GT that refuse to depart port/relocate to safe harbor, submit an insufficient/inadequate mooring plan, or have not taken the necessary steps to prepare for forecasted heavy weather.

All Oceangoing Commercial Vessels and CG Regulated Barges Over 300 GT:

- Any oceangoing commercial vessel and Coast Guard regulated barges greater than 300 GT permitted to remain in port should have the outboard anchor at short stay, adequate mooring lines out, have a navigation watch set and maintain a listening watch on Channel 16 VHF-FM. Vessels allowed to remain in port must have the decks clear of any missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure hatches are secured for heavy weather.

- All waterfront facilities & vessels should start securing cargo operations in preparation for storm arrival. Vessels required to depart port shall ensure cargo operations are secured to meet sail times. Vessels requiring tugs & pilots during their transit should arrange for these services immediately.

- Oceangoing commercial vessels and Coast Guard regulated barges greater than 300 GT not approved to remain in port should start departing the port immediately.

- All commercial vessels with installed Automatic Identification Systems (AIS) - regardless of tonnage, length, or service - that remain or transit within port, must activate the AIS. The AIS shall remain activated through Post-Storm ZULU (following landfall). Vessel operators must contact the COTP if, for any reason, the installed AIS is not activated.

- Complete the pre-storm preparations for Port Condition X-RAY outlined in the Storm Preparation Checklist for Vessels (Annex B).
3. PORT CONDITION X-RAY (continued)

Waterfront Facilities:

- All waterfront facilities & vessels should start securing cargo operations in preparation for storm arrival.

- Waterfront facilities should begin securing all missile hazards and properly stowing all hazardous cargoes that remain onboard their facility.

- Waterfront facility operators must notify the COTP Mobile of any Cargo of Particular Hazard (33 CFR 126) or Certain Dangerous Cargo (33 CFR 160) which they intend to leave unsecured in open areas due to insufficient storage space or stowage regulation.

- Complete the action items for Port Condition X-RAY outlined in the Storm Preparation Checklist for Waterfront Facilities (Annex C)
Specific Pre-Storm Actions

4. PORT CONDITION YANKEE (gale force winds expected within 24 hours):

General Description of Port Activity: Open to all commercial traffic. Vessel traffic control measures in effect.

U.S. Coast Guard COTP Mobile:

- The COTP Mobile may close portions of the port in response to forecasted weather and actual damage, impact, or threat in different geographic areas within the port.

- The Coast Guard will conduct final assessments of waterfront facilities and vessels approved to remain in port to ensure proper mooring and heavy weather preparations have been made.

All Oceangoing Commercial Vessels and CG Regulated Barges Over 300 GT:

- All oceangoing vessels and CG regulated barges over 300 GT, unless authorized by the COTP to remain in port, must depart their respective ports for open ocean immediately.

- Oceangoing vessels and Coast Guard regulated barges over 300 GT allowed to remain in port should consider the adequacy of vessel moorings and double up or change mooring line arrangements where indicated. The mooring plans submitted to the COTP Mobile must be strictly followed during all phases of the severe weather event.

- No vessel movements within the port will be permitted unless specifically authorized by the COTP. Vessel movements must also be coordinated with the cognizant Port Authority, Pilots, and waterfront facility operator.

- Complete the pre-storm preparations for Port Condition YANKEE outlined in the Storm Preparation Checklist for Vessels (Annex B).

Waterfront Facilities:

- Ensure all commercial vessels and oceangoing barges over 300 GT permitted to remain in port and moored at the facility are prepared for heavy weather.

- Waterfront facilities must secure cargo-handling operations prior to setting Port Condition ZULU. Product storage tanks should already be loaded to optimum level for withstanding storms, winds and flooding. Ensure all buildings and cargo are properly stored and secured for heavy weather.

- Complete the action items for Port Condition YANKEE outlined in the Storm Preparation Checklist for Waterfront Facilities (Annex C)
Specific Pre-Storm Actions

5. PORT CONDITION ZULU (gale force winds expected within 12 hours):

**General Description of Port Activity:** Port is closed for all commerce. All facility and vessel operations are suspended.

**U.S. Coast Guard COTP Mobile:**

- The Coast Guard will conduct a final survey of all ports, vessels, facilities, and waterways to determine their present state of readiness and to ensure the port is secured and ready for hurricane force winds.

- The COTP has suspended all facility and vessel operations.

**All Oceangoing Commercial Vessels and CG Regulated Barges Over 300 GT:**

- All vessel movements and cargo-handling operations are suspended unless permission is requested and an approval granted. Approval will be given on a case-by-case basis. This approval provision does not apply to operations involving Cargo of Particular Hazard or Certain Dangerous Cargoes, which in every case must be suspended. Definitions for these specified cargoes are found in Annex D of this plan.

- If vessel is authorized by COTP to remain in port, ensure the vessel is securely moored and prepared for severe weather conditions.

- Report any hazardous conditions or breakaways of vessels directly to the COTP Mobile via the **Sector Mobile Command Center (251-441-5976)** immediately.

- Complete the pre-storm preparations for Port Condition ZULU outlined in the **Storm Preparation Checklist for Vessels** (Annex B).

**Waterfront Facilities:**

- All waterfront facility cargo-handling operations are suspended unless permission is requested and an approval granted. Approval will be given on a case-by-case basis. This approval provision does not apply to operations involving Cargo of Particular Hazard or Certain Dangerous Cargoes, which in every case must be suspended. Definitions for these specified cargoes are found in Annex D of this plan.

- Complete the action items for Port Condition ZULU outlined in the **Storm Preparation Checklist for Waterfront Facilities** (Annex C).
Specific Post-Storm Actions

POST-STORM ZULU (storm has just made landfall and passed thru COTP Zone):

General Description of Port Activity: Port is closed for all commerce.

U.S. Coast Guard COTP Mobile:

As soon as practicable following the passage of the storm, the COTP will (by means of Marine Safety Information Broadcast):

- Return to Port Condition Yankee.
- Maintain safety zones and waterway closures restricting vessel movements until the navigation channels can be surveyed and declared safe for passage.
- Coordinate completion of channel surveys.
- Conduct maritime damage and risk assessments emphasizing channels, bridges, anchorages, piers and wharves.

All Oceangoing Commercial Vessels and CG Regulated Barges Over 300 GT:

- All vessel movements and cargo-handling operations are suspended.

Waterfront Facilities:

- All waterfront facility cargo-handling operations are suspended.
RECOMMENDED STORM PREPARATIONS

General

This part of the plan contains general recommended precautionary measures that vessels and waterfront facilities can take to reduce the potential for loss of life, injury, or property damage from a hurricane. The safety precautions contained in this part are not the only precautions that may be necessary to fully prepare a vessel or facility. The unique characteristics of the vessel or facility, and the unique attributes of the storm may dictate the need for additional measures and/or modifications to the measures contained in these recommendations.

The COTP will continuously review the status of all hurricane preparations (vessel and facility) and direct the correction of dangerous conditions. The COTP will issue orders only to those vessels or facilities that fail to initiate appropriate action.

Nothing in these recommendations shall be construed as relieving the masters, owners, operators, and agents of vessels or the owners, operators, and persons-in-charge of waterfront facilities from their primary responsibility for the safety of such vessels or waterfront facilities during a hurricane. Similarly, in no way should any of these recommendations be understood as the COTP advocating personnel being placed in life threatening situations to secure property.

Vessels

When the port is threatened by hurricane force winds and severe storm surge, the recommended course of action for all seaworthy vessels is evasion at sea. Departure to sea should commence well before the expected arrival of hurricane force winds. A late departure could endanger the vessel and crew, the port, or the environment.

Vessels will not be permitted to move (including shifting berthing) during the 12-hour period immediately prior to the predicted arrival of gale force winds (i.e., during Port Condition ZULU) without the prior approval of the COTP.

If a hurricane or severe weather event threatens the Sector Mobile COTP Zone, oceangoing commercial vessels and Coast Guard regulated barges greater than 300 GT are prohibited from anchoring within the territorial waters under the cognizance of the COTP Mobile.

All barge fleets within the COTP zone are highly encouraged to secure their fleets in accordance with the Greater Mobile Barge Fleeting Association's publication of Barge Fleeting: Standard of Care & Streamlined Inspection Program.

All vessels that intend to remain in port should consider the appropriateness of taking on additional ballast or cargo to improve their stability. Vessels in a fully loaded condition normally suffer less damage than those that are not fully-loaded.

Annexes

Annex A - Remaining in Port Checklists for Oceangoing Vessels

Annex B - Storm Preparation Checklist for Vessels
  Appendix 1 - Recommended Precautionary Measures for Ships
  Appendix 2 - Recommended Precautionary Measures for Barges

Annex C - Storm Preparation Checklist for Waterfront Facilities

Annex D - Cargo of Particular Hazard and Certain Dangerous Cargo
ANNEX A

REMAINING IN PORT CHECKLIST FOR OCEANGOING VESSELS (SELF-PROPELLED VESSELS OVER 300 GROSS TONS)

The person in charge of the vessel must submit in writing a mooring plan for approval by the Captain of the Port. Vessels remaining in port must have their decks clear of missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. These conditions are subject to verification by Coast Guard personnel.

The following information must be included in the mooring plan submission:

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Name, call sign, official number, and nationality of vessel.</td>
</tr>
<tr>
<td>2.</td>
<td>Vessel particulars, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).</td>
</tr>
<tr>
<td>3.</td>
<td>Name of the master.</td>
</tr>
<tr>
<td>4.</td>
<td>Name, address and phone number of the agent, charterer or operator, and owner.</td>
</tr>
<tr>
<td>5.</td>
<td>Reason why the vessel is not leaving port.</td>
</tr>
<tr>
<td>6.</td>
<td>Provide full vessel characteristics that would be needed to affect salvage.</td>
</tr>
<tr>
<td>7.</td>
<td>Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.</td>
</tr>
<tr>
<td>8.</td>
<td>Provide 24-hour contact information on qualified individuals (QI) who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.</td>
</tr>
<tr>
<td>9.</td>
<td>Provide a full insurance disclosure to the Captain of the Port. If the vessel is moored to a facility, provide the insurance information to the facility.</td>
</tr>
<tr>
<td>10.</td>
<td>Number of personnel to remain on the vessel and their qualifications.</td>
</tr>
<tr>
<td>11.</td>
<td>Amount of ballast the vessel may hold.</td>
</tr>
<tr>
<td>12.</td>
<td>Amount of bunkers, lube oil and diesel oil on board. Provide estimated draft with the vessel in ballast.</td>
</tr>
<tr>
<td>13.</td>
<td>Name of the berth and location.</td>
</tr>
<tr>
<td>14.</td>
<td>Depth of water in the vessel's berth at mean low water.</td>
</tr>
<tr>
<td>15.</td>
<td>Availability of the vessel's main propulsion.</td>
</tr>
<tr>
<td>16.</td>
<td>Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.</td>
</tr>
<tr>
<td>17.</td>
<td>Operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.).</td>
</tr>
<tr>
<td>18.</td>
<td>Any unusual conditions affecting the vessel's seaworthiness.</td>
</tr>
</tbody>
</table>
The person in charge of the barge(s) and assist tug(s) must submit in writing a mooring plan for approval by the Captain of the Port. Tugs and barges remaining in port must have their decks clear of missile hazards, potential pollution hazards and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. These conditions are subject to verification by Coast Guard personnel.

The following information must be included in the mooring plan submission.

<p>| | |</p>
<table>
<thead>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Name, call sign and official number of tug and barge.</td>
</tr>
<tr>
<td>2.</td>
<td>Nationality of the tug and barge.</td>
</tr>
<tr>
<td>3.</td>
<td>Name of the master of the tug.</td>
</tr>
<tr>
<td>4.</td>
<td>Name, address and phone number of the owner / operator, charterer, and/or agent.</td>
</tr>
<tr>
<td>5.</td>
<td>Reason why the tug and barge is remaining in port.</td>
</tr>
<tr>
<td>6.</td>
<td>Provide full barge characteristics that would be needed to affect salvage.</td>
</tr>
<tr>
<td>7.</td>
<td>Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.</td>
</tr>
<tr>
<td>8.</td>
<td>Provide 24-hour contact information on qualified individuals (QI) who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.</td>
</tr>
<tr>
<td>9.</td>
<td>Provide a full insurance disclosure to the Captain of the Port. If the barge is moored to a facility, provide the insurance information to the facility.</td>
</tr>
<tr>
<td>10.</td>
<td>Tug and barge particulars for each vessel, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).</td>
</tr>
<tr>
<td>12.</td>
<td>Will the tug be tending the barge(s) while in port?</td>
</tr>
<tr>
<td>13.</td>
<td>Name and rating of personnel to remain on the tug.</td>
</tr>
<tr>
<td>14.</td>
<td>Amount of lube oil and diesel oil on board the tug and barge(s).</td>
</tr>
<tr>
<td>15.</td>
<td>Name of the berth and location. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.</td>
</tr>
<tr>
<td>16.</td>
<td>Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.)</td>
</tr>
<tr>
<td>17.</td>
<td>Any unusual conditions affecting either the tug's or barge(s)' seaworthiness.</td>
</tr>
</tbody>
</table>
STORM PREPARATION CHECKLIST FOR VESSELS

Appendices 1 and 2 to this Annex contain detailed precautionary measures appropriate to ships and barges, respectively, which intend to remain in port during the severe weather event.

I. PORT CONDITION WHISKEY
(GALE FORCE WINDS EXPECTED WITHIN 72 HRS)

DATE/INITIALS TASK REQUIREMENT

(a) Review vessel’s operational schedule.

(b) Review vessel heavy weather plan and take appropriate action.

(c) All oceangoing commercial vessels and Coast Guard regulated barges over 300 GT that intend to remain in port are required to submit a Remaining in Port Checklist for Oceangoing Vessels (Annex B) and a detailed mooring plan to the Commercial Vessel Ops Group. The request must be scanned and emailed to secmobarrivals@uscg.mil.

(d) Waterfront facilities & vessels required to depart port shall ensure cargo operations are secured to meet sail times. Determine when shipping and cargo handling interests plan to suspend cargo operations in preparation for storm arrival.

(e) If unable to get underway, or if approved by the COTP Mobile to remain in port, evaluate the safety of the present berth. If necessary, develop plans to shift to an alternate location or berth. Coordinate with waterfront facility and determine a plan of action if vessel will remain in port during heavy weather.

NOTE: This recommendation primarily applies to vessels at local repair facilities, or vessels in lay berths (moored or at anchor).

(f) Set a continuous Channel 16 VHF-FM radio watch.

(g) Prepare to activate vessel’s Automatic Information System (AIS) prior to Port Condition X-RAY.
II. PORT CONDITION X-RAY 
(GALE FORCE WINDS EXPECTED WITHIN 48 HRS)

DATE/INITIALS TASK REQUIREMENT

(a) Any oceangoing commercial vessel and Coast Guard regulated barges greater than 300 GT permitted to remain in port during the hurricane should obtain the permission of the owner, operator, or person-in-charge of the waterfront facility and determine the conditions the facility will require.

(b) Any oceangoing commercial vessel and Coast Guard regulated barges greater than 300 GT permitted to remain in port should have the outboard anchor at short stay, adequate mooring lines out, have a navigation watch set and maintain a listening watch on Channel 16 VHF-FM. Vessels allowed to remain in port must have the decks clear of any missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure hatches are secured for heavy weather.

(c) All waterfront facilities & vessels should start securing cargo operations in preparation for storm arrival. Vessels required to depart port shall ensure cargo operations are secured to meet sail times.

(d) Oceangoing commercial vessels and Coast Guard regulated barges greater than 300 GT not approved to remain in port should start departing the port immediately.

(e) All commercial vessels with installed Automatic Identification Systems (AIS) - regardless of tonnage, length, or service – either in transit or in port, must activate its AIS. The AIS shall remain activated through Post-Storm ZULU (following landfall). Vessel operators must contact the COTP Mobile if, for any reason, the installed AIS is not activated.

III. PORT CONDITION YANKEE 
(GALE FORCE WINDS EXPECTED WITHIN 24 HRS)

DATE/INITIALS TASK REQUIREMENT

(a) All oceangoing vessels and CG regulated barges over 300 GT, unless authorized by the COTP to remain in port, must depart their respective ports for open ocean immediately.

(b) Oceangoing vessels and Coast Guard regulated barges over 300 GT allowed to remain in port should consider the adequacy of vessel moorings and double up or change mooring line arrangements where needed. The mooring plans submitted to the COTP Mobile must be strictly followed during all phases of the severe weather event.
IV. PORT CONDITION ZULU  
(GALE FORCE WINDS EXPECTED WITHIN 12 HRS)

DATE/INITIALS

TASK REQUIREMENT

(a) If vessel is authorized by COTP to remain in port, ensure the vessel is securely moored and prepared for severe weather conditions.

(b) Suspend cargo-handling operations as required by COTP Mobile.

(c) Discontinue all vessel movements within the port as required by COTP Mobile.

(d) Report and hazardous conditions or breakaways of vessels directly to the COTP Mobile via the Sector Mobile Command Center (251-441-5976) immediately.
**APPENDIX 1 - RECOMMENDED PRECAUTIONARY MEASURES FOR VESSELS**

<table>
<thead>
<tr>
<th>Moored</th>
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<tbody>
<tr>
<td>X 1.</td>
<td>Mooring lines doubled up with due consideration given to the effects of predicted storm surge.</td>
</tr>
<tr>
<td>X 2.</td>
<td>Outboard anchor rigged at short stay.</td>
</tr>
<tr>
<td>X 3.</td>
<td>Sufficient number of officers and crew onboard to tend mooring lines, and/or get underway.</td>
</tr>
<tr>
<td>X 4.</td>
<td>Vessel ballasted to ensure maximum safety.</td>
</tr>
<tr>
<td>X 5.</td>
<td>All side ports, hatches, portholes, and other openings are closed and secured.</td>
</tr>
<tr>
<td>X 6.</td>
<td>Bilge pumps and manifolds are ready for immediate use.</td>
</tr>
<tr>
<td>X 7.</td>
<td>All fire fighting equipment is ready for immediate use.</td>
</tr>
<tr>
<td>X 8.</td>
<td>At least one (1) pilot ladder is rigged on each side of the vessel.</td>
</tr>
<tr>
<td>X 9.</td>
<td>A gangway, or other suitable means of accessing the vessel from the pier, is rigged.</td>
</tr>
<tr>
<td>X 10.</td>
<td>At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline.</td>
</tr>
<tr>
<td>X 11.</td>
<td>Spare mooring lines and/or wires should be readily available.</td>
</tr>
<tr>
<td>X 12.</td>
<td>A continuous radio watch should be maintained on Channel 16 VHF-FM (156.8 MHZ) by a person who speaks English fluently.</td>
</tr>
</tbody>
</table>

**APPENDIX 2 - RECOMMENDED PRECAUTIONARY MEASURES FOR BARGES**

<table>
<thead>
<tr>
<th>Moored</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>X 1.</td>
<td>Mooring lines doubled up with due consideration given to the effects of predicted storm surge. Special attention should be paid to barges moored in the proximity of bridges.</td>
</tr>
<tr>
<td>X 2.</td>
<td>Sufficient personnel are available ashore to respond to emergencies.</td>
</tr>
<tr>
<td>X 3.</td>
<td>All hatches, portholes and other openings are closed and secured.</td>
</tr>
<tr>
<td>X 4.</td>
<td>Fire fighting equipment is available and ready for immediate use.</td>
</tr>
<tr>
<td>X 5.</td>
<td>Spare mooring lines and/or wires should be readily available.</td>
</tr>
</tbody>
</table>
# STORM PREPARATION CHECKLIST FOR WATERFRONT FACILITIES

## I. PORT CONDITION WHISKEY
(72 HOURS BEFORE ANTICIPATED LANDFALL)

<table>
<thead>
<tr>
<th>DATE/INITIALS</th>
<th>TASK REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) Review facility severe weather contingency plans. The contingency plans for barge fleeting facilities should contain procedures for recovering breakaway barges and specifically include the location or availability of tugs/towboats. Barge fleeting facilities should also evaluate measures to reduce the size of their fleets.</td>
</tr>
<tr>
<td></td>
<td>NOTE: Plans to nest barges with other vessels or to anchor barges must be approved by the COTP.</td>
</tr>
<tr>
<td></td>
<td>(b) Determine the intentions of vessels moored at the facility. Review vessel arrival schedules.</td>
</tr>
<tr>
<td></td>
<td>(c) Review operational schedules to identify shipments of Cargoes of Particular Hazard, Hazardous Material, and/or Dangerous Cargoes arriving via highway or rail vehicles.</td>
</tr>
</tbody>
</table>

## II. PORT CONDITION X-RAY
(48 HOURS BEFORE ANTICIPATED LANDFALL)

<table>
<thead>
<tr>
<th>DATE/INITIALS</th>
<th>TASK REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) Determine whether vessels desiring to remain moored to the facility during the hurricane will be allowed to do so. Notify the vessel master, vessel agent, and the COTP of the facility’s decision. If the vessel is permitted to stay at its current berth, ensure vessel has taken necessary steps to gain authorization from the COTP Mobile to remain in port.</td>
</tr>
<tr>
<td></td>
<td>NOTE: The COTP may direct the vessel or facility to take certain precautions to correct conditions that threaten the port or the environment, one of which may be to direct the vessels to proceed to sea or anchor.</td>
</tr>
<tr>
<td></td>
<td>(b) Set a time for the suspension of cargo handling operations. In doing so, ensure that vessels have ample time to hire and schedule labor, arrange pilots, contract tugs/towboats, and safely complete the transit to sea prior to the setting of Port Condition ZULU. Notify the COTP Mobile of the time established.</td>
</tr>
</tbody>
</table>
ANNEX C

III. PORT CONDITION YANKEE
(24 HOURS BEFORE ANTICIPATED LANDFALL)

<table>
<thead>
<tr>
<th>DATE/INITIALS</th>
<th>TASK REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) Secure missile hazards and clear nonessential equipment and loose gear from all wharves and piers.</td>
</tr>
<tr>
<td></td>
<td>(b) Secure or move hazardous material and dangerous cargo to a safe location. Individual drums of hazardous material should be palletized and banded.</td>
</tr>
<tr>
<td></td>
<td>(c) Advise the COTP of any dangerous cargo that cannot be secured or moved to a safe location.</td>
</tr>
<tr>
<td></td>
<td>(d) Prepare to secure cargo operations involving liquid bulk dangerous cargoes in advance of the COTP setting Port Condition ZULU, unless permission is requested and approval is received from the COTP. All cargo operations must be secured, without exception, at Port Condition ZULU.</td>
</tr>
<tr>
<td></td>
<td>(e) Ensure all self-propelled oceangoing vessels over 300 GT and all oceangoing barges have departed moorings (unless permission has been granted by the COTP or such vessels will remain in port at the facility moorings).</td>
</tr>
</tbody>
</table>

IV. PORT CONDITION ZULU
(12 HOURS BEFORE ANTICIPATED LANDFALL)

<table>
<thead>
<tr>
<th>DATE/INITIALS</th>
<th>TASK REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) All cargo operations are secured.</td>
</tr>
<tr>
<td></td>
<td>(b) Bulk oil transfer terminals should drain all loading arms and transfer hoses of product, blank off hoses, empty and clean small discharge containment.</td>
</tr>
<tr>
<td></td>
<td>(c) All small craft owned by the facility that can be hauled out or trailered should be removed from the water and secured well away from the effects of possible storm surge and high winds.</td>
</tr>
</tbody>
</table>
CARGO OF PARTICULAR HAZARD

"Cargo of Particular Hazard" is defined in section 126.3 of Title 33 of the Code of Federal Regulations (33 CFR 126.3). Cargoes of Particular Hazard are:

1. Division 1.1 or 1.2 explosives,
2. Ammonium nitrate products, division 5.1 (oxidizing),
3. Division 4.3 dangerous when wet products in excess of 60 metric tons,
4. Division 2.3 and 6.1 poison inhalation hazard products,
5. Class 7 highway route controlled quantity radioactive material of fissile material.

CERTAIN DANGEROUS CARGO

"Certain Dangerous Cargo" is defined in section 160.204 of Title 33 of the Code of Federal Regulations (33 CFR 160.204). Certain Dangerous Cargoes are:

1. Division 1.1 or 1.2 explosives,
2. Division 1.5D blasting agents for which a permit is required,
3. Division 2.3 poisonous gas that is also a material poisonous by inhalation, and that is in a quantity in excess of 1 metric ton per vessel,
4. Division 5.1 oxidizing materials for which a permit is required,
5. A liquid material that has a primary or subsidiary classification of Division 6.1 poisonous material that is also a material poisonous by inhalation, and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel,
6. Class 7 highway route controlled quantity radioactive material or fissile material,
7. Bulk liquefied chlorine gas and bulk liquefied gas cargo that is flammable and/or toxic.
8. The following bulk liquids: acetone cyanohydrin, allyl alcohol, chlorosulfonic acid, crotonaldehyde, ethylene chlorohydrin, ethylene dibromide, methacrylonitrile, and oleum (fuming sulfuric acid).