Marine Safety Information Bulletin

Commander
U.S. Coast Guard
Sector Delaware Bay
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NOTICE OF PORT CONDITION WHISKEY (MODIFIED)

The Captain of the Port (COTP), Delaware Bay, has set a modified Port Condition WHISKEY due to the potential for Hurricane Isaias to the Pennsylvania, New Jersey, and Delaware area in the next 72 hours. A thorough explanation of port conditions can be found under the local contingency plans tab on homeport at: https://homeport.uscg.mil/port-directory/delaware-bay .

The COTP has determined the Delaware shore, Delaware Bay, and New Jersey shore areas will likely experience heavy rains, gale force winds, increased seas, and surf. Members of the port community should take adequate precautions and review the Severe Weather Contingency Plan. In preparation for high winds, the following provisions of Port Condition WHISKEY are implemented:

- Vessels must have effective mooring and anchorage arrangements for anticipated high wind; vessel agents are asked to notify vessel masters of this requirement.
- Facilities must minimize debris that could become missile hazards.
- Lightering, bunkering, and cargo operations must cease when sustained winds exceed 40 mph.
- Vessels and facilities within potentially affected areas should conduct a pre-storm self-assessment and report any potential hazards or concerns to the Sector Delaware Bay Command Center at (215) 271-4807.

In the event that the COTP imposes further restrictions, they will be broadcasted on VHF-FM Channel 16. Additionally, all notifications will be forwarded to the Maritime Exchange and will be available as requested. The U.S. Coast Guard will provide the earliest possible advance notification before changing the port condition. Please refer to Homeport for additional information.

Vessel and facility operators are encouraged to visit the Mariner Decision Support Tool for forecasts and current information. The decision support tool is located at www.weather.gov/phi/dss_port.

Questions regarding the contents of this bulletin or expectations of the Captain of the Port can be directed to the Sector Delaware Bay 24 hour Command Center at (215) 271-4807.

J. D. THEEL
Captain, U.S. Coast Guard
Captain of the Port, Delaware Bay

This release has been issued for public information and notification purposes only.

USCG COTP Sector Delaware Bay
PORT HURRICANE CONTINGENCY PLAN

SECTION 1200 - CHECKLISTS

1202. STORM PREPARATION CHECKLIST FOR FACILITIES

I. HURRICANE CONDITION WHISKEY

72 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Open to all commercial traffic

☐ (a) Review facility 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. **(NOTE: Plans to nest barges with other vessels or to anchor barges must be reviewed by the COTP).**

☐ (b) The owner or operator should review expected vessel arrivals and departures to identify any potential need for assistance or impairment of port operations.

☐ (c) 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. **(NOTE: The COTP may direct the vessel or facility to take certain precautions to correct conditions which threaten the port or the environment, one of which may be to direct the vessels to proceed to sea or anchor).**

☐ (d) Review operational schedules to identify and reduce shipments of Cargoes of Particular Hazard, Hazardous Material, and/or Dangerous Cargoes arriving via highway or rail vehicles.

☐ (e) Ensure that vessels in Lay-up Status under your control are prepared for hurricane conditions.

☐ (f) The owner and operator of waterfront facilities should make initial inspection of piers, docks, roadways and vessels to identify unsafe conditions such as excessive unsheltered storage, missile hazards, unsecured storage tanks or any other potential problems or conditions which cannot be mitigated within 48 hours.

☐ (g) Marine Transportation Related (MTR) facilities should empty and clean small discharge containment.

☐ (h) The owner or operator should determine whether vessels moored to the facility should remain until the hurricane passes. If not, they must notify the vessel's master or agent to allow them adequate time to make preparations to shift berths or get underway and consult with the COTP.

☐ (i) The owner or operator should anticipate cessation of cargo handling operations at the setting of Condition ZULU and make appropriate arrangements.

☐ (j) The owner or operator should evaluate the extent that a 96 hour interruption of cargo operations, during and after storm passage, will interrupt strategic public safety, energy, or transportation needs. If a significant interruption is expected, it should be reported to the COTP.

II. HURRICANE CONDITION X-RAY

48 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Open to all commercial traffic

☐ (a) Determine the special needs and intentions of vessels moored at the facility.

☐ (b) 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. **(NOTE: The COTP may direct the vessel or facility to take certain precautions to correct conditions which threaten the port or the environment, one of which may be to direct the vessels to proceed to sea or anchor).**

☐ (c) Facilities requiring vessels to depart their docks during this period will require permission of the COTP. Permission will be given only when other safe alternative berthing or anchorage has been identified within reasonable proximity.

☐ (d) The owner or operator should evaluate the extent that a 96 hour interruption of cargo operations, during and after storm passage, will interrupt strategic public safety, energy, or transportation needs. If a significant interruption is expected, it should be reported to the COTP.

☐ (e) 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 or a hurricane anchorage prior to the setting of hurricane condition **ZULU.** Notify the COTP of the time established.

III. HURRICANE CONDITION YANKEE

24 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Vessel traffic control measures in effect

☐ (a) Secure missile hazards, and clear nonessential equipment and loose gear from all wharves and piers.

☐ (b) Secure or move hazardous materials and dangerous cargoes to a safe location. Individual drums of hazardous materials should be palletized, and banded. When palletized drums are stowed inside they should be elevated off the floor in a well ventilated warehouse. When stowed outside, palletized drums should be sheltered from the weather as much as possible, and in no case stacked more than two high. Stacked pallets of drums should also be braced and dunnaged to prevent shifting and/or toppling. **(NOTE: Title 49 of the Code of Federal Regulations parts 171-178 should be used as a stowage and segregation guide, if the drums to be consolidated contain hazardous materials from different Hazard Classes/Divisions).** Grounded containers should be stacked no more than 3 high. Empty containers should be moved to less flood prone areas if possible.

☐ (c) Prepare to haul out or trailer all small craft owned by the facility.

☐ (d) Advise the COTP of any dangerous cargo which cannot be secured or moved to a safe location.

☐ (e) Prepare to secure cargo operations and drain cargo lines in advance of the COTP setting hurricane condition **ZULU.**

IV. HURRICANE CONDITION ZULU

12 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Closed to all vessel traffic except for vessel movements and activities specifically authorized by the COTP

☐ (a) Secure all cargo operations.

☐ (b) Marine Transportation Related (MTR) facilities should drain all loading arms and transfer hoses of product, blank off hoses, empty and clean small discharge containment.

☐ (c) Inspect all pollution response equipment to ensure its safety and readiness for deployment after the passage of the hurricane.

☐ (d) 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 surge and high winds.

☐ (e) Secure all facility cranes against high winds and move away from any vessels remaining at the facility.

☐ (f) Ensure all vessels remaining at the facility are adequately moored and in compliance with COTP requirements.

☐ (g) Advise the COTP of any potential problems that remain at the facility.

Appendix 1 Recommended Precautionary Measures for Ships
Appendix 2 Recommended Precautionary Measures for Barges
Appendix 3 Storm Preparedness Planning for Oceangoing vessels and Oceangoing barges with tugs "REMAINING IN PORT CHECKLIST"

USCG COTP Sector Delaware Bay
PORT HURRICANE CONTINGENCY PLAN

SECTION 1200 - CHECKLISTS

1201. STORM PREPARATION CHECKLIST FOR VESSELS

I. HURRICANE CONDITION WHISKEY

72 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Open to all commercial traffic

☐ (a) Review vessel's operational schedule.

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

☐ (c) If unable to get underway, evaluate the safety of the present berth. If necessary, develop plans to shift to an alternate location or berth. The plans should include the number and source of tugs, the permits required and the agency responsible for approving them, and safety and security arrangements appropriate to the new mooring/berth.

☐ (d) COTP will issue a MSIB under authority 33 CFR 160.111(c)that requires:

(i) All self-propelled oceangoing vessels over 200 GT and all oceangoing barges and their supporting tugs to report their intention to depart or remain in port.

(ii) All self-propelled oceangoing vessels over 200 GT and all oceangoing barges and their supporting tugs remaining in port to complete a **REMAINING IN PORT CHECKLIST (Appendix 3)** and submit to the COTP within 24 hours for review. This checklist will allow the COTP to know what vessels are in the port. Fax this information to Situation Unit Controller (SUC) in Sector Delaware Bay's Command Center at (215) 271-4833. SUC can be contacted via telephone at (215) 271-4807.

Note: Those that do not comply with or refuse this request shall be issued a COTP Order for compliance.

☐ (e) Vessels intending to remain at their moorings 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.

☐ (f) Ships intending to remain in port at anchor during the hurricane should contact the Pilots' Association of the Bay and River Delaware to obtain a hurricane anchorage assignment. The Pilots' Association will report the identity and location of vessels anchored in hurricane anchorages to the COTP. **(NOTE 1: Vessels may not remain anchored at anchorages above Big Stone upon setting of Condition Yankee. NOTE 2: Barges shall not anchor during a hurricane unless approved by the COTP.)**

☐ (g) Certain bulk oil and hazardous material facilities may insist that vessels depart their docks during this period. The Captain of the Port will permit these moves **only** when other alternative berthing or safe anchorage has been identified within reasonable proximity.

☐ (h) The owner, operator, or representative of a vessel in lay-up status shall ensure the vessel is adequately secured to withstand hurricane conditions.

☐ (i) All offshore lightering is to cease, and vessels are to break off and make heavy weather preparations.

☐ (j) Ship and barge masters/operators shall identify primary and secondary sources of tug assistance for use during or after storm passage.

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

II. HURRICANE CONDITION X-RAY

48 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Open to all commercial traffic

☐ (a) All REMAINING IN PORT CHECKLISTs should have been submitted to the COTP for review. (COTP will individually assess vessels desiring to remain in port, issue COTP Orders as appropriate).

☐ (b) Vessels or Barges intending to anchor in port during the hurricane should prepare to proceed to anchorage prior to movement restrictions and closing of the designated waters of COTP Sector Delaware Bay (Condition YANKEE).

See Appendix 1 to Section 1201 Minimum Recommended Precautionary Measures for Ships that are anchored in the port.

See Appendix 2 to Section 1201 Minimum Recommended Precautionary Measures for Barges that are anchored in the port.

☐ (c) Vessels intending to weather the hurricane at sea should prepare to depart the port prior to movement restrictions and closing of the designated waters of the COTP Sector Delaware Bay (Condition YANKEE).

☐ (d) Vessels or Barges intending to remain moored at a waterfront facility during the hurricane should prepare to proceed to the facility if not already there or shift berths if needed, prior to movement restrictions and closing of the designated waters of the COTP Sector Delaware Bay (Condition YANKEE).

See Appendix 1 to Section 1201 Minimum Recommended Precautionary Measures for Ships that are moored in the port.

See Appendix 2 to Section 1201 Minimum Recommended Precautionary Measures for Barges that are moored in the port.

☐ (e) All fishing vessels and small vessels in coastal areas should immediately make for the nearest safe port of refuge. All dredges should cease operations and complete final heavy weather preparations.

☐ (f) Continue to monitor Channel 16 VHF-FM radio.

III. HURRICANE CONDITION YANKEE

24 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Vessel traffic control measures in effect

☐ (a) COTP will establish a Safety Zone controlling vessel movements and activities as appropriate.

☐ (b) Vessels should prepare to suspend cargo transfer operations as required by weather conditions or by the COTP.

☐ (c) COTP to review or direct, as necessary, final mooring arrangements for vessels remaining in port. Ships and barges may not be anchored above Big Stone Anchorage (BSA). Vessels anchored in Delaware Bay or River above BSA must depart anchorage immediately.

☐ (d) All lightering and bunkering must cease.

☐ (e) The Port of Salem is closed. Vessels must depart immediately.

☐ (f) All moored tank barges are required to have tug on standby alongside or in immediate proximity. All freight barges are required to be moored to a pier or wharf.

☐ (g) Masters of vessels remaining at anchorage must ensure that at least two anchors must be set.

☐ (h) All local tug companies should have a list of tugs available for assistance prior to and after hurricane passage.

☐ (i) All Coastal Inlets are closed to departing traffic.

☐ (j) Continue to monitor Channel 16 VHF-FM radio.

Note: Vessel traffic may be permitted in and out of port at the discretion of the COTP upon setting of Hurricane Condition ZULU. However, masters should not count on being able to transit the port during that time period and should plan accordingly. Vessel transit to and from the Port of Baltimore through the C&D Canal will be closely coordinated with COTP Baltimore

IV. HURRICANE CONDITION ZULU

12 HOURS BEFORE ANTICIPATED LANDFALL

Port Status: Closed to all vessel traffic except for vessel movements and activities specifically authorized by the COTP

☐ (a) Ensure the vessel is securely moored or anchored and prepared for hurricane conditions.

☐ (b) COTP will establish a Safety Zone prohibiting vessel movement and activities

☐ (c) Suspend cargo transfer operations as required by weather conditions or by the COTP.

☐ (d) Report any hazardous conditions or breakaways of vessels directly to the COTP as soon as possible.

Appendix 1 Recommended Precautionary Measures for Ships
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"REMAINING IN PORT CHECKLIST"