

Enclosure (4) - REMAINING IN PORT CHECKLIST FOR OCEANGOING VESSELS (>500 GRT)

The person in charge of the vessel must submit in writing a mooring plan for approval by the COTP. 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:

1. Name, call sign, official number, and nationality of vessel.
2. Vessel particulars, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
3. Name of the master.
4. Name, address and phone number of the agent, charterer or operator, and owner.
5. Reason why the vessel is not leaving port.
6. Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
7. Provide response plans & POCs for potential salvage/pollution responses w/ listed responsible party.
8. Number of personnel to remain on the vessel and their qualifications.
9. Amount of bunkers, lube oil and diesel oil on board. Provide estimated draft with the vessel in ballast.
10. Name of the berth and location.
11. Availability of the vessel's main propulsion.
16. 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.

17. Operational status of machinery on board (i.e., engines, generators, firefighting pumps, bilge pumps, anchors, mooring machinery, etc.).

18. Any unusual conditions affecting the vessel's seaworthiness.

Enclosure (5) - REMAINING IN PORT CHECKLIST FOR CG REGULATED BARGES & TUGS

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.

1, Name, call sign and official number of tug and barge.
2. Nationality of the tug and barge.
3. Name of the master of the tug.
4. Name, address and phone number of the owner / operator, charterer, and/or agent.
5. Reason why the tug and barge is remaining in port.
6. Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
7. Provide response plans & POCs for potential salvage/pollution responses w/ listed responsible party.
8. Tug and barge particulars for each vessel, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
9. Will the tug be tending the barge(s) while in port?
10. Name and rating of personnel to remain on the tug.
11. Amount of lube oil and diesel oil on board the tug and barge(s). Cargo onboard barge & amount?

12. 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.
13. Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, firefighting pumps, bilge pumps, anchors, mooring machinery, etc.)
14. Any unusual conditions affecting either the tug's or barges(s)' seaworthiness.