

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan	Section
	Port Hurricane Plan	Annex C

U.S. Department of
Homeland Security
**United States
Coast Guard**



Captain of the Port New York

Hurricane and Severe Weather Plan



For the Port of New York and New Jersey

Effective date: 15 July 2008

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Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wwm)
Phone: (718) 354-4228
Fax: (718) 354-4190

16660
1 June 2007

Dear Sir or Madam:

Enclosed is the Port of New York and New Jersey Hurricane and Severe Weather Plan. This plan is applicable to all waterfront facilities, and commercial vessels within the Captain of the Port (COTP) New York Zone as defined in Title 33, Code of Federal Regulations, Part 3.05-30. This plan is designed to advise the maritime community of the sequence of events and timing of COTP decisions and actions during periods when the port is threatened by a hurricane or severe weather. The plan also recommends actions that should be taken by commercial vessels and waterfront facilities to prevent or minimize storm related deaths, injuries, and or property damage.

This plan is effective upon receipt and supersedes all previous editions of the Sector New York Hurricane and Severe Weather Plan. Changes to the plan will be made as required and a revised copy will be posted in the "Waterways Management" section of the "Captain of the Port New York" directory at: <http://homeport.uscg.mil>. Comments and recommendations regarding this plan are welcome and should be addressed to the Sector New York Waterways Management Division, at the number listed above.

Sincerely,

//s//
R. R. O'BRIEN, JR.
Captain, U.S. Coast Guard
Captain of the Port

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Captain of the Port New York Hurricane and Severe Weather Plan
For the Port of New York and New Jersey

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Introduction

1. This Hurricane and Severe Weather Plan has been developed to provide severe weather and hurricane guidance, for the maritime community in the Port of New York and New Jersey's Captain of the Port (COTP) zone.
2. This plan applies to all commercial vessels, waterfront facilities, bridges, and permanently moored vessels and barges in the zone under the cognizance of the COTP New York, as defined by 33 CFR 3.05-30 (See chartlet in Exhibit K).
3. The zone under the cognizance of the COTP New York, as defined by 33 CFR 3.05-30 starts on the south shore of Long Island at 40°35.4'N, 73°46.6'W and proceeds southeasterly along a line bearing 127.5°T to 38°28.0'N, 70°11.0'W; thence northwesterly along a line bearing 122°T from the New Jersey coast at 40°18.0'N; thence west along 40°18.0'N to 74°30.5'W; thence northwesterly to the intersection of the New York-New Jersey-Pennsylvania boundaries at Tristate; thence northwesterly along the east bank of the Delaware River to 42°00.0'N; thence east to 74°39.0'W; thence north to the 43°36.0'N; thence easterly through Whitehall, NY to the New York-Vermont border; thence southerly along the New York boundary to 41°01.5'N, 73°40.0'W; thence southerly to the southern shore of Manursing Island at 40°58.0'N, 73°40.0'W; thence southeasterly to 40°52.5'N, 73°37.2'W; thence southerly to 40°40.0'N, 73°40.0'W; thence southwesterly to the point of origin.
4. Standard Severe Weather Practices and Hurricane Conditions have been developed to mandate action, provide guidance, and make public notification of Coast Guard intentions and requirements. Standard Severe Weather Practices and Hurricane Conditions have been designed to minimize damage from heavy weather while taking into consideration the commercial needs of the maritime community. It is the Coast Guard's intention to work closely and communicate frequently with port users during severe weather. While this plan refers to hurricanes, it is applicable in any situation where weather or wind conditions are forecasted to exceed those specified in the plan.
5. The five Hurricane Conditions the COTP New York has developed are as follows:
 - a. **SEASONAL ALERT:** Set on June 1st and remains in effect through November 30th.
 - b. **STORM CONDITION:** A storm condition is set to advise Coast Guard commands of severe weather other than that associated with hurricanes (which are tropical air mass storms). Storms may contain high and gusty wind, heavy rain, snow and/or hail, and are often accompanied by unusually high tides. Storm condition will be set when sustained winds of 50 kts or greater are forecast.
 - c. **WHISKEY:** Gale force winds from a hurricane force storm are expected to arrive within **72 hours**.

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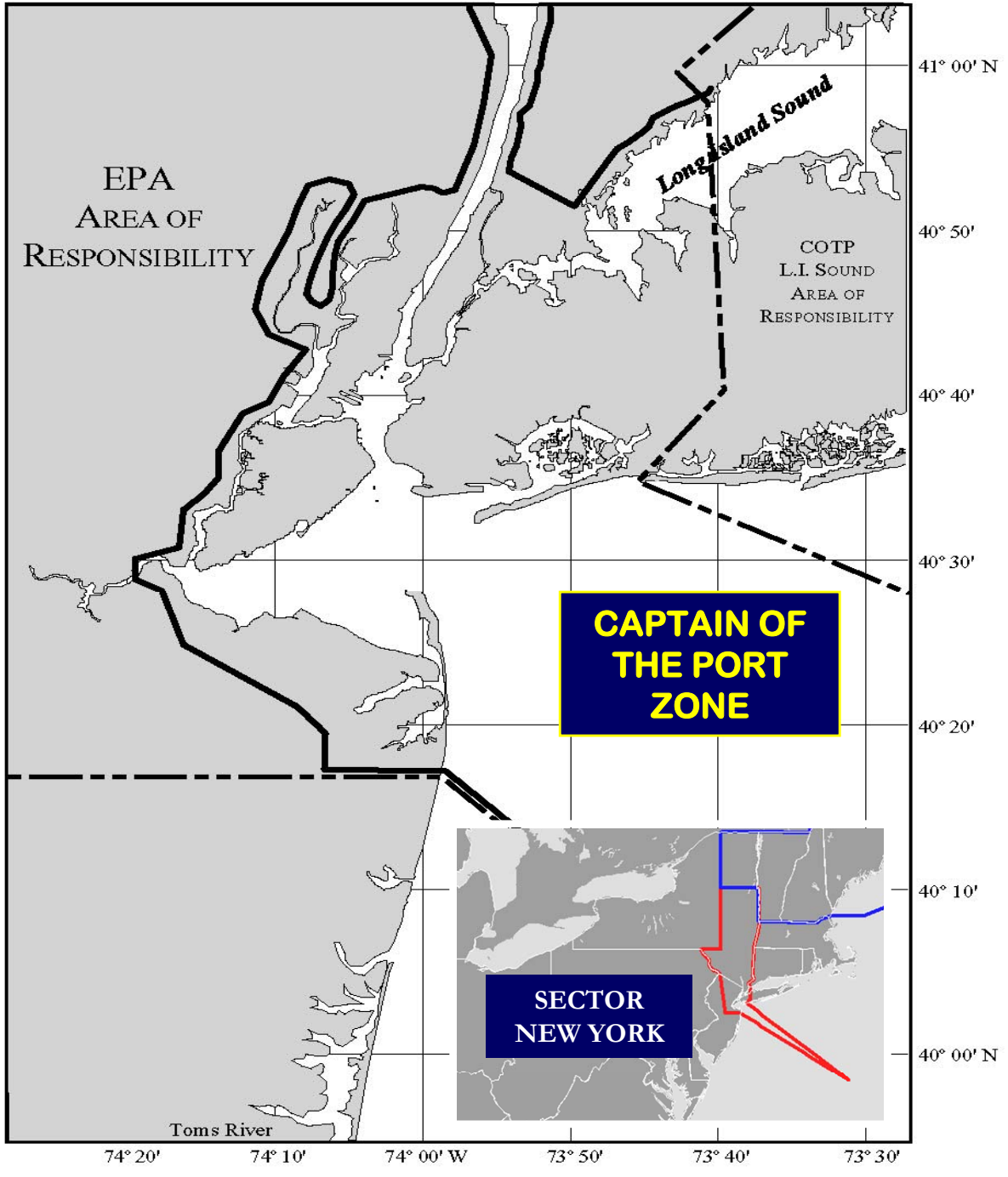
- d. **X-RAY:** Gale force winds from a hurricane force storm are expected to arrive within **48 hours.**
- e. **YANKEE:** Gale force winds from a hurricane force storm are expected to arrive within **24 hours.**
- f. **ZULU:** Gale force winds from a hurricane force storm are expected to arrive within **12 hours.**

6. The COTP will make information about changes in Hurricane Conditions and Standard Severe Weather Practices available to the maritime community in two ways:

- a. Through a Broadcast Notice to Mariners (BNM) on VHF-FM Channels 16 (156.800 MHz). Vessels will also be notified on the designated Vessel Traffic Service (VTS) frequencies, VHF- FM Channels 11, 12, and 14.
- b. Posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port Directory" tab towards the top of the page. Then select "New York" from the "Select Coast Guard Unit" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".

7. Additional questions concerning Hurricane Conditions or Standard Severe Weather Practices, should be directed to the Sector New York Waterways Management Division at (718) 354-2353 during normal business hours, or the Sector New York Command Center, which can be reached 24-hours a day, 7 days a week at (718) 354-4353.

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Authority

1. Sector New York's Hurricane and Severe Weather Plan is published under the broad authority established in the Port and Waterways Safety Act (PWSA). The PWSA tasks the Coast Guard Captain of the Port (COTP) to conduct advance planning to protect ports and waterways in emergencies. The COTP is also to determine “proper and adequate protective measures, with the continuing consultation of other federal agencies, state representatives, affected users, and the general public, in the development and implementation of such measures” (Title 33, U.S. Code (USC), Section 1221).

2. The statutory authority for the COTP to implement the specific requirements contained in this plan are likewise found in the PWSA and further specified by U.S. Coast Guard (USCG) regulations. Under the provisions of Title 33, Code of Federal Regulations (CFR), Sections §160.109 and §160.111 (included for reference as Exhibit K), the COTP is authorized to direct the handling, loading, and storing of dangerous cargo aboard waterfront facilities and the movement or anchoring of any vessels within the COTP zone, as may be necessary, to protect the navigable waters and resources therein from harm resulting from vessel or structural damage, destruction, or loss.

3. The Coast Guard has additional authority under 33 CFR §161.11, in ports where a Vessel Traffic Service (VTS) has been established. A Vessel Traffic Service has been established in the Port of New York and New Jersey, providing the VTS Director at Sector New York the authority, during conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, to supervise or otherwise manage traffic by specifying time of entry, movement, or departures to, from, or within the VTS area.

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Standard Severe Weather Practices

1. Standard Severe Weather Practices for the COTP New York and New Jersey Zone are outlined below. The COTP may, as warranted, impose additional vessel movement restrictions not specifically listed below. The COTP may also impose cargo and facility operation restrictions as conditions warrant. Sector New York may enact these practices based on actual or predicted conditions.

- a. **Winds sustained at 15 kts or gusting to 20 kts from the North or Northwest while on an ebb current:**
 - i) All barges in the Bay Ridge anchorage shall have tugs alongside.

- b. **Winds sustained at 25 kts regardless of the wind or current direction:**
 - i) All barges or “dead ships” in any anchorage not attached to a permanent mooring (i.e., Robbins Reef mooring ball) shall have tugs alongside.
 - ii) All ships and tugs in an anchorage shall have their engines on-line.
 - iii) All ships engaged in bunkering or lightering operations may have no more than one barge along side.

- c. **Gale Conditions: Winds sustained at 34 kts regardless of the wind or current direction:**
 - i) All ships at anchor in Bayridge, Gravesend, Perth Amboy, or Anchorage 19 shall have a pilot aboard.
 - ii) All lightering and bunkering operations shall be suspended with all barges removed from anchored vessels.
 - iii) Based on their ship’s particular characteristics and loading conditions, masters of ships at anchor should consider ordering tugs to assist their vessels in maintaining position in the anchorage.
 - iv) Vessels with a stability letter for protected water route shall cease operation.

- d. **Winds sustained at 40 kts regardless of the wind or current direction:**
 - i) The transfer of hazardous cargo between vessels or barges and waterfront facilities shall be suspended.

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- ii) All ships in Stapleton Anchorage shall have a pilot aboard or on immediate standby. All ships in all other anchorages within the port shall have a pilot aboard
 - iii) Barges may be ordered out of specific anchorages by the Captain of the Port. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey.
 - iv) Depending on the actual harbor conditions, the Captain of the Port may impose restrictions on vessel movements into, out of, or within specific areas of the Upper or Lower Bay.
 - v) Unattended barges attached to mooring balls shall have at least one tug standing by in the immediate vicinity.
- e. **Winds sustained at 60 kts regardless of the wind or current direction:**
- i) The Captain of the Port may impose a complete harbor closure affecting all commercial operations. Light tugs assisting other vessels/barges and emergency vessels will normally be the only vessels allowed to operate during these conditions.
- f. **Line of severe thunderstorms or squall line approaching the area with expected winds greater than 25 kts:**
- i) The Captain of the Port may impose any of the restrictions outlined above as early as necessary to ensure safety measures are in place prior to the onset of the severe weather.

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Coast Guard Actions

1. Seasonal Alert:

- a. Coast Guard Sector New York will initiate a voice broadcast the last week of May indicating the start of hurricane season on 01 June. Port users will be prompted to review their hurricane contingency plans and Sector New York's Hurricane and Severe Weather Plan for the Port of New York and New Jersey. This alert will also be published in the First Coast Guard District's Local Notice to Mariners, available online at: <http://www.navcen.uscg.gov/lnm/d1/> and posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port Directory" tab towards the top of the page. Then select "New York" from the "Select Coast Guard Unit" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".

2. Storm Condition:

- a. A storm condition is set to advise Coast Guard commands of severe weather other than that associated with hurricanes (which are tropical air mass storms). Storms may contain high and gusty wind, heavy rain, snow and/or hail, and are often accompanied by unusually high tides. Storm condition will be set when sustained winds of 50 kts or greater are forecast.
- b. Port Status: Open, no restrictions.
- c. When storm condition is set, units shall monitor local weather broadcasts and implement the unit heavy weather bill and take immediate action to safeguard personnel and property and to minimize the damage caused by high winds, unusually high tides, and heavy rain.

3. Condition **WHISKEY**:

- a. Set when gale force winds (34 knots) associated with tropical cyclone activity are expected in the Port of New York and New Jersey within 72 hours. The Coast Guard will notify port users of weather conditions as received by the National Weather Service via a voice broadcast every 2 hours (see Exhibit E). Guidance contained in Exhibit (I) of this plan will be posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port Directory" tab towards the top of the page. Then select "New York" from the "Select Captain of the Port Zone" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".
- b. Port Status: Open, no restrictions.

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- c. Require affected vessels to submit Exhibit A or Exhibit B (Checklists for Commercial Vessels or Commercial Tugs and Barges remaining in port) and comply with Exhibit C or Exhibit D (mooring requirements for ships or barges), as necessary.
 - d. Coast Guard Port Safety teams will conduct routine preliminary surveys of the port, in order to determine anchorage populations and expected arrivals and departures, and to identify potential problem areas and unsafe conditions at facilities that may require special attention. Identify all laid-up vessels and obtain a report from a qualified marine surveyor that certifies the number, size, arrangement and condition of all mooring lines are safe and capable of holding the vessel secure, taking into account the vessel's freeboard and draft, and extreme climatic, tidal, and current conditions. Ensure the laid-up vessel heavy weather plan is being initiated.
 - e. The Coast Guard may poll local tug and towboat companies to obtain a list of tugs available for assistance prior to and after hurricane passage.
4. Condition **X-RAY**:
- a. Set when gale force winds (34 knots) associated with tropical cyclone activity are expected within 48 hours. The Coast Guard will update the voice broadcast to alert port users of weather conditions received by the National Weather Service. This updated voice broadcast, contained in Exhibit (F), will be made every two hours. Guidance contained in Exhibit I of this plan will be posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port Directory" tab towards the top of the page. Then select "New York" from the "Select Coast Guard Unit" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".
 - b. Port Status: Open, no restrictions.
 - c. The Coast Guard will individually assess requests from vessels desiring to enter or remain in port and issue COTP Orders as appropriate.
 - d. Coast Guard aircraft, boats and vehicles will conduct random checks (as circumstances permit) of facilities and provide recommendations to them to assist in preparing for an impending hurricane.
5. Condition **YANKEE**:
- a. Set when gale force winds (34 knots) from a hurricane are expected within 24 hours. The Coast Guard will update the voice broadcast to alert port users of weather conditions received by the National Weather Service. This voice broadcast, contained in Exhibit (G), will be made every two hours. Guidance contained in Exhibit I of this plan will be posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port

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Directory" tab towards the top of the page. Then select "New York" from the "Select Coast Guard Unit" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".

- b. Port Status: Open, with restrictions.
- c. The Coast Guard will approve final mooring arrangements for vessels remaining in port.

6. Condition **ZULU**:

- a. Set when gale force winds (34 knots) from a hurricane are expected within 12 hours. The Coast Guard will update the voice broadcast to port users of weather conditions received by the National Weather Service. This voice broadcast, contained in Exhibit (H) will be made every two hours. Guidance contained in Exhibit I of this plan will be posted online at <http://homeport.uscg.mil>. Once at the homepage select the "Port Directory" tab towards the top of the page. Then select "New York" from the "Select Coast Guard Unit" drop down menu. Scroll down to the bottom of the page and select "Waterways Management".
- b. Port Status: Open, with restrictions. All users should prepare for a full port closure.
- c. The COTP will suspend all cargo handling operations as the storm approaches.

7. Post Hurricane: (Storm Passed)

- a. Set Hurricane Condition YANKEE.
- b. The following items will be implemented in accordance with the COTP's Continuity of Operations Plan and the Port Recovery Plan (Section 6300 of the Area Maritime Security Plan).
- c. Coast Guard aircraft, boats, and vehicles will conduct checks of the port area, including the positioning of aids to navigation, to assess damage.
- d. The COTP, in consultation with the appropriate agencies, organizations, and other local Coast Guard commands, will examine options for vessel traffic movement, pollution control, and other recovery efforts in order to resume normal operations in the port as quickly as possible.
- e. The COTP will request the U.S Army Corps of Engineers (ACOE) to conduct channel surveys to identify potential obstructions and/or shoaling in primary navigation channels.

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- f. The COTP may direct the handling, loading, and storing of dangerous cargo aboard waterfront facilities and the movement or anchoring of any vessels within the COTP zone, as may be necessary, to protect the navigable waters and resources therein from harm resulting from vessel or structural damage, destruction, or loss under the provisions of 33 CFR 160.109 and 33 CFR 160.111.
- g. Coast Guard Pollution Response Teams will investigate and/or respond, as appropriate to any oil or hazardous material spills reported in the port and surrounding area.

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Action Requirements for Commercial Vessels, Pilots and Tug Companies

1. Seasonal Alert:
 - a. Review the Captain of the Port New York Hurricane and Severe Weather Plan. Contact Captain of the Port New York at (718) 354-4189 to clarify questions.

2. Storm Condition:
 - a. Review the Captain of the Port New York Hurricane and Severe Weather Plan. Contact Captain of the Port New York at (718) 354-4189 to clarify questions.

3. Condition **WHISKEY**:
 - a. All self-propelled oceangoing vessels over 500 GT and all oceangoing barges and their supporting tugs must report their intention to depart or remain in port. If desiring to remain in port during the storm, vessels over 500 GT and all oceangoing barges and their supporting tugs must complete a REMAINING IN PORT CHECKLIST, Exhibit (A) or (B), and submit it to the COTP within 24 hours for approval.
 - b. All self-propelled oceangoing vessels over 500 GT and all oceangoing barges and their supporting tugs, if desiring to remain in port during the storm, must comply with COTP New York mooring requirements in Exhibits (C) or (D).
 - c. Vessels leaving port should begin making preliminary preparations for departure from port (Immigration & Customs Enforcement (ICE) clearance, pilot/tug arrangements, take on water/bunkers/lube oil, etc.).
 - d. All cruise ships planning to embark passengers shall report their intentions. This includes all cruise ships currently docked in the COTP Zone and those planning to arrive before full passage of the storm.
 - e. All laid-up vessels should activate their heavy weather contingency plan.
 - f. Alert the COTP to potential hazards from the approaching hurricane.
 - g. Monitor Channel 16 VHF-FM for changes in hurricane conditions and initiation of appropriate COTP restrictions relating to vessel movement control.
 - h. Review the COTP New York Hurricane and Severe Weather Plan.

4. Condition **X-RAY**:

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- a. Continue to perform Condition **WHISKEY** action requirements.
- b. Assist COTP New York in notifying commercial marine interests of impending anchorage closures and COTP intentions for commercial vessels.
- c. Submit “Remaining in Port Checklist” (Exhibit A or B) to the COTP for approval.
- d. Review the Captain of the Port New York Hurricane and Severe Weather Plan.

5. Condition **YANKEE**:

- a. Continue to perform Condition **WHISKEY** and **X-RAY** action requirements.
- b. Notify COTP New York immediately upon suspension of services.
- c. Comply expeditiously with all pertinent COTP directives: Vessels and barges not remaining in port during the hurricane must depart port within 12 hours of setting Hurricane Condition **YANKEE**. Vessels remaining in port shall finalize preparations for heavy weather, and strictly adhere to established COTP mooring requirements.
- d. Vessels departing port before the hurricane must provide COTP New York with accurate estimate, based on tide, availability of pilot/tugs, ICE clearance, loading of stores/water/fuel/lube oil, etc., as to earliest possible time vessel can depart port.
- e. Notify COTP New York immediately of any hazardous condition threatening the safe navigation of vessels, safety of the environment, or the personal safety of pilot/tug personnel.
- f. Monitor Channel 16 VHF-FM (and VTS frequencies as applicable).
- g. Review the COTP New York Hurricane and Severe Weather Plan.

6. Condition **ZULU**:

- a. Affect all hurricane emergency or severe weather action plans and complete final preparations for the hurricane.
- b. When directed by the COTP, suspend all but COTP approved operations.
- c. Monitor Channel 16 VHF-FM (and VTS frequencies as applicable).
- d. Alert COTP New York to any unsafe conditions in local ports and waterways.

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- e. Tug companies and piloting organizations should keep COTP New York apprised on status/availability of service, and tug companies should provide a list of light tugs available for emergency response.
- f. Review the COTP New York Hurricane and Severe Weather Plan.

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Action Requirements for Facility Owners and Operators

1. Seasonal Alert:
 - a. Review the COTP New York Hurricane and Severe Weather Plan. Contact COTP New York at (718) 354-2127 to clarify questions.

2. Storm Condition:
 - a. Review the COTP New York Hurricane and Severe Weather Plan. Contact COTP New York at (718) 354-2127 to clarify questions.

3. Condition **WHISKEY**:
 - a. Alert personnel to commence heavy weather preparations to ensure compliance with all Designated Waterfront Facility and Waterfront Facility action requirements at least 12 hours before impending hurricane or severe weather makes landfall.
 - b. Advise COTP New York on the status of present and expected facility cargo operations by calling the Facilities Branch at (718) 354-4353.
 - c. Inventory contents/amounts in each storage tank, locate and review data on age/structural integrity of all storage tanks, and determine capacity of all berms surrounding facility storage tanks.
 - d. Review facility contingency plans for hurricane emergency and advise COTP New York on intended actions regarding vessels calling at terminal, safeguarding of facility personnel, staffing during hurricane emergency, and preparations for possible flooding due to high tides/heavy rains.
 - e. 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.
 - f. Ensure that vessels in Lay-up Status are prepared for hurricane conditions.
 - g. 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, report it to the COTP New York.
 - h. Review the COTP New York's Hurricane and Severe Weather Plan.

4. Condition **X-RAY**:

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- a. Continue to perform Condition **WHISKEY** requirements.
- b. Advise COTP New York on the status of heavy weather preparations and estimated time for suspension of all cargo operations.
- c. Advise COTP New York Sector Command Center at (718) 354-4353 or by fax at (718) 354-4125, on status of storage tank inventory, data available on structural integrity of all tanks/berm capacities, and intentions for ballasting of empty storage tanks.
- d. 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. Permission will be required from the COTP. Permission will be given only when other safe alternative berthing or anchorage has been identified within reasonable proximity.

5. Condition **YANKEE**:

- a. Continue to perform Condition **WHISKEY** and **X-RAY** requirements.
- b. Terminate all nonessential cargo operations within 12 hours of setting Hurricane Condition **YANKEE**. All drain manifolds; lines and cargo hoses should be blank and secure.
- c. Remove potential pollutants, HAZMAT, and missile hazards from the dock area.
- d. Load/ballast/secure storage tanks as necessary to withstand heavy wind/high tides.
- e. Secure facility truck loading areas as necessary to withstand heavy winds/high tides.
- f. Promote vessel safety by ensuring that vessels remaining at dock during hurricane have adequate mooring arrangements.
- g. Promote safety of facility personnel by conducting preps for possible flooding due to high tides/heavy rains.
- h. Establish lines of emergency communications with the COTP New York Sector Command Center on CH-16 VHF-FM or landline at (718) 354-4353.
- i. 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: 49 CFR 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

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USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan	Section
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moved to less flood prone areas if possible.

- j. Notify COTP New York immediately of any existing hazardous condition threatening the facility, a vessel, the environment, or personal safety.

6. Condition **ZULU**:

- a. Affect all hurricane emergency or severe weather action plans and complete final preparations for the hurricane.
- b. When directed by the COTP, suspend all but COTP approved operations.
- c. Monitor Ch 16 VHF-FM (and VTS frequencies as applicable).
- d. Inspect all pollution response equipment to ensure its safety and readiness for deployments after the passage of the hurricane.
- e. 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.
- f. Secure all facility cranes against high winds and move away from any vessels remaining at the facility.
- g. Alert COTP New York to any unsafe conditions in local ports and waterways.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Recommended Action Requirements for Pollution Contractors

1. Seasonal Alert:
 - a. Review the COTP New York Hurricane and Severe Weather Plan. Contact COTP New York at (718) 354-4146 to clarify questions.
2. Storm Condition:
 - a. Review the COTP New York Hurricane and Severe Weather Plan. Contact COTP New York at (718) 354-4146 to clarify questions.
3. Condition **WHISKEY**:
 - a. Assess status of pollution abatement equipment/staffing for hurricane or severe weather emergency.
 - b. Call the COTP New York at (718) 354-4353 and advise of the availability of services, conditions under which services will be suspended, and status of emergency action plans to be implemented for the impending hurricane.
4. Condition **X-RAY**:
 - a. Continue to perform Condition **WHISKEY** requirements.
5. Condition **YANKEE**:
 - a. Continue to perform Condition **WHISKEY** and **X-RAY** requirements.
 - b. Establish lines of emergency communications with the COTP New York Sector Command Center on Ch-16 VHF-FM and landline at (718) 354-4353.
 - c. Notify the COTP New York Sector Command Center immediately upon suspension of services.
6. Condition **ZULU**:
 - a. Affect all hurricane emergency or severe weather action plans and complete final preparations for the hurricane.
 - b. When directed by the COTP, suspend all but COTP approved operations.
 - c. Monitor Ch. 16 VHF-FM.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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- d. Keep the COTP New York Sector Command Center appraised on status/availability of service.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Emergency Drawbridge Openings

1. During periods of natural disasters such as hurricanes, drawbridges may close to marine traffic unless otherwise directed by the Coast Guard (see 33 CFR 117.33). Prior to closing a drawbridge, the bridge owner must receive approval from the Coast Guard First District Commander. Any bridge authorities desiring to temporarily cease or restrict drawbridge openings must contact the Bridge Administration Branch at (212) 668-7165 between 7:30 a.m. and 4:30 p.m., Monday through Friday. At all other times contact the COTP New York Sector Command Center at (718) 354-4353. The Duty Officer will relay the request and furnish a response as quickly as possible.

2. Drawbridges are required to be capable of operation at normal ranges of wind, temperature, and weather conditions encountered for their area. Requests to close bridges to marine traffic at specific winds less than 60 mph (52 knots) to prevent damage will be considered by the Coast Guard on a case-by-case basis.

3. If a mariner is confronted with a situation that requires the emergency opening of a drawbridge, contact either the Bridge Administration Branch or the COTP New York Sector Command Center at the above numbers. While telephone requests are preferred, emergency openings may be requested via Channel 16 VHF-FM. Vessels requesting an opening of a drawbridge should be prepared to state the nature of their emergency and have other possible options available in the event a bridge cannot open.

Authorities			Annex C
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Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Exhibit A

Self-propelled Oceangoing Vessels over 500 Gross Tons Remaining in Port Checklist

Fax completed forms to (718) 354-4125 (Sector Duty Officer) or call (718) 354-4353

NOTE: One form may be used to identify multiple vessels owned/operated by each company.

Vessel Name: _____ Call sign: _____ Official number: _____

Gross tonnage: _____ Draft: _____ Length: _____ Beam: _____

Air Draft: _____ Horsepower: _____ Single / Twin Screw: _____

Engine Types/Number: _____ Hull type: _____ Tonnage: _____

Cargo(s): _____ Amount in BBLs: _____

Amount of Bunkers _____ Lube Oil _____ Diesel _____

Amount/type of dangerous cargoes on board: _____

(Attach copy of dangerous cargo manifest, if appropriate)

Flag/Nationality: _____ Master's name: _____

Total crew/passengers & qualifications: _____

Name of charterer/operator: _____ 24-hr Phone charterer /operator: _____

Name of owner _____ 24-hr Phone number of owner: _____

Reason why vessel is requesting not to leave port: _____

Any unusual conditions affecting vessel's seaworthiness? _____

Operational status of machinery on board (Firefighting pumps, Bilge pumps, etc): _____

Insurance provider: _____ 24-hr Contact number: _____

Vessel gave insurance provider information to the facility if applicable: _____

Present location: _____

Proposed location for weathering storm: _____

Mean Low water depth at proposed berth: _____

Facility owner/operator permission obtained? YES _____ NO _____

Facility POC: _____ Phone # _____

Responsible party name and 24-hour phone number in event of oil discharge, chemical release, Salvage: _____

Pollution contract company Name and Phone # _____

Vessel ballast capacity: _____ Intentions for ballasting: _____

Authorities		Annex C
Draft	Review	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	
		Approval
		Commander SECNY

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Estimated draft of vessel in ballasted condition: _____

Status/availability of vessel's main propulsion system: _____

Proposed mooring arrangements and intentions for complying with mooring requirements specified in Exhibit C or D, as appropriate: _____

*****Submit a diagram detailing Type /Number /Size /Arrangement /Condition of Mooring Lines /Wires*****

Number/condition of vessel anchors: _____

Tug company on standby: _____

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Exhibit B

Tug/Barge Remaining in Port Checklist

Fax completed forms to (718) 354-4125 (Sector Duty Officer) or call (718) 354-4353

NOTE: One form may be used to identify multiple vessels owned/operated by each company.

Tug Name: _____ Call sign: _____ Nationality of tug: _____

Gross tonnage: _____ Official # Barge(s): _____

Engine Types/Number: _____ Hull type: _____ Tonnage: _____

Gross tonnage: _____ Draft: _____ Length: _____ Beam: _____

Air Draft: _____ Horsepower: _____ Single / Twin Screw: _____

Cargo(s): _____ Amount in BBLs: _____

Amount of Bunkers _____ Lube Oil _____ Diesel _____

Amount/type of dangerous cargoes on board: _____

(Attach copy of dangerous cargo manifest, if appropriate)

Will tug be tending barge while in port: _____

Master's name: _____

Total crew (with ratings)/passengers: _____

Name of charterer/operator: _____ 24-Phone charterer /operator: _____

Name of owner _____ 24-Phone number of owner: _____

Reason why vessel is not leaving port: _____

Any unusual conditions affecting Tug or Barge seaworthiness? _____

Operational status of machinery on board Tug & Barges (Firefighting pumps, Bilge pumps, etc): _____

Insurance provider: _____ 24-hr Contact number: _____

Vessel gave insurance provider information to the facility if applicable: _____

Present location: _____

Proposed location for weathering storm: _____

Facility owner/operator permission obtained? YES _____ NO _____ MLW at Berth: _____

Facility POC: _____ 24-hour Phone # _____

Responsible party name & 24-hr contact number in event of oil discharge, chemical release, salvage: _____

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Pollution Contract Company Name and Phone # _____

Vessel ballast capacity: _____ Intentions for ballasting: _____

Estimated draft of vessel in ballasted condition: _____

Status/availability of vessel's main propulsion system: _____

Proposed mooring arrangements and intentions for complying with mooring requirements specified in Exhibit C or D, as appropriate: _____

*****Submit a diagram detailing Type /Number / Size / Arrangement / Condition of Mooring Lines / Wires*****

Number/condition of vessel anchors: _____

Tug company on standby: _____

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
		Annex C

Exhibit C

Mooring Requirements for Ships Remaining in COTP New York Zone During a Hurricane

1. The vessel master shall ensure, to the satisfaction of the Coast Guard, that the vessel is moored with sufficient mooring lines and/or wires to resist the effects of hurricane force winds.
2. The outboard anchor shall be rigged at short stay. Sufficient officers and crew shall be on board to tend mooring lines, the vessel's main propulsion unit, and other machinery.
3. The vessel shall be ballasted to ensure maximum safety.
4. All side ports, hatches, portholes and other openings shall be closed and secured.
5. Bilge pumps shall be tested and in good operating condition and ready for immediate use.
6. All fire fighting equipment shall be readily available.
7. A gangway or other suitable means of access between the vessel and the pier shall be rigged.
8. At least one (1) fire warp of sufficient strength to tow the vessel shall be rigged at both the bow and at the stern of the vessel, no more than six (6) feet from the water's edge.
9. Spare mooring lines and/or wires shall be readily available on deck, forward and aft.
10. No less than forty-eight (48) hours before gale force winds from a hurricane are expected, a continuous radio watch shall be maintained on Channel 16 VHF-FM (156.8 MHZ) by an English-speaking person.
11. No vessel shall be nested with another vessel.
12. When sustained winds from the approaching hurricane reach 25kts, all ships must have their engines online.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit D

Mooring Requirements for Barges Remaining in COTP New York Zone During Hurricane

1. The barge shall be moored with sufficient mooring lines and wires to resist the effects of hurricane force winds.
2. Sufficient personnel shall be immediately available shore side to tend mooring lines.
3. All hatches, portholes, and other openings shall be closed and secured.
4. All fire fighting equipment shall be readily available.
5. At least one (1) fire warp of sufficient strength to tow the barge shall be rigged at the bow and at the stern of the barge (moored - offshore side) of the vessel, no more than six (6) feet from the water's edge.
6. Spare mooring lines and/or wires shall be readily available on deck, forward and aft.
7. All available anchors shall be prepped to be deployed if conditions warrant.
8. No barge shall be nested with another vessel/barge.
9. A standby tug should be available to retrieve breakaway barges.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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Exhibit E

Set Storm Condition SITREP to D1

SUBJ: SET STORM CONDITIONS

A. APPENDIX 21 TO ANNEX 6 OF CCGDONE OPLAN 9710-06 (FIRST COAST GUARD DISTRICT CONTINGENCY RESPONSE PLAN)

1. A SEVERE WINTER STORM WILL BE AFFECTING THE D1 AOR WITHIN THE NEXT 24 HOURS.

2. ACTION:

A. SET STORM CONDITIONS FOR EXPECTED WINDS OF 35 KTS IN SOME COASTAL REGIONS AND SNOWFALL OF 6 TO 10 INCHES POSSIBLE FROM EASTPORT TO SANDY HOOK.

B. ALL UNITS ENSURE COMPLIANCE WITH REQUIREMENTS OF REFERENCE A WITH THE EXCEPTION OF PARAGRAPH 2 (REQUIREMENT FOR CUTTERS 225' AND BELOW ASSUMING BRAVO-2). FOLLOWING PASSAGE OF STORM, SECTORS SHALL SUBMIT SITREP TO D1CC STATING STATUS OF PERSONNEL ACCOUNTABILITY AND STATUS OF UNITS WITH REGARDS TO ANY DAMAGE OR CAPABILITY DEGRADATION USING THE TEMPLATE BELOW.

C. SUBJ: POST STORM ASSESSMENT

A. CCGDONE XXXXXXXZ DEC 08

1. PERSONNEL:

A. ACCOUNTED FOR:

B. DISPLACED:

C. INJURIES:

2. UNITS:

A. DAMAGE/ETR:

B. LIMITATIONS:

3. OTHER CONCERNS:

4. SECTOR POC AND CONTACT INFO

3. POC: D1 (CC) AT D01-SMB-D1CMDCENTER (AT)USCG.MIL OR 617-223-8555.

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit F

Condition *WHISKEY* Broadcast Notice to Mariners

O DTG

FM COMCOGARD SECTOR NEW YORK NY

TO CCGDONE BOSTON MA

BT

UNCLAS //N03140//

SUBJ: REQUEST BROADCAST NOTICE TO MARINERS

1.REQUEST THE FOLLOWING NOTICE TO MARINERS BE BROADCAST UPON RECEIPT AND EVERY 2 HOURS UNTIL CONDITION THREE IS SET.

"QUOTE "

THE U.S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION WHISKEY FOR THE PORT OF NEW YORK AND NEW JERSEY. GALE FORCE WINDS FROM A HURRICANE FORCE STORM _____ ARE EXPECTED TO MAKE LANDFALL ALONG THE COAST OF NEW YORK/NEW JERSEY WITHIN 72 HOURS. ALL VESSELS AND FACILITIES SHOULD REVIEW THE CAPTAIN OF THE PORT NEW YORK HURRICANE AND SEVERE WEATHER PLAN. PLEASURE CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY NOT BE OPERATING WHEN SUSTAINED WINDS REACH 35 KTS OR WHEN EVACUATION IS IN PROGRESS. VESSELS REQUESTING TO ENTER, TRANSIT OR REMAIN WITHIN (insert affected waterways) MUST COMPLY WITH THE FOLLOWING REQUIREMENTS: ALL COMMERCIAL VESSELS AND BARGES GREATER THAN 500 GROSS TONS MUST IMMEDIATELY ADVISE THE CAPTAIN OF THE PORT OF THEIR INTENT TO REMAIN IN PORT OR DEPART. COMMERCIAL VESSELS AND BARGES GREATER THAN 500 GROSS TONS DESIRING TO REMAIN IN PORT MUST ARRANGE SAFE MOORING AND SHALL COMPLETE AND SUBMIT IN WRITING WITHIN 24-HOURS TO THE CAPTAIN OF THE PORT A REMAINING IN PORT CHECKLIST FOR APPROVAL. COPIES OF THE CHECKLIST ARE AVAILABLE FROM THE CAPTAIN OF THE PORT.

"UNQUOTE "

BT

NNNN

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit G

Condition X-RAY Broadcast Notice to Mariners

O DTG
FM COMCOGARD SECTOR NEW YORK NY
TO CCGDONE BOSTON MA
BT
UNCLAS //N03140//
SUBJ: REQUEST BROADCAST NOTICE TO MARINERS
1.REQUEST THE FOLLOWING NOTICE TO MARINERS BE BROADCAST UPON
RECEIPT AND EVERY 2 HOURS UNTIL CONDITION TWO IS SET.
"QUOTE "
THE U.S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE
CONDITION X-RAY FOR THE PORT OF NEW YORK AND NEW JERSEY. GALE
FORCE WINDS FROM A HURRICANE FORCE STORM _____ ARE EXPECTED
TO MAKE LANDFALL ALONG THE COAST OF NEW YORK/NEW JERSEY WITHIN
48 HOURS. ALL VESSELS AND FACILITIES SHOULD REVIEW THE CAPTAIN
OF THE PORT NEW YORK HURRICANE AND SEVERE WEATHER PLAN.
PLEASURE CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY
NOT BE OPERATING WHEN SUSTAINED WINDS REACH 35 KTS OR WHEN
EVACUATION IS IN PROGRESS. VESSELS REQUESTING TO ENTER, TRANSIT
OR REMAIN WITHIN (insert affected waterways) MUST COMPLY WITH
THE FOLLOWING REQUIREMENTS: ALL COMMERCIAL VESSELS AND BARGES
GREATER THAN 500 GROSS TONS DESIRING TO REMAIN IN PORT MUST
ARRANGE SAFE MOORING AND SHALL COMPLETE AND SUBMIT IMMEDIATELY
TO THE CAPTAIN OF THE PORT A REMAINING IN PORT CHECKLIST FOR
APPROVAL. COMMERCIAL VESSELS AND BARGES OF 500 GROSS TONS
DEPARTING THE PORT MUST PLAN TO DEPART NO LATER THAN 12 HOURS
PRIOR TO THE ARRIVAL OF GALE FORCE WINDS. MARINERS ARE ADVISED
THAT THE CAPTAIN OF THE PORT WILL IMPOSE VESSEL TRAFFIC CONTROL
MEASURES SIGNIFICANTLY LIMITING VESSEL MOVEMENT AND ACTIVITIES
WHEN GALE FORCE WINDS ARE WITHIN 12 HOURS OF THE PORT. VESSELS
BOUND FOR THE PORT OF NEW YORK AND NEW JERSEY WHICH ARE UNABLE
TO DEPART 12 HOURS PRIOR TO THE ARRIVAL OF GALE FORCE WINDS ARE
ADVISED TO SEEK AN ALTERNATE DESTINATION.
"UNQUOTE "
BT
NNNN

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit H

Condition *YANKEE* Broadcast Notice to Mariners

O DTG
FM COMCOGARD SECTOR NEW YORK NY
TO CCGDONE BOSTON MA
BT
UNCLAS //N03140//
SUBJ: SECURITY BROADCAST
1.REQUEST THE FOLLOWING NOTICE TO MARINERS BE BROADCAST UPON
RECEIPT AND EVERY 2 HOURS UNTIL CONDITION ONE IS SET.
"QUOTE"
THE U.S COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE
CONDITION YANKEE FOR THE PORT OF NEW YORK AND NEW JERSEY. GALE
FORCE WINDS FROM A HURRICANE FORCE STORM _____ ARE EXPECTED
TO MAKE LANDFALL ALONG THE COAST OF NEW YORK/NEW JERSEY WITHIN
24 HOURS. ALL VESSELS AND FACILITIES SHOULD REVIEW THE CAPTAIN
OF THE PORT NEW YORK HURRICANE AND SEVERE WEATHER PLAN. PLEASURE
CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY NOT BE
OPERATING WHEN SUSTAINED WINDS REACH 35 KTS OR WHEN EVACUATION
IS IN PROGRESS. WHEN DIRECTED BY THE COTP, ALL FACILITIES AND
VESSELS WITHIN (insert affected waterways) SHALL CEASE CARGO
OPERATIONS, BUNKERING AND LIGHTERING. ALL COMMERCIAL VESSELS AND
BARGES GREATER THAN 500 GROSS TONS DESIRING TO DEPART PORT MUST
CONTACT THE CAPTAIN OF THE PORT IF THEIR DEPARTURE TIME IS LATER
THAN 12 HOURS AFTER THE SETTING OF HURRICANE CONDITION YANKEE.
VESSELS BOUND FOR THE PORT OF NEW YORK AND NEW JERSEY ARE
ADVISED TO SEEK AN ALTERNATE DESTINATION.
"UNQUOTE"
BT
NNNN

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit I

Condition *ZULU* Broadcast Notice to Mariners

O DTG
FM COMCOGARD SECTOR NEW YORK NY
TO CCGDONE BOSTON MA
BT
UNCLAS //N03140//
SUBJ: SECURITY BROADCAST
1. REQUEST THE FOLLOWING NOTICE TO MARINERS BE BROADCAST UPON RECEIPT AND EVERY 2 HOURS UNTIL POST HURRICANE CONDITION IS SET.
"QUOTE"
THE U.S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION ZULU FOR THE PORT OF NEW YORK AND NEW JERSEY. GALE FORCE WINDS FROM A HURRICANE FORCE STORM _____ ARE EXPECTED TO MAKE LANDFALL ALONG THE COAST OF NEW YORK/NEW JERSEY WITHIN 12 HOURS. ALL PORT VESSELS AND FACILITIES SHOULD REVIEW THE CAPTAIN OF THE PORT NEW YORK HURRICANE AND SEVERE WEATHER PLAN. ALL COMMERCIAL VESSELS AND BARGES GREATER THAN 500 GROSS TONS REMAINING IN PORT MUST BE AT THEIR MOORING SITE IN ACCORDANCE WITH THEIR REMAINING IN PORT CHECKLIST AS APPROVED BY THE COTP. NO VESSEL MAY ENTER, TRANSIT OR REMAIN WITHIN (insert affected waterways) WITHOUT THE PERMISSION OF THE CAPTAIN OF THE PORT.
"UNQUOTE"
BT
NNNN

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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Exhibit J

Condition YANKEE (Post Hurricane) Broadcast Notice to Mariners

O DTG

FM COMCOGARD SECTOR NEW YORK NY

TO CCGDONE BOSTON MA

BT

UNCLAS //N03140//

SUBJ: SECURITY BROADCAST

1. REQUEST THE FOLLOWING NOTICE TO MARINERS BE BROADCAST UPON RECEIPT AND EVERY 2 HOURS UNTIL CANCELED.

“QUOTE”

THE U.S. COAST GUARD CAPTAIN OF THE PORT HAS SET POST HURRICANE CONDITION YANKEE FOR THE PORT(S) OF _____, _____, AND _____. VESSEL MOVEMENT IS LIMITED AS FOLLOWS _____. MARINERS ARE ADVISED TO EXERCISE CAUTION WHEN TRANSITING RESTRICTED WATERS DUE TO GUSTY WINDS, HIGH SEAS AND AIDS TO NAVIGATION POSSIBLY BEING OFF STATION AND UNRELIABLE. MOVEMENT OF VESSELS REQUIRING DOCKING PILOTS GENERALLY DO NOT MOVE VESSELS UNTIL WINDS ABATE BELOW 39 MPH AND ATON, CHANNEL AND WATERWAY SURVEYS HAVE BEEN CONDUCTED.

“UNQUOTE”

BT

NNNN

NOTE: WE MAY KEEP CERTAIN AREAS OF THE PORT CLOSED WHERE HAZARDS ARE KNOWN.

EXHIBIT J: Sample Hurricane notifications posted on <http://homeport.uscg.mil>

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan Port Hurricane Plan	Section
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U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wwm)
Phone: (718) 354-4088
Fax: (718) 354-4096

16465

URGENT COAST GUARD NOTIFICATION

Subject: Hurricane Seasonal Alert initiated in the Port of New York and New Jersey

Date:

Revision No.:

In preparation for hurricane season, the COTP New York recommends the following action to ensure the New York and New Jersey maritime communities are prepared in the event hurricane conditions affect this area. The following actions apply at this time:

1. Review Coast Guard Captain of the Port New York's Hurricane and Severe Weather Plan for the Port of New York and New Jersey. Contact the Sector New York Waterways Oversight Branch at (718) 354-4355 to update your contact information. The plan is available to download in the "Waterway Management" section of the "Captain of the Port New York" directory at <http://homeport.uscg.mil>
2. Conduct training with vessel/facility personnel to ensure all employees are aware of the potential risks and responsibilities associated with hurricanes.
3. Standard Severe Weather Practices for the COTP New York Zone are outlined below. These standards apply year-round, whether resulting from a hurricane, tropical storm, Nor'easter, or any other adverse weather resulting in high winds. The COTP may, at his discretion, impose additional restrictions not specifically listed below and may enact these practices based on actual or predicted conditions. Consult the Captain of the Port New York Hurricane and Severe Weather Plan for additional requirements.
 - a. **Winds sustained at 15 kts or gusting to 20 kts from the North or Northwest while on an ebb current:**
 - i.) All barges in the Bay Ridge anchorage shall have tugs alongside.
 - b. **Winds sustained at 25 kts regardless of the wind or current direction:**
 - i.) All barges or "dead ships" in any anchorage not attached to a permanent mooring (i.e., Robbins Reef mooring ball) shall have tugs alongside.
 - ii.) All ships and tugs in an anchorage shall have their engines on-line.
 - iii.) All ships engaged in bunkering or lightering operations may have no more than one barge

Authorities			Annex C
Draft	Review	Approval	
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Commander SECNY	

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along side.

c. Gale Conditions: Winds sustained at 34 kts regardless of the wind or current direction:

- i.) All ships at anchor in Bayridge, Gravesend, Perth Amboy, or Anchorage 19 shall have a pilot aboard.
- ii.) All lightering and bunkering operations shall be suspended with all barges removed from anchored vessels.
- iii.) Based on their ship's particular characteristics and loading conditions, masters of ships at anchor should consider ordering tugs to assist their vessels in maintaining position in the anchorage.
- iv.) Vessels with a stability letter for protected waters route shall cease all passenger operations.

d. Winds sustained at 40 kts regardless of the wind or current direction:

- i.) The transfer of hazardous cargo between vessels or barges and waterfront facilities shall be suspended.
- ii.) All ships in Stapleton Anchorage shall have a pilot aboard or on immediate standby. All ships in all other anchorages within the port shall have a pilot aboard.
- iii.) Barges may be ordered out of specific anchorages by the Captain of the Port. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey.
- iv.) Depending on the actual harbor conditions, the Captain of the Port may impose restrictions on vessel movements into, out of, or within specific areas of the Upper or Lower Bay.
- v.) Unattended barges attached to mooring balls shall have a tug standing by in the immediate vicinity.

e. Winds sustained at 60 kts regardless of the wind or current direction:

- i.) The Captain of the Port may impose a complete harbor closure affecting all commercial operations. Light tugs assisting other vessels/barges and emergency vessels will normally be the only vessels allowed to operate during these conditions.

f. Line of severe thunderstorms or Squall line approaching the area with expected winds greater than 25 kts:

- i.) The Captain of the Port may impose any of the restrictions outlined above as early as necessary to ensure safety measures are in place prior to the onset of the severe weather.

g. Winds sustained at 15 kts or gusting to 20 kts from the North or Northwest while on an ebb current:

- i.) All barges in the Bay Ridge anchorage shall have tugs alongside.

h. Winds sustained at 25 kts regardless of the wind or current direction:

Draft			Annex C
Authorities			
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Approval Commander SECNY	

USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan	Section
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- i.) All barges or “dead ships” in any anchorage not attached to a permanent mooring (i.e., Robbins Reef mooring ball) shall have tugs alongside.
 - ii.) All ships and tugs in an anchorage shall have their engines on-line.
 - iii.) All ships engaged in bunkering or lightering operations may have no more than one barge along side.
- i. Gale Conditions: Winds sustained at 34 kts regardless of the wind or current direction:**
- i.) All ships at anchor in Bayridge, Gravesend, Perth Amboy, or Anchorage 19 shall have a pilot aboard.
 - ii.) All lightering and bunkering operations shall be suspended with all barges removed from anchored vessels.
 - iii.) Based on their ship’s particular characteristics and loading conditions, masters of ships at anchor should consider ordering tugs to assist their vessels in maintaining position in the anchorage.
 - iv.) Vessels with a stability letter for protected waters route shall cease operation.
- j. Winds sustained at 40 kts regardless of the wind or current direction:**
- i.) The transfer of hazardous cargo between vessels or barges and waterfront facilities shall be suspended.
 - ii.) All ships in Stapleton Anchorage shall either have a pilot aboard or arrange with the Sandy Hook Pilots to have a pilot on call ready to respond at the Staten Island pilot station. All ships in other anchorages inside the port shall have a pilot aboard.
 - iii.) Barges may be ordered out of specific anchorages by the Captain of the Port. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey.
 - iv.) Depending on the actual harbor conditions, the Captain of the Port may impose restrictions on vessel movements into, out of, or within specific areas of the Upper or Lower Bay.
 - v.) Unattended barges attached to mooring balls shall have a tug standing by in the immediate vicinity.
- k. Winds sustained at 60 kts regardless of the wind or current direction:**
- i.) The Captain of the Port may impose a complete harbor closure affecting all commercial operations. Light tugs assisting other vessels/barges and emergency vessels will normally be the only vessels allowed to operate during these conditions.

l. Line of severe thunderstorms or Squall line approaching the area with expected winds

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greater than 25 kts:

- i.) The Captain of the Port may impose any of the restrictions outlined above as early as necessary to ensure safety measures are in place prior to the onset of the severe weather.

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Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wwm)
Phone: (718) 354-4088
Fax: (718) 354-4096

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URGENT COAST GUARD NOTIFICATION

Subject: HURRICANE XXnameXX

Date:

Revision No.:

**SET HURRICANE CONDITION WHISKEY
IN THE PORT OF NEW YORK and NEW JERSEY
(Gale Force Winds Expected in 72 Hours)**

In anticipation of the arrival of Hurricane XXnameXX, the COTP New York is taking precautionary measures to ensure maritime communities are prepared in case hurricane conditions affect this area. The following minimum requirements are being highlighted to prompt quick action. All port users should consult Coast Guard COTP New York's Hurricane and Severe Weather Plan for the Port of New York and New Jersey to learn of additional requirements.

1. The U.S. Coast Guard COTP has set Hurricane Condition Whiskey for the Port of New York and New Jersey. Gale force winds from a hurricane force storm _____ are expected to make landfall along the coast of New York/New Jersey within 72 hours.
2. All vessels and facilities should review the COTP New York Hurricane and Severe Weather Plan.
3. Drawbridges may not be operating when sustained winds reach 35 kts or when evacuation is in progress.
4. In accordance with 33 CFR 160.111, vessels requesting to enter, transit or remain within (insert affected waterways) must comply with the following requirements:
 - a. All commercial vessels and barges greater than 500 gross tons must advise the COTP of their intent to remain in port or depart. Vessels and barges desiring to remain in port must arrange safe mooring and shall complete and submit in writing, within 24-hours to the COTP, a Remaining in Port Checklist for approval. Copies of the checklist are available in the New York Hurricane and Severe Weather Plan.

(718) 354-XXXX.

Vessel Traffic Service: 4088, 4089 or fax 4096

Facilities Branch: 4353 or fax 4125

Marine Response (pollution): 4353 or fax 4125

Vessel Inspections: 4353 or fax 4125

Waterways Management: 4353 or fax 4125

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United States
Coast Guard

Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wob)
Phone: (718) 354-4088
Fax: (718) 354-4096

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URGENT COAST GUARD NOTIFICATION

Subject: HURRICANE XXnameXX

Date:

Revision No.:

**SET HURRICANE CONDITION X-RAY
IN THE PORT OF NEW YORK and NEW JERSEY
(Gale Force Winds Expected in 48 Hours)**

All reports and questions should now be directed to the Captain of the Port New York's Sector Command Center at the following numbers:

(718) 354-XXXX.

Sector Command Center: 4353 or fax 4125
Vessel Traffic Service: 4088, 4089 or fax 4096
Facilities Branch: 4353 fax 4125
Marine Response (pollution): 4353 or fax 4125
Vessel Inspections: 4353 or fax 4125
Waterways Management: 4353 or fax 4125

1. The U.S. Coast Guard COTP has set Hurricane Condition X-RAY for the Port of New York and New Jersey. Gale force winds from a hurricane force storm _____ are expected to make landfall along the coast of New York/New Jersey within 48 hours.
2. All vessels and facilities should review the Captain of the Port New York Hurricane and Severe Weather Plan.
3. Drawbridges may not be operating when sustained winds reach 35 kts or when evacuation is in progress.
4. In accordance with 33 CFR 160.11, vessels requesting to enter, transit or remain within (insert affected waterways) must comply with the following requirements:
 - a. All commercial vessels and barges greater than 500 gross tons desiring to remain in port must arrange safe mooring and shall complete and submit immediately to the COTP a Remaining in Port Checklist for approval. Commercial vessels and barges of 500 gross tons departing the port must plan to depart no later than 12 hours prior to the arrival of gale force winds.
5. Mariners are advised that the COTP will impose vessel traffic control measures significantly limiting vessel movement and activities when gale force winds are within 12 hours of the port. Vessels bound for the port of New York and New Jersey which are unable to depart 12 hours prior to the arrival of gale force winds are advised to seek an alternate destination.
6. Vessels and facilities continuing operations should notify the Captain of the Port New York at one of the above numbers.

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Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wob)
Phone: (718) 354-4088
Fax: (718) 354-4096

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URGENT COAST GUARD NOTIFICATION

Subject: HURRICANE XXnameXX

Date:

Revision No.:

**SET HURRICANE CONDITION YANKEE
IN THE PORT OF NEW YORK and NEW JERSEY
(Gale Force Winds Expected in 24 Hours)**

In anticipation of the arrival of Hurricane XXnameXX, the COTP New York is taking precautionary measures to ensure maritime communities are prepared in case hurricane conditions affect this area. The following minimum requirements are being highlighted to prompt quick action. All port users should consult Coast Guard Captain of the Port New York's Hurricane and Severe Weather Plan for the Port of New York and New Jersey to learn of additional requirements.

1. The U.S. Coast Guard COTP has set Hurricane Condition YANKEE for the port of New York and New Jersey. Gale force winds from a hurricane force storm _____ are expected to make landfall along the coast of New York/New Jersey within 24 hours.
2. All vessels and facilities should review the Captain of the Port New York Hurricane and Severe Weather Plan.
3. Drawbridges may not be operating when sustained winds reach 35 kts or when evacuation is in progress.
4. In accordance with 33 CFR 160.109, all facilities and vessels within (insert affected waterways) shall cease cargo operations, lightering and bunkering when directed by the COTP.
5. In accordance with 33 CFR 160.111, all commercial vessels and barges greater than 500 gross tons desiring to depart port must contact the COTP if their departure time is later than 12 hours after the setting of Hurricane Condition YANKEE. Vessels bound for the port of New York and New Jersey are advised to seek an alternate destination.
6. Vessels and facilities continuing operations should notify Coast Guard Sector New York at one of the below numbers.

(718) 354-XXXX.

Sector Command Center: 4353 or fax 4125
Vessel Traffic Service: 4088, 4089 or fax 4096
Facilities Branch: 4353 fax 4125
Marine Response (pollution): 4353 or fax 4125
Vessel Inspections: 4353 or fax 4125
Waterways Management: 4353 or fax 4125

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United States
Coast Guard

Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wwm)
Phone: (718) 354-4088
Fax: (718) 354-4096

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URGENT COAST GUARD NOTIFICATION

Subject: HURRICANE XXnameXX

Date:

Revision No.:

SET HURRICANE CONDITION ZULU IN THE PORT OF NEW YORK and NEW JERSEY (Gale Force Winds Expected in 12 Hours)

1. The U.S. Coast Guard COTP has set Hurricane Condition ZULU for the port of New York and New Jersey. Gale force winds from a hurricane force storm _____ are expected to make landfall along the coast of New York/New Jersey within 12 hours.
2. All port vessels and facilities should review the Captain of the Port New York Hurricane and Severe Weather Plan.
3. In accordance with 33 CFR 160.111, all commercial vessels and barges greater than 500 gross tons remaining in port must be at their mooring site in accordance with their Remaining in Port Checklist as approved by the COTP. When directed by the COTP, no vessel may enter, transit or remain within (insert affected waterways) without the permission of the Captain of the Port.
4. All tugs should advise the Captain of the Port New York on the availability of light tugs to assist with emergency operations during the hurricane.
5. All reports and questions should be directed to the Sector Command Center at the following numbers:

(718) 354-XXXX.

Sector Command Center: 4353 or fax 4125
Vessel Traffic Service: 4088, 4089 or fax 4096
Facilities Branch: 4353 fax 4125
Marine Response (pollution): 4353 or fax 4125
Vessel Inspections: 4353 or fax 4125
Waterways Management: 4353 or fax 4125

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Commander
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wmm)
Phone: (718) 354-4088
Fax: (718) 354-4096

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URGENT COAST GUARD NOTIFICATION

Subject: HURRICANE XXnameXX

Date:

Revision No.:

SET POST HURRICANE CONDITION YANKEE IN THE PORT OF NEW YORK and NEW JERSEY

1. The U.S. Coast Guard COTP has set Post Hurricane Condition YANKEE for the Port of New York and New Jersey.
2. Vessel movement is limited as follows:
3. Mariners are advised to exercise caution when transiting restricted waters due to gusty winds, high seas, and aids to navigation possibly being off station and unreliable.
4. Movement of vessels requiring docking pilots may be restricted since docking pilots generally do not move vessels until winds abate below 39 mph and ATON, Channel and Waterway surveys have been conducted.

All reports and questions should be directed to the Sector Command Center at the following numbers:

(718) 354-XXXX.

Sector Command Center: 4353 or fax 4125
Vessel Traffic Service: 4088, 4089 or fax 4096
Facilities Branch: 4353 fax 4125
Marine Response (pollution): 4353 or fax 4125
Vessel Inspections: 4353 or fax 4125
Waterways Management: 4353 or fax 4125

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EXHIBIT K

33 CFR 160.109 Waterfront facility safety, and
33 CFR 160.111 Special orders applying to vessel operations

33 CFR 160.109 Waterfront facility safety.

(a) To prevent damage to, or the destruction of, any bridge or other structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to such waters, and to protect the navigable waters and the resources therein from harm resulting from vessel or structure damage, destruction, or loss, each District Commander or Captain of the Port may:

- (1) Direct the handling, loading, unloading, storage, and movement (including the emergency removal, control and disposition) of explosives or other dangerous articles and substances, including oil or hazardous material as those terms are defined in 46 U.S.C. 2101 on any structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters; and
- (2) Conduct examinations to assure compliance with the safety equipment requirements for structures.

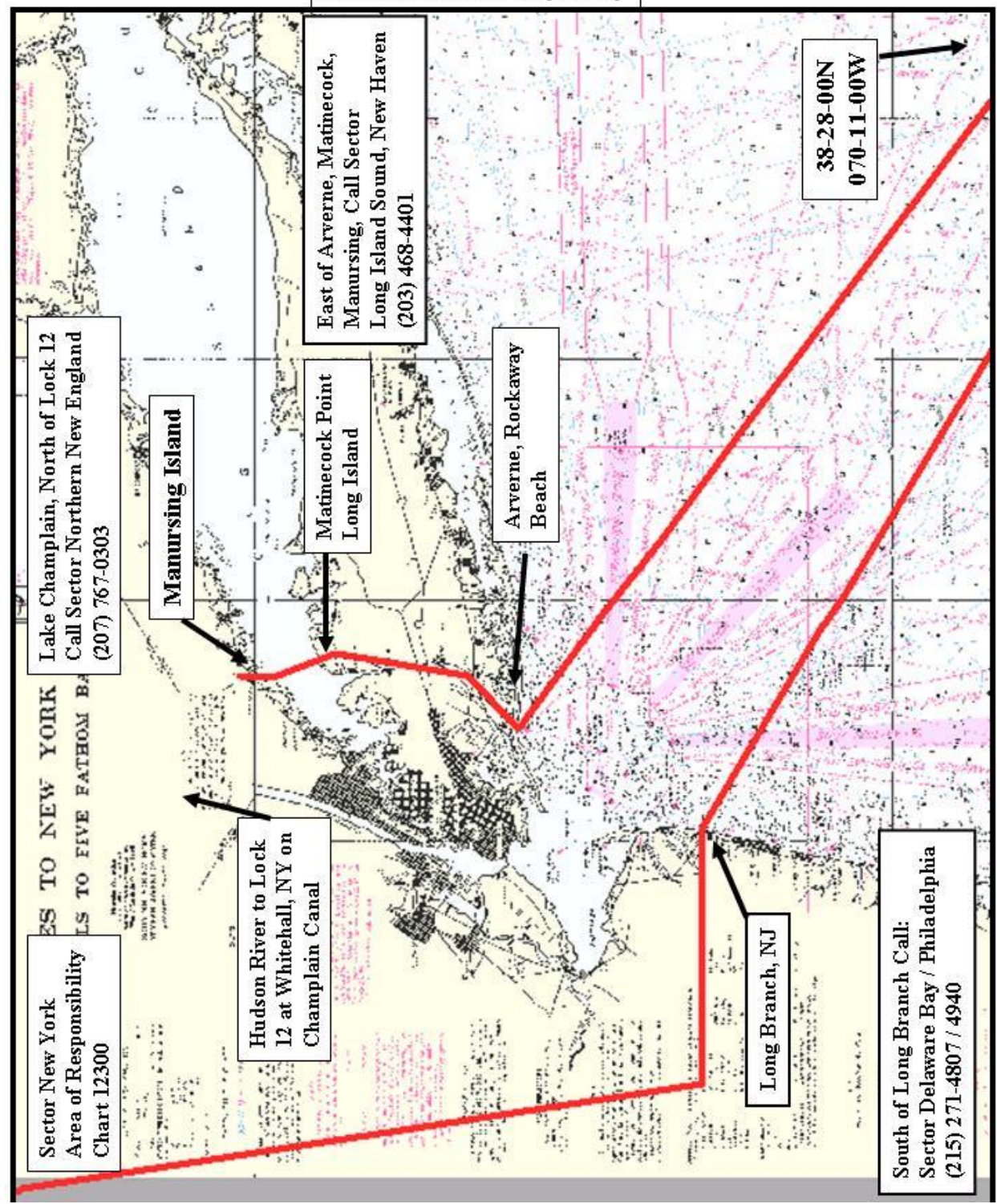
33 CFR 160.111 Special orders applying to vessel operations.

Each District Commander or Captain of the Port may order a vessel to operate or anchor in the manner directed when:

- (a) The District Commander or Captain of the Port has reasonable cause to believe that the vessel is not in compliance with any regulation, law or treaty;
- (b) The District Commander or Captain of the Port determines that the vessel does not satisfy the conditions for vessel operation and cargo transfers specified in §160.113; or
- (c) The District Commander or Captain of the Port has determined that such order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel.

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EXHIBIT L
COTP New York Area of Responsibility



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USCG Sector New York: Captain of the Port New York Hurricane and Severe Weather Plan	Maritime Heavy Weather & Hurricane Plan	Section
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Introduction In order to assure consistency, accuracy, and proper coordination with all of our Port Partners, the Port Recovery Plan is Section 6000 to the Area Maritime Security Plan¹. This document is SSI. Authorized personnel are directed to that document for development of the Port Recovery Strategy for any given events, including post-natural disaster such as a hurricane.

¹ MSRAM and Section 6000 of the AMSP is incorporated by reference. These sources are SSI, but are accessible to parties responsible for the recovery of the Port and its maritime infrastructure.

POST STORM ACTIVITIES

A. Initial Priorities and Actions.

1. General. Although this chapter is written with emphasis on response after a major hurricane, portions of this should be considered for other significant storms, e.g., multi-day nor'easters, significant tropical storms, significant ice impact, etc. In the aftermath of a hurricane, the Sector Commander may activate the Incident Command System (ICS) and designate a location to serve as the Incident Command Post (ICP). The Sector Commander would designate an Incident Commander (IC) and the five main ICS Sections would be adjusted to fit the needs of the incident. A sample ICS organization chart for post hurricane storm response is located in Annex A. Chapter 6 further describes the ICS.
2. To support the Coast Guard's primary goals of (1) reopening of waterways critical to commerce, resumption of operations and damage assessment, (2) performing statutory response missions and (3) providing assistance to other federal, state and/or local agencies as needed, the following actions will be performed (concurrently) immediately after passage of severe weather as necessary:
 - a. Personnel Assessment. Assess impact on personnel and personal property. As soon as practicable, all unit personnel shall report impact on person, family and personal property using the accountability procedures set forth in the Sector Continuity of Operations (COOP) Plan. If unable to communicate with their unit or supervisor, personnel should contact the Sector Situation Watch at 718-354-4353 or by e-mail at D01-SG-SecNY-SCC. SCC shall submit SITREP to D1 stating status of personnel accountability for command and subunits (see Annex C, Exhibit E for SITREP template). Advise Logistics Department Head of any personnel issues.
 - (1) Following the passage of severe weather, the Sector will recall unit personnel as necessary. Auxiliary and reserve personnel should be contacted in accordance with Chapter 2.
 - (2) Announcements may be made on Homeport or over local radio stations. Prior to the evacuation of the unit, personnel will be informed regarding specific local radio stations to monitor. All personnel should listen on commercial and emergency frequencies for an announcement that may require action. Prior to evacuation of any unit, personnel will be given specific instructions on how and when to report for duty.

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- b. Unit Damage Assessment. Assess damage to the command. Department Heads and CO/OINCs shall ensure a survey is performed of all Coast Guard buildings and equipment (including GVs) and report findings to the Sector Command Center. Advise Logistics Department Head of any infrastructure issues. The Sector Commander and CO/OINCs will make a determination based on the results of the assessment whether to resume operations at their unit location. If the unit is determined uninhabitable, operations will be controlled from an alternate location until the unit is functional (refer to the Sector New York COOP Plan). SCC shall submit SITREP to D1 stating status of units with regards to any damage or capability degradation (see Annex C, Exhibit E for SITREP template).
- (1) Safety procedures must be followed to minimize the risk to personnel from weakened or damaged buildings, gas leaks and electrical hazards.
 - (2) Repair and return to operation all Coast Guard equipment and property.
 - (3) Reports made via SITREP and CASREP messages.
- c. AOR Damage Assessment. After severe weather has passed, the primary focus of the COTP will be to reopen the port as quickly as possible. The Marine Transportation System (MTS) Recovery Unit (or Chief, Waterways Management Division) will coordinate survey teams to assess damage to the port area, particularly waterfront facilities and restricted channels.
- (1) Confer with pilots, field units and ATON units to determine status of major aids.
 - (2) Implement restrictions on vessel movements as appropriate. Issue advisories on port related activities.
 - (a) Aerial Damage Assessment. The Sector shall coordinate aerial damage assessments with CG First District (D1), CG Air Station Cape Cod and/or Atlantic City, state Emergency Management Agencies, Civil Air Patrol and Air National Guard units. Aerial observations using Coast Guard, Coast Guard Auxiliary, and other appropriate aircraft will be utilized to survey ports and waterways. Primary focus will be given to pollution, navigational hazards and aids to navigation (ATON) verification / restoration. Normally an MSD Cape Cod representative along with an ATON representative will conduct an overflight to document physical damage, determine channel obstructions and identify pollution incidents throughout AOR. This information will be used to expedite reopening of the port.
 - (b) Surface Damage Assessment. Surface damage assessments will be coordinated through Waterways Management, state Emergency Management Agencies and local officials. Initial damage assessments may be made by State or local emergency management, fire, rescue and law enforcement agencies reporting from the field. Police and fire departments and harbor masters are most likely the first to enter the port areas and report situations as they are observed. Reports from vessels may be passed through ship agents and the Sandy Hook Pilots.

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1. The Sector will communicate with field units, the U.S. Army Corps of Engineers (ACOE), NOAA and the U.S. Navy Supervisor of Salvage (SUPSALV) regarding waterway navigability assessments following periods of severe weather as necessary. Channel surveys should be performed to identify obstructions or shoaling in the navigation channels. Pilot operators will conduct a survey (along with NOAA, local ATON teams and local buoy tenders) of area waterways and aids to navigation.
2. Radio communications will be established with state Emergency Operations Centers, field units, D1, AIRSTA Cape Cod and AIRSTA Atlantic City to coordinate AOR assessment and damage reporting.

B. Actions to Reopen the Port.

1. General. Although prior planning and prompt implementation of precautionary actions will do much to avoid loss of life and property, a category three hurricane can wreak havoc on the region. A significant storm surge could inundate residential and industrial areas causing extensive damage. These areas will also experience secondary damage from fires and structures weakened by water damage.
2. Port Considerations.
 - a. The primary concern of the COTP with regard to hurricanes is the restoration of commercial operations within the port along with search and rescue, port security and pollution response activities. Specifically, before reopening the port, the COTP will consider:
 - (1) Search and Rescue.
 - (2) Vessels and barges will probably be aground on the coastline and in the bay or channel, which may result in the channel being closed to all commercial traffic for an extended period of time.
 - (3) Any closure over 48 hours in length could have a significant impact on the local area because of reduced product flow. Less fuel available to power plants may lead to less electrical power for recovery operations, gasoline shortages, etc.
 - (4) Possible shoaling of the channels or the presence of submerged hazards introduced by the storm may decrease the controlling depth and limit access by some commercial vessel traffic.
 - (5) Status of Aids to Navigation. Aids to navigation expected to be missing or destroyed will be considered unreliable for safe navigation until ATON verification is conducted.
 - (6) Restoration of port security measures.
 - (7) The readiness of port infrastructure to receive vessels.
 - (a) Vessels and barges may be drifting or aground in or near channels.

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(b) Bridges over navigable waterways are potential choke points either from storm damage to the bridge or an obstruction under the bridge.

(c) Port closure prevents petroleum deliveries to facilities.

(8) Pollution Response.

(a) Evaluate the extent of oil spills or hazardous material releases in the port area, and identify potential sources.

(b) Inspect facilities. Bulk oil storage facilities near the water may pose a significant threat to the environment if exposed to storm surge flooding.

3. Marine Transportation System Recovery. In accordance with [Atlantic Area Instruction 16001.1](#), Marine Transportation System Recovery, Sector New York shall implement a Marine Transportation System (MTS) Recovery Unit within the Planning Section of any ICS organization to evaluate waterway conditions and establish procedures for opening the port. The MTS Recovery Unit may consist of selected members from SECNY and the ACOE, EPA, NOAA, NY DEC, NJ DEP, NY DOT and industry to identify problems and establish priorities. The Area Maritime Security Committee and the Area Harbor Operations Committees may also be involved as there will be interagency port security and environmental issues to address.

To ensure that infrastructure recovery issues are consistently and effectively considered by the Coast Guard response organization, the daily operational planning cycle of the Incident Commander should include a precise focus on MTS infrastructure. Specifically, the situation brief and common operational picture should, to the extent possible, include a consistent set of Essential Elements of Information (EEI) to quantify the status of MTS infrastructure. Also, the setting of operational period objectives should be informed by MTS infrastructure status and recovery priorities.

The MTS Recovery Unit shall track and report the status of MTS infrastructure recovery using the EEIs provided below as appropriate to the incident:

- | | |
|---|--------------------------------------|
| • ATON | • Recreational Vessels |
| • Federal Channels | • Bulk liquid facilities |
| • Bridges | • Shipyards |
| • Hurricane Barriers | • Containerized Cargo Facilities |
| • National Distress Monitoring System | • Non-Containerized Cargo Facilities |
| • Real-Time Waterway Measurement Systems | • Intermodal Connections |
| • Deep Draft Shipping | • Shallow Draft Shipping |
| • High Capacity Passenger Vessels & Ferries | • Oil Pollution |
| • Commercial Fishing | • Hazmat Incidents |
| • Small Passenger Vessels | • Vessel Salvage/Wreck Removal |

In addition, the MTS Recovery Unit shall identify and document long-term restoration issues that fall outside the purview of the Coast Guard response organization. The MTS Recovery Unit shall prepare, as part of the demobilization report, a list of issues affecting the MTS restoration that can be forwarded up the chain of command to LANTAREA (Ap) as described in [LANTAREAINST 16001.1](#), paragraph 7.d.(2).

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- a. Aids to Navigation Restoration. Sector New York Waterways Management Division will oversee the establishment of temporary aids to navigation service, as necessary, to reopen any channel areas that are obstructed, and communicate with District One (dpw) to provide input regarding prioritization, extra equipment, and support.
- b. Channel Clearing Operations. The MTS Recovery Unit (or Chief, Waterways Management Division) will communicate with the ACOE, NOAA and the Navy SUPSALV regarding channel clearing operations. Channel surveys may be performed by USCG, ACOE or NOAA vessels.
- c. Commercial/Recreational Vessel Salvage. After severe weather, the primary focus of the COTP will be to assess damage incurred and reopen the port as quickly as possible. Thorough damage assessments must be completed quickly so salvage and pollution response can be prioritized.

(1) Resources. The following are salvage resources available to the COTP.

- (a) U.S. Coast Guard Marine Safety Center. The Marine Safety Center Salvage Engineering Response Team (SERT) is available 24 hours a day to assist with evaluating structural integrity and stability.
- (b) U.S. Army Corps of Engineers (ACOE). Under a Memorandum of Agreement between the U.S. Army and U.S. Coast Guard, the COTP can request assistance from the ACOE for the marking and removal of sunken vessels and obstructions to navigation in federally maintained channels. Furthermore, the ACOE provides the resources for dredging operations that may be required due to silting.
- (c) U.S. Navy Supervisor of Salvage (SUPSALV). The U.S. Navy is authorized to provide salvage and towing operations to other federal agencies, if requested. The SUPSALV is an excellent resource available to the COTP that can be used in wreck removal and pollution cleanup.
- (d) Salvage Companies. Salvage companies are available and may be hired to assist in reopening the port. A list of companies is available in the [Port of NY/NJ Area Contingency Plan](#).

- C. **Setting Post-Hurricane Condition**. After conducting a port survey and assessment, the COTP will amend the port condition as necessary. The Sector Command Center will send a message to CCGD1 to notify them of the current hurricane condition status. The Sector Command Center will broadcast a Notice to Mariners advising the port community that the port will remain closed until all ATON has been adequately surveyed and restored.
- D. **Situation Reports (SITREPs) and SPOT Reports**. During emergency response operations following the passing of severe weather, Sector New York will prepare daily disaster response situation reports (SITREPs) to be sent to First District (cc, dr, dp, dpw). The SITREPs will provide District with information pertaining to resources and personnel allocations and the unit's involvement in disaster response efforts. SITREPs will be prepared until the termination of recovery operations (see Annex C for sample SITREP). SPOT Reports may be used in between normal SITREP reporting periods to provide updates on urgent information. Generally, information reported on a SPOT Report will be included in the next SITREP.

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SITREPs and SPOT Reports, or edited versions of them, may be shared with local, State, and other Federal agencies with the approval of the Sector Commander. Posting of the documents to HSIN, WebEOC or Homeport should generally be done in a PDF format.

- E. **After Action Reports (AARs).** Refer to CCGDONE OPLAN 9710-06 for submitting AARs.
- F. **Prioritizing Vessel Movement.** Vessel traffic control, channel restrictions and pilotage requirements will continue as long as the COTP deems necessary. The COTP may issue Captain of the Port Orders directing the movements of vessels. The COTP may also establish safety zones or restrict transits to “daylight only” and additionally may require tug escorts. The COTP will work with pilots, shipping agents and the MTSRU to coordinate vessel traffic.
- G. **Logistics.** A hurricane may cause shortages of food, water and supplies in the affected area. Therefore, preparation is essential in providing logistical support to Sector NY personnel following severe weather. The Logistics Department shall procure enough supplies and store them, prior to 01 June, to sustain Sector Personnel for unit recovery actions for at least three (3) days.
1. Transportation.
 - a. Land. All government vehicles are available for assessment and response efforts. If additional vehicles are needed, commercial rental vehicles may be authorized by the command. Usually, government vehicles (especially 4x4 vehicles) will be pre-staged with unit personnel throughout the AOR.
 - b. Water. All waterborne transportation will be coordinated and conducted with Sector resources, state and local agencies (NYPD Harbor, NY State Police Marine Unit, harbor masters), Pilots, industry, etc.
 2. Food. Ensure a 3 day supply of food (MREs) and water is available for Sector personnel.
 3. Emergency Equipment. Any additional emergency equipment necessary to support response and recovery efforts will be coordinated through the Logistics Department. If equipment cannot be obtained through government sources in the area, emergency equipment can be purchased through outside sources.

Draft			Annex D
Authorities			
Ch, Contingency Planning and Exercises Staff	Ch, Planning & Force Readiness	Approval Commander SECNY	