

# 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:

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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: \_\_\_\_\_