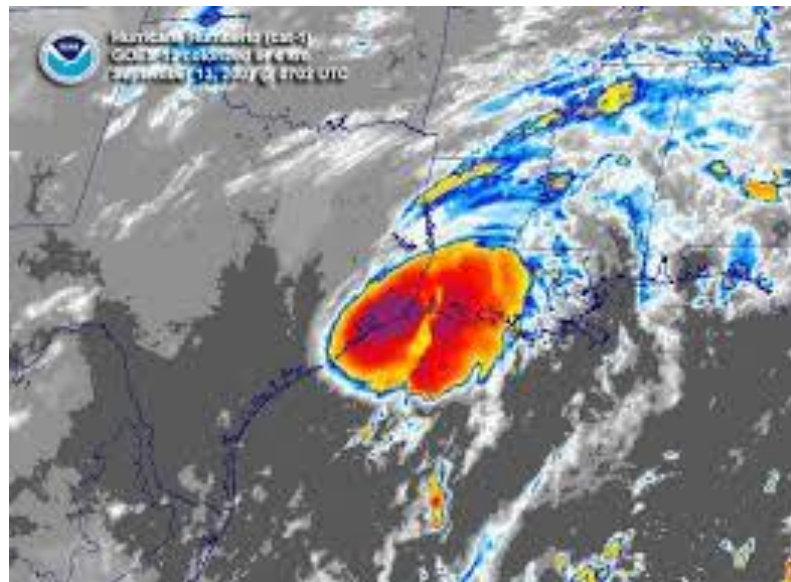




# Severe Weather Planning Information

for

## Maritime Stakeholders



## Port Arthur Captain of the Port Zone

Sabine-Neches Waterway, Calcasieu Waterway  
and Gulf Intracoastal Waterway

Date Published: 30 April 2023

## TABLE OF CONTENTS

Table of Contents .....	2
Introduction .....	3
Planning Factors .....	5
COTP Actions and Decisions .....	8
Communications Plan .....	13
Post-Storm Recovery .....	14
Appendix A – Hurricane Procedures for Maritime Industries .....	A-1
Appendix B – Notice of Intent to Remain In Port .....	B-1

## **INTRODUCTION**

### **Background**

From June 1st to November 30th each year the Atlantic and Gulf coasts of the United States face the threat of hurricanes and tropical storms. These weather events are a significant threat to lives and property.

Southeast Texas and Southwest Louisiana are particularly vulnerable to the hazards associated with hurricanes. Storm surge, precipitation and hurricane force winds can combine to cause substantial damage and problems in our port.

The Captain of the Port (COTP) is especially cognizant of the hazards to vessels, marine facilities and the Maritime Transportation System (MTS) that are associated with these storms. Threatened as we are by these hazards, it is important that the entire port community share a common understanding of the measures required to increase our hurricane readiness and resilience. To that end, this document is provided to assist the maritime community in storm preparation and to know what to expect from the Coast Guard before, during and after a storm impacts our area.

You are encouraged to review this document and revise your hurricane plans accordingly. Circumstances arising during any particular storm may require that the COTP make some recommendations in this plan mandatory.

### **Authority**

The provisions of Title 33, Code of Federal Regulations (CFR), Parts 160 and 165, describe the authority that a Coast Guard COTP can use 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**

This plan is applicable to all waterfront facilities, vessels and barges within the Port Arthur, TX COTP Zone defined in Title 33, CFR, Part 3.40-28(b). 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 tropical storm or 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 and MTS.

## **Amendments**

Amendments will be incorporated into this plan by U.S. Coast Guard MSU Port Arthur following a formal annual review. However, we welcome suggestions for changes at any time.

## **Distribution**

This plan is available on the Vessel Traffic Service (VTS) Port Arthur website (<https://www.atlanticarea.uscg.mil/vtsportarthur/Hurricane-Season/>) and the USCG MSU Port Arthur HOMEPORT website (<https://homeport.uscg.mil/port-directory/port-arthur-and-lake-charles>).

## PLANNING FACTORS

- A. Low elevations along the Gulf Coast offer limited protection from strong winds. Sheltered berths and anchorages are very limited within the Port Arthur COTP Zone. Ports along the Gulf of Mexico should **not** be considered safe havens in hurricane conditions. The COTP believes that when sustained tropical storm winds or greater are imminent, evasion at sea is the safest course of action for larger seaworthy vessels.
- B. Severe Weather Plans - The maritime community should develop severe weather plans based on a full understanding of local risk factors and policies that may impact their operations before, during, and after severe weather. Revisions are encouraged based on lessons learned each year.
- C. Vessel Evacuations - The following factors should be considered when planning vessel evacuations:
- a. Masters and agents of deep-draft vessels and tug/barges that require assistance during docking and transit should keep in mind that there might be very limited availability of harbor tugs. Vessels that postpone departure until the final hours of Port Condition Yankee may find it difficult to schedule harbor tugs, and may experience delays that make it difficult to evade the storm at sea. Plan to depart the port early, and anticipate some scheduling conflicts caused by the simultaneous departure of many deep-draft vessels.
  - b. As a reminder, pilots generally stop working when conditions prevent safe transfer between ship and pilot boat or at the onset of sustained gale force winds. A large storm may cause these conditions well before gale force winds are present and before the COTP sets Port Condition ZULU.
- D. Lay-Up Vessels – No vessel will be permitted to enter or remain in lay-up status during the hurricane season, except as provided below. Vessels in lay-up during the off-season (Dec 1st– May31st) must be operational and able to sail **no later than May 31st**. Layed-up vessels unable to depart before June 1 each year must notify the COTP of their intention to remain in port. Such requests shall include, at a minimum, a lay-up plan containing specific provisions for **all categories of hurricanes**. For purposes of this policy, a vessel is considered in lay-up status if it is not operational. A vessel is considered operational only if it is manned, has valid certificates from the flag administration, and is prepared to depart port should the area be threatened by a storm. **Vessels desiring to obtain COTP permission to remain in a lay-up status during any part of the hurricane season (1 June – 30 November) should contact MSU Port Arthur at (409) 719-5086.**
- E. Tidal Surge – Storm surge often causes more damage than winds during tropical storms and hurricanes. In coastal areas, storm surge is, therefore, regarded as a significant threat to the maritime community during severe weather. Many factors impact the storm surge that accompanies tropical storms and hurricanes. Severe weather plans should address all the possible impacts from storm surge.

- F. Geographic Considerations – The worst natural disaster in the history of the United States impacted Galveston in 1900 and left between 6,000-8,000 dead. **No areas within Sabine-Neches or Calcasieu Waterway are considered safe hurricane havens** since surrounding low topography does not provide an adequate windbreak. The Ports of Port Arthur, Beaumont, Orange and Lake Charles do not provide suitable refuge from either hurricanes or tropical storms. In addition, the Port of Beaumont is a port of significant national interest, and every effort must be taken to minimize the damage caused by severe weather.
- G. Ports and waterways may be closed to commercial traffic prior to landfall of a hurricane. The closure is to ensure safety during and after severe weather when communications may be severely impacted. The Coast Guard in conjunction with other government agencies and port partners will assess hazards to navigation and may direct channel surveys prior to reopening of the channels. Requests for waivers from channel closures should be directed to VTS Port Arthur and describe the extent of, and reasons for, the waiver.
- H. Sailing Considerations – As there are no safe havens in the Port Arthur Captain of the Port Zone, the risk of damage to our ports is reduced when the number of vessels is minimized. Accordingly, commercial ocean-going vessels and ocean-going tug/barge combinations, especially those over 500 GT, will be encouraged to depart the port when a tropical storm or hurricane is approaching. Masters or agents of vessels 500 GT and greater that are unable to depart the port should submit a “Notice of Intent to Remain In Port” before Port Condition YANKEE is set for the region.
- I. Berthing Arrangements – Most deep-draft berths are owned or controlled by port authorities or private terminal operators. Many have policies against berthing of vessels during severe weather, and they will typically direct vessels to depart their facility unless prior arrangements have been made. The responsibility to find a suitable lay berth to weather a storm lies with the vessel owner or agent. The COTP generally will not order a terminal operator to lay berth a vessel during severe weather.

### **Recommended Storm Preparations**

- A. Commercial ocean-going vessels and ocean-going tug/barge combinations over 500 GT should take early and decisive action to depart the port and evade the storm as it approaches. However, the Coast Guard recognizes that commercial ocean-going barges and their tugs (other than integrated tug barges or ITBs) may not be able to safely evade or ride out a hurricane or tropical storm at sea, depending on the track and speed of the storm. Ultimately, the responsibility for the safety of a vessel and its crew rests with the vessel’s master. Therefore, unless a thorough assessment of the situation indicates a greater level of risk to the safety of life in the port, the COTP will respect a master’s decision to remain in port. **Facility operators should be advised that the COTP will not order vessels to depart the facility if doing so would unduly hazard the vessel.** Masters or agents of vessels over 500 GT unable to depart should report their intentions to the COTP. Requests to remain in port may be submitted using the “Notice of Intent to Remain In Port” available on the VTS Port Arthur website. All requested information should be provided for expeditious consideration.

### Vessel Sortie Recommendations

Port Condition	Recommended Actions for Commercial, Ocean-going Vessels and Barges Over 500 GT
<b>Condition Whiskey</b> (Alert – 72 Hrs)	Make all preparations to get underway. Set navigation and radio watch. “Dead” ships, vessels, or barges unable to put to sea must contact VTS Port Arthur. Information should be submitted prior to setting Condition X-Ray.
<b>Condition X-Ray</b> (Readiness – 48 Hrs)	All vessels should prepare to complete cargo operations and depart port within 24 hours, or when Port Condition YANKEE is set. Vessels and barges unable to depart must contact VTS Port Arthur before setting Condition Yankee.
<b>Condition Yankee</b> (Warning – 24 Hrs)	Port is closed to incoming traffic without specific approval of the COTP. All cargo operations should be secured. All vessels are encouraged to put to sea.
<b>Condition Zulu</b> (Danger – 12 Hrs)	Port is closed. No terminal, facility, or vessel operations are permitted.

**Note:** The maritime community should anticipate that storm movement may accelerate and the time interval between Port Conditions may be less than the 24 or 12 hours indicated above.

- B. Commercial vessels, including fishing vessels, less than 500 GT should seek shelter north of the Intracoastal Waterway on the Calcasieu River and north of the **Neches River Intersection on** the Sabine-Neches Waterway.
- C. Shallow draft vessels that intend to seek shelter upriver should anticipate draw bridges and locks closing due to high winds or storm surge and proceed accordingly. A prudent mariner should know under what conditions the bridges in the area will close.
- D. Barge fleets, particularly those carrying hazardous cargoes, should make every attempt to protect fleet populations. Upon notification of an impending hurricane, and if possible, standby vessels should be positioned for quick recovery in the event of a breakaway.

## **COTP ACTIONS AND DECISIONS**

### **General**

Port Conditions are set by the COTP Port Arthur in advance of an arriving tropical storm or hurricane based on when gale force winds associated with the storm are predicted to arrive. Gale force winds are defined as sustained winds of 34 knots (39 mph). These predictions are based on information obtained from the National Weather Service and the National Hurricane Center. The intent of setting Port Conditions is to provide the marine community with sufficient time to make preparations in order to minimize damage from heavy weather.

### **Port Conditions**

Port Conditions provide COTP specific operational restrictions and recommendations for the maritime community. Those entities affected include terminals, facilities, marinas, owners, operators, agents, and masters of vessels.

**WHISKEY:** Sustained gale force winds are predicted to arrive within 72 hours.

**X-RAY:** Sustained gale force winds are predicted to arrive within 48 hours.

**YANKEE:** Sustained gale force winds are predicted to arrive within 24 hours.

**ZULU:** Sustained gale force winds are predicted to arrive within 12 hours.

**NOTE:** Port Condition guidance is provided in Appendix A to this document.

**Port Condition WHISKEY** (gale force winds within 72 hours):

**Port Status:** Open to all commercial traffic.

- The Coast Guard will convene the Port Coordination Team (PCT) to identify and address concerns over port status, activities, and emergency preparations. Follow-on calls will continue throughout the event.
- The Coast Guard will issue a Marine Safety Information Bulletin (MSIB) that may address the following issues:
  - Establishment or intent to establish a Coast Guard Safety Zone.
  - Notice that all self-propelled ocean-going vessels over 500 GT and all ocean-going barges and their supporting tugs will report their intention to depart or remain in port.



- Notice that self-propelled ocean-going vessels over 500 GT and all ocean-going barges and their supporting tugs remaining in port will complete a “Notice of Intent to Remain in Port” (Appendix B) and submit to the COTP within 24 hours for approval.
  - Each vessel intending to remain in port must request permission from the waterfront facility and forward that information to the COTP. If permission to remain at the facility is granted by the facility, the facility must ensure the safe mooring of the vessel.
  - The Coast Guard may increase harbor patrols and will inform vessel and facility operators of any conditions that require immediate action or correction.
  - The Coast Guard will advise vessel operators of anticipated times of floodgate and bridge closures affecting their ability to seek safe refuge and will provide best points of contact information to obtain accurate updates.
  - Advise port stakeholders of intentions to set the next port condition.
- 

**Port Condition X-RAY** (gale force winds within 48 hours):

**Port Status:** Open to all commercial traffic.

- The Coast Guard will convene the PCT as necessary to share information and address concerns over port status, activities, and emergency preparations.
- Issue a Marine Safety Information Bulletin (MSIB) that may address the following issues:
  - Establishment or intent to establish a Coast Guard Safety Zone.
  - Requirement for all “Notice of Intent to Remain in Port” (Appendix B) to be submitted to the COTP for approval.
- The Coast Guard will continue to contact waterfront facilities to determine the intentions of the facility and any vessels or barges moored thereto.
- Monitor and track deep-draft vessels and determine their intentions. Individually assess vessels desiring to remain in port, and address concerns with vessel owners and facilities.
- The Coast Guard may increase harbor patrols and will inform vessel and facility operators of any conditions that require immediate action or correction.

**Port Condition YANKEE** (gale force winds expected within 24 hours):

**Port Status:** Vessel traffic control measures in effect.

- The Coast Guard will continue to convene the PCT as necessary to share information and address concerns over port status, activities, and emergency preparations.
  - The COTP may close portions of the port in response to weather forecasts, anticipated damage impacts, or threats in different geographic areas within the port.
  - Issue a Marine Safety Information Bulletin (MSIB) that may address the following issues:
    - Close impacted ports to all inbound, commercial traffic (COTP discretion). Port closure may not apply to vessels that are capable of completing the cargo load/discharge cycle in less than 12 hours.
    - Each waterfront facility must request permission from the COTP for all self-propelled ocean-going vessels over 500 GT and all ocean-going barges that desire to remain in port at that facility. If permission is granted, the facility must ensure the safe mooring of such vessels at that facility. If permission is not granted, then such vessels must put to sea or move to an approved anchorage.
    - Each self-propelled vessel over 500 GT without COTP approval to remain in port may be directed to depart the port.
    - Outline anticipated port closure timelines and/or restrictions.
  - The COTP may approve or direct, as necessary, final mooring arrangements for vessels remaining in port.
  - Advise port stakeholders of intentions for setting the next Port Condition.
-

**Port Condition ZULU** (gale force winds expected within 12 hours):

**Port Status:** Vessel traffic control measures in effect.

- The port is closed to all commercial vessel traffic, potentially including vessel transits within the port based on COTP discretion. However, vessel masters may request permission to transit the port. The approval of the COTP will only be granted if the transit can be made safely and mooring or anchorage space has been identified; or if the vessel is departing to sea, and then, only if the vessel can safely reach safe water prior to encountering gale force conditions.
    - The COTP may deviate from this default and keep port(s) open with restrictions or close only portions of the port in response to weather forecasts, anticipated damage impacts, or threats in different geographic areas within the port.
  - Enforcement of a Safety Zone controlling vessel movements and activities as appropriate, including:
    - Close ports, where necessary, to all commercial vessel traffic (including vessel transits within the port). This prohibition will not apply to vessels that have requested and received approval from the COTP to transit the port. The approval of the COTP will only be granted if the transit can be made safely and mooring or anchorage space has been identified or, if the vessel is departing to sea, only if the vessel can reach safe water prior to encountering hurricane conditions.
    - Suspend cargo operations involving bulk liquid dangerous cargoes (including bunkering and lightering operations), unless permission is requested to continue operations and approval is 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.
- 

**Port Condition RECOVERY** (Condition maintained until the MTS is restored to pre-storm conditions):

**Port Status:** Vessel traffic control measures in effect as determined by the COTP.

- Port activity during Port Condition Recovery is likely to vary considerably from storm to storm. Communicating all hazards encountered and remaining actively engaged in teleconferences is critical to port restoration. See the section entitled Post Storm Recovery for additional details.

**NOTE:** Detailed Port Condition guidance is provided as enclosure (1) to this document. The “action items” checklists should be referred to whenever the COTP changes the Port Condition.

## **Information Sources**

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

- A Marine Safety Information Bulletin (MSIB) will be released for each change of Port Condition. MSIBs are posted to the VTS Port Arthur website and the USCG MSU Port Arthur HOMEPORT site previously identified.
- Vessels will be notified via a Broadcast Notice to Mariners (BNM). These BNMs will be broadcast on Channel 16 and Channel 22A VHF.
- VTS Port Arthur will notify participating vessels by way of Waterway Advisory transmitted on Channels 01A and 65A VHF.

## **COMMUNICATION PLAN**

The Communications Plan describes how the COTP will communicate with the maritime community and how marine interests should contact the Coast Guard before, during, and after severe weather. The radio frequencies and others communication mechanisms outlined in this section should be incorporated into individual severe weather plans.

<b>Method</b>	<b>How Transmitted</b>	<b>When Used</b>
<b>Marine Safety Information Bulletin (MSIB)</b>	Homeport & E-mail	When Port Conditions change.  To inform as needed and to update status and announce meetings.
<b>Broadcast Notice To Mariners (BNM)</b>	VHF Channels 16, 13, & 22A	When Port Conditions change and when safety zones are enforced.
<b>VTS Advisory</b>	VHF Channels 65A and 01A	When Port Conditions change and when safety zones are enforced.
<b>Landline</b> <ul style="list-style-type: none"> <li>▪ MSU Port Arthur</li> <li>▪ VTS Port Arthur</li>   <li>▪ Station Sabine</li> </ul>	(409) 723-6500 (409) 723-5070  (409) 971-2194	To make requests, reports or inquires to the Coast Guard.  SAR ONLY
<b>Fax</b> <ul style="list-style-type: none"> <li>▪ MSU Port Arthur</li> <li>▪ VTS Port Arthur</li> <li>▪ Station Sabine</li> </ul>	(409) 723-6534 (409) 719-5090 (409) 971-2194	To make requests, reports or inquires to the Coast Guard.
<b>VHF</b> <ul style="list-style-type: none"> <li>▪ VTS Port Arthur</li> </ul>	VHF Channels 65A & 01A	To make request, reports or inquires to the Coast Guard.
<b>Port Coordination Team</b>	Teleconference Call with designated industry representatives	To inform as needed to update status and announce meetings.

## **POST STORM RECOVERY**

- A. Following the passage of a storm, it is likely that the port will remain closed while damage surveys are conducted and channels are cleared. It is also possible that some waterways will remain closed until the proper operation of bridges and locks can be assured. If shoaling or other blockage is suspected, deep-draft channels will be surveyed before they are re-opened. In addition, normal port operations may not be restored until communications and power systems are fully operational.
- B. As soon as possible after the passage of a storm, the Coast Guard will dispatch assessment teams by land, air and water to survey the extent of damage to the port infrastructure. The Coast Guard will also coordinate with the Army Corps of Engineers to make assessments of affected navigable channels to ensure navigation safety. Results of these surveys are used by the Captain of the Port to determine how, and to what degree, port operations may be resumed.
- C. MSU Port Arthur uses the following priorities for the assignment of resources, provided military contingency out-load is not in progress:
  - i. Restore and/or provide essential services and commodities to enhance, facilitate, and carry out efforts to support/restore public safety.
  - ii. Security and protection of the environment.
  - iii. Commercial interest with focus on survey and reopening of waterways.
- D. Maritime interests can assist the COTP in re-opening the port as quickly and safely as possible. All interests should report any damage, pollution, hazard to navigation, or unsafe condition to the COTP as soon as possible and by any means available after the passage of a storm. See page 12 for detailed communications / contact information.
- E. Specific responsibilities following the passage of a storm and a basic communications plan follow as part of this pre-event plan:

### Post-Storm Reporting Requirements

Who	What
<b>Terminal and Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Survey facilities and report any damage, pollution, or unsafe conditions.</li> <li>2. If shoaling is suspected, ensure soundings are taken and report results. Plan for alongside surveys as needed</li> <li>3. Account for all vessels and barges moored at the facility prior to the storm. Report status to COTP.</li> <li>4. Make reports to the COTP regarding the operational status of your facility using Form CG-11410A (available on VTS Port Arthur website - <a href="http://www.uscg.mil">Vessel Traffic Service (VTS) Port Arthur (uscg.mil)</a>)</li> </ol>
<b>Barge and Barge Fleet Managers</b>	Survey the barges or barge fleets. Account for all barges moored prior to the storm. Report the status of your barges, including any damage, pollution or unsafe conditions.
<b>Dredge Operators</b>	Survey all dredge equipment, including all staged pipelines, and report status to the COTP.
<b>Pilots</b>	Make a report to the COTP regarding the status of the main channels, the need for extensive surveys, and recommendations for providing pilot services and re-opening the port.
<b>Harbor Tug Companies</b>	Survey all tugs and facilities and report any damage, pollution, or unsafe conditions. Make a recommendation to the COTP regarding the availability of tugs.
<b>Masters, Agents, Operators of All Commercial Vessels Remaining In Port</b>	<ol style="list-style-type: none"> <li>1. Survey vessels and mooring facilities and report any damage, pollution or unsafe condition.</li> <li>2. Make a report to the COTP regarding the operational status of each vessel.</li> <li>3. Make any requests for shifting berths, dead ship movements, or vessel departures as soon as possible.</li> </ol>

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

**Pre-Storm Procedures:** This section outlines the actions to be taken by maritime interests and the operational restrictions imposed by the COTP for each Port Condition. The operational restrictions and required actions listed here are intended as worst case; when gale forces winds are predicted *and* hurricane conditions are expected to follow. In a case when less severe weather is expected, the COTP may choose lesser requirements and operational restrictions. These will be communicated to the maritime community in accordance with the Communications Plan provided elsewhere in this document.

<b>CONDITION: Pre-Hurricane Season (Page 1 of 1)</b>		<b>Set: Seasonally, 1 Dec – 31 May</b>	
Description: “Planning/Preparedness” – review and update plans. Incorporate lessons learned from previous hurricane season.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	1. Review and update hurricane plans. 2. Make recommendation to COTP for changes to this plan.	By 1 June	
<b>Operators of Ocean-going Barges &amp; Tugs</b>	Make arrangements with local terminal and facility operators for berthing during severe weather if your intent is to remain in port. Provide details of these arrangements to the COTP.	By 1 June	Early planning is essential to ensure safety of tugs and barges.
<b>Vessel and Barge operators or agents</b>	Submit Hurricane plans for laid up vessels and barge fleets that will be unable to depart the port when severe weather threatens.	By 1 June	



**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Hurricane Season (Page 1 of 1)</b>		<b>Set: Seasonally, 1 Jun – 30 Nov</b>	
Description: “Alert” – Ensure all preparations are complete to implement Heavy Weather Plans			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	Attend scheduled hurricane season meetings to review COTP Policy and requirements, and discuss any other topics of concern.	By 15 June	Scheduled by COTP
<b>Terminal &amp; Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Ensure all required equipment is on hand and operational.</li> <li>2. Conduct tests of emergency systems, including communications and power systems.</li> <li>3. Provide COTP with updated list of all vessels and barges over 500 GT moored at the facility for more than 30 days.</li> </ol>	By 15 June	
<b>Vessel and Barge Operators</b>	<ol style="list-style-type: none"> <li>1. Review vessel sortie recommendations.</li> <li>2. Ensure storm moorings are in place or on hand for vessels or fleets planning to remain in port during severe weather.</li> <li>3. Provide COTP with updated list of the number and size of barges and vessels over 500 GT that have been granted permission to remain in port.</li> </ol>	By 15 June	Plans for barge fleets and lay-up vessels that are planning to remain in port should be submitted to the COTP for review prior to setting Port Condition Whiskey.

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Whiskey (Page 1 of 2)</b>		<b>Set: When sustained gale force winds are possible within 72 hours</b>	
Description: “Activation” – Prepare to implement the Heavy Weather Plan			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	Review the requirements for Port Condition X-Ray.	Prior to setting Condition X-Ray	
<b>Terminal &amp; Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Ensure the open areas of docks, wharves, and piers are cleared of all potential missile hazards.</li> <li>2. Notify the COTP of any labeled dangerous cargo that must remain in open areas by reason of insufficient shed space.</li> <li>3. Ensure drums are banded on pallets not more than two tiers high, or laid horizontally with secure dunnage.</li> <li>4. Notify COTP of any vessels or barges (over 500 GT) at the facility that may not be able to get underway within 48-hrs.</li> <li>5. Ballast storage tanks.</li> </ol>	Prior to setting Condition X-Ray	Hazardous materials should be removed from areas prone to flooding.

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Whiskey (Page 2 of 2)</b>		<b>Set: When sustained gale force winds are possible within 72-hours</b>	
Description: “Activation” – Prepare to implement the Heavy Weather Plan			
<b>Action Items</b>			
Who	What	When	Notes
<b>Vessel and Barge (Over 500 GT) Operators, Agents, or Masters</b>	<ol style="list-style-type: none"> <li>1. Make preparations to get underway, including setting navigational watch and maintaining live radio watch on VHF-FM channel 16, 13, and 65A or 01A 83.</li> <li>2. Ships and barges over 500 GT unable to get underway within 48 hours or those desiring to remain in port during the storm should declare their intent and submit “Notice of Intent to Remain in Port” (Appendix B) to the COTP.</li> <li>3. Ships and barges that have prior approval to lay-up must update their status with the COTP and implement their Hurricane Plans.</li> <li>4. Review scheduled arrivals and departures to identify potential needs for assistance or possible deviations from COTP Policy.</li> </ol>	Prior to setting Condition X-Ray	<p>See “Notice of Intent to Remain In Port” for details if intending to stay in port.</p> <p>All practicable and reasonable measures must be taken to ensure vessel stability (ballasting, shifting of cargo, securing hatches)</p> <p>Once Port Condition X-Ray is set ALL Ships and Barges over 500 GT may be required to make notice of arrival to the COTP.</p>
<b>Dredge Operators</b>	Notify COTP of current position and intentions.	Prior to setting Condition X-Ray	Dredges may be required to clear the channel and seek refuge once Port Condition X-Ray is set.
<b>Small Craft &amp; Recreational Boaters</b>	Take early action to evacuate the port. Vessels that can be removed from the water should be.	Prior to setting Condition X-Ray	Evacuation of small craft will become more difficult as the storm approaches.

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition X-Ray (Page 1 of 2)</b>		<b>Set: When sustained gale force winds are possible within 48 hours</b>	
Description: “Readiness” – Implement the Heavy Weather Plan			
<b>Action Items</b>			
Who	What	When	Notes
<b>All maritime interests</b>	<ol style="list-style-type: none"> <li>1. Prepare to secure all operations within 24 hours.</li> <li>2. Anticipate that the storm may accelerate and that Port Condition Yankee may be set in less than 24 hours.</li> <li>3. Review the requirements for Port Condition Yankee.</li> </ol>		
<b>Terminal &amp; Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Complete all cargo operations. Liquefied gas and bulk chemical ships should complete operations before condition Yankee is set.</li> <li>2. Secure potential missile hazards and hazardous cargo or supplies.</li> <li>3. Reduce container and pallet stacks to one high where possible.</li> <li>4. Laid up vessel’s lines should be inspected and doubled/tripled up.</li> <li>5. Report any unusual or unsafe conditions to COTP.</li> </ol>	Prior to setting Condition Yankee	
<b>Vessel and Barge (Over 500 GT) Operators, Agents, or Masters</b>	<ol style="list-style-type: none"> <li>1. If planning to get underway, make final preparations. Ensure all required stores are aboard.</li> <li>2. Vessels with permission to remain in port should secure for severe weather in accordance with the plan approved by the COTP. Notify COTP when complete.</li> <li>3. Lightering and Bunkering prohibited at inshore anchorages.</li> <li>4. All vessels should complete cargo transfers within 36 hours or before condition Zulu is set.</li> </ol>	Prior to setting Condition Yankee	<p>Ocean-going tank barges remaining in port may be required to empty cargo tanks and ballast down.</p> <p>Vessels remaining in port should be manned with sufficient crew.</p>
<b>Operators of Inland Vessels and Vessels Less Than 500 GT</b>	Make preparations to evacuate to sheltered water. Notify COTP of intentions.	Prior to setting Condition Yankee	No areas in the Port Arthur COTP Zone are considered “safe havens.”

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition X-Ray (Page 2 of 2)</b>		<b>Set: When sustained gale force winds are possible within 48 hours</b>	
Description: "Readiness" – Implement the Heavy Weather Plan			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>Barges and Barge Fleets</b>	<ol style="list-style-type: none"> <li>1. Barge fleets moored at facilities should be reduced as much as possible.</li> <li>2. Barge fleets not moored at facilities should be packed as tightly as possible and mooring secured.</li> <li>3. Barge fleets should be secured in accordance with the Hurricane Plan approved by the COTP. Notify COTP when complete.</li> <li>4. All barges should consider ballasting down for maximum stability.</li> </ol>	Prior to setting Condition Yankee	
<b>Agents, Ship and Tug Operators</b>	<ol style="list-style-type: none"> <li>1. Make notice of arrival to the COTP for all ships, tugs and barges over 500 GT.</li> <li>2. Encourage vessels intending to remain in port complete the "Notice of Intent to Remain in Port."</li> </ol>	<ol style="list-style-type: none"> <li>1. At least 24 hrs prior to arrival.</li> <li>2. Prior to setting Condition Yankee</li> </ol>	
<b>Dredge Operators</b>	Remove all equipment from the waterway and seek sheltered moorings. Notify COTP when complete.	Prior to setting Condition Yankee	Dredge equipment should be moored no closer than ½ mile from any bridge.

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Yankee (Page 1 of 3)</b>		<b>Set: When sustained gale force winds are predicted within 24 hours</b>	
Description: “Warning” – Commerce stops, all operations are to prepare the port for severe weather.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	<ol style="list-style-type: none"> <li>1. “Normal” port operations are secured. Efforts are directed toward preparation for severe weather.</li> <li>2. Anticipate that the COTP will enact a safety zone prohibiting all vessel or port facility operations within 12 hours.</li> <li>3. Anticipate that the storm may accelerate and that Port Condition Zulu may be set in less than 12 hours.</li> <li>4. Review the requirements for Port Condition Zulu.</li> </ol>	Upon the setting of Condition Yankee	The requirements for Port Condition Yankee may be modified in cases where gale forces winds are predicted but hurricane conditions are not expected to follow.
<b>Terminal &amp; Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Secure all cargo operations and cargo handling equipment.</li> <li>2. Bulk liquid terminals should ensure that all transfer hoses and loading arms are drained, flanged, and secured. Secure valves on transfer piping leading to pier and waterfront areas in the closed position.</li> <li>3. Make final survey of the facility to ensure all potential missile hazards and hazardous materials are secured. Report to COTP when complete.</li> <li>4. Facilities may desire a vessel to leave their docks; the COTP will only approve this if suitable lay berth or anchorage is available.</li> </ol>	<ol style="list-style-type: none"> <li>1. Upon the setting of Condition Yankee</li> <li>2. Prior to setting Condition Zulu</li> </ol>	<p>Shore-side storage tanks at bulk liquid facilities should be ballasted to withstand maximum winds and storm surge.</p> <p>Reports to the COTP should contain a list of all vessels and barges (of any size) moored at the facility and a phone number or frequency for a point of contact during and after the storm.</p>

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Yankee (Page 2 of 3)</b>		<b>Set: When sustained gale force winds are predicted within 24 hours</b>	
Description: “Warning” – Commerce stops, all operations are to prepare the port for severe weather.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>Vessel and Barge (Over 500 GT) Operators, Agents, or Masters</b>	<ol style="list-style-type: none"> <li>1. Vessels ordered to put to sea by the COTP must depart at this time.</li> <li>2. Vessels remaining in port should ensure that a “Notice of Intent to Remain in Port” has been completed and submitted to the Coast Guard.</li> </ol>	Upon setting Condition Yankee	The COTP may close the port when sustained winds exceed 35 knots.
<b>Operators of Inland Vessels and Vessels Less Than 500 GT</b>	Evacuate to sheltered water. Notify VTS Port Arthur of location.	Upon setting Condition Yankee	<p>No areas in the Port Arthur COTP Zone are considered “safe havens.”</p> <p>The COTP may close the port when sustained winds exceed 35 knots.</p>
<b>Barges and Barge Fleets</b>	Report barge and fleet status to COTP.	Prior to setting Condition Zulu.	<p>Reports to COTP should include a phone number or radio frequency for a point of contact during and after the storm.</p> <p>The COTP may close the port when sustained winds exceed 35 knots.</p>

**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Yankee (Page 3 of 3)</b>		<b>Set: When sustained gale force winds are predicted within 24 hours</b>	
Description: "Warning" – Commerce stops, all operations are to prepare the port for severe weather.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>Agents, Ship &amp; Tug Operators</b>	Report any delays in implementing COTP requirements or anticipated problems.	Prior to setting Condition Zulu	Reports to COTP should include a phone number or radio frequency for a point of contact during and after the storm.  The COTP may close the port when sustained winds exceed 35 knots.
<b>Dredge Operators</b>	Report status and location of all dredge equipment.	Prior to setting Condition Zulu	Report to COTP should include a phone number or radio frequency for a point of contact during and after the storm.  The COTP may close the port when sustained winds exceed 35 knots.



**APPENDIX A  
SEVERE WEATHER PROCEDURES FOR MARITIME INDUSTRIES**

<b>CONDITION: Port Condition Zulu (Page 1 of 1)</b>		<b>Set: When sustained gale force winds are predicted within 12 hours and hurricane conditions are expected to follow.</b>	
Description: “Landfall” – Final preparation and verification that all requirements are met.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	<ol style="list-style-type: none"> <li>1. Make final preparations for severe weather. Ensure all operations and equipment are secure.</li> <li>2. Anticipate that the storm may accelerate or slow down, and that Port Condition Zulu will be in effect until cancelled by the COTP after passage of the storm.</li> <li>3. Review the requirements for Post-Storm Procedures.</li> </ol>	Upon the setting of Condition Zulu	<p>The COTP may establish a safety zone that prohibits commercial vessel transits or port facility operations without approval of the COTP. This safety zone will remain in effect until specifically lifted by the COTP.</p> <p>All cargo-handling ops will be suspended</p>
<b>Operators of all vessels and barges remaining in port</b>	Ensure that moorings are secured. Report any unusual condition or damage to the COTP as soon as possible.	Upon the setting of Condition Zulu	All cargo-handling ops will be suspended.

**APPENDIX B  
NOTICE OF INTENT TO REMAIN IN PORT**

**Notice of Intent to Remain In Port**

\*\*\*This information is required for all self-propelled vessels over 500GT and integrated tug and barges (ITB) requesting to remain in port during a hurricane.

Port of: \_\_\_\_\_ Storm Name: \_\_\_\_\_

Vessel Name: \_\_\_\_\_ Date Submitted: \_\_\_\_\_

Intended Facility/Berth Location: \_\_\_\_\_

VESSEL INFORMATION			
Vessel Type: <input type="checkbox"/> Tanker <input type="checkbox"/> Freighter <input type="checkbox"/> ITB / ATB <input type="checkbox"/> Other: _____			
Call Sign:		Official Number:	
Flag/Nationality:		Gross Tons:	
Length:		Horsepower:	
Beam:		Hull Type:	
Draft:		Single or twin screw:	
Ballasted Draft:		Number / Type Main Propulsion:	
Air Draft:		Number / Type Aux. Propulsion:	

Operational Status:			Fully Available (Full)	Partially Available (PA)			Not Available (NA)
Full	PA	NA		Full	PA	NA	Fire Fighting
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Main Propulsion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bilge Pumps
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Auxiliary Propulsion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Steering System
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Main Generator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Navigation System
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Anchors/Windlasses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

If any of the above items are not Fully Available, explain why:

Are there any unusual conditions affecting the vessel's seaworthiness? If YES, explain:

**APPENDIX B  
NOTICE OF INTENT TO REMAIN IN PORT**

**Notice of Intent to Remain In Port**

Please attach the following information:

- Name, address, and phone number of the agent, charterer or operator, and owner:
- Name and 24-hour phone number for the vessel and Master:
- Names and qualifications of person to remain on the vessel (Crew List):
- Reason(s) why the vessel is not leaving the port.
- Provide full insurance disclosure to the Captain of the Port, and if moored to a facility, to the facility.
- Mooring Arrangement Diagram. Be sure to show the number and sizes of all mooring lines and cable; fender configuration, tug assistance (if any) and facility characteristics (including water depth at the berth).

**FACILITY/BERTH INFORMATION**

- Facility Operations Manager Contact Information:
- Facility Security Officer Contact Information:

**POLLUTION/SALVAGE INFORMATION**

In the event the vessel spills any oil or hazardous materials, or poses a threat of spilling materials, arrangements are required to provide for rapid response to mitigate the spill and remove the pollutant from the environment. If the vessel is partially or completely sunk in or near a navigable channel, or becomes a hazard to navigation, rapid removal of the vessel from the water is necessary. As such, the following must be provided:

- Amount of bunkers, lube oil, and diesel oil on board.
- Full Stowage Plan and Cargo Manifest
- OSRO Name and 24-hour contact information:
- Qualified Individual's name and 24-hour contact information:
- Salvor's Name and 24-hour contact information:
- Provide 24-hour contact and information on qualified individuals who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage

**\*\* Much of the above information may be found in the required Vessel Response Plan or Non-Tank Vessel Response Plan.**

Submit this form to Port Arthur Captain of the Port at [MSUPA-MTSRU@uscg.mil](mailto:MSUPA-MTSRU@uscg.mil)  
or fax to: (409) 719-5090.

**FOR COAST GUARD USE ONLY**

Reviewer: \_\_\_\_\_ Date: \_\_\_\_\_ Acknowledgement Sent: \_\_\_\_\_