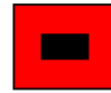


Upper Chesapeake Bay Maritime Hurricane Contingency Plan



ANNEX Z

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U.S. Department of
Homeland Security

United States
Coast Guard



Commander
U. S. Coast Guard Sector Baltimore

2401 Hawkins Point Road
Baltimore, MD 21226-1791
Staff Symbol: Planning
Phone: (410) 576-2535
Fax: (410) 576-2575
<http://www.uscg.mil/d5/sector/sectbalt/index.htm>

16465
13 MAY 2009

Dear Sir or Madam:

Enclosed is the Upper Chesapeake Bay Maritime Hurricane Contingency Plan. This plan is applicable to all waterfront facilities, marinas, and vessels within the Captain of the Port (COTP) Baltimore Zone defined in Title 33, Code of Federal Regulations, Part 3.25-15. This plan is designed to advise the maritime community of the sequence and timing of COTP decisions and actions during periods when the Port is threatened by a hurricane. It also recommends actions that should be taken by vessels and waterfront facilities to prevent and/or minimize storm related deaths, injuries, and property damage.

This plan is effective upon receipt and supercedes all previous editions of the COTP Baltimore Maritime Hurricane Plan. Changes to the plan will be made as required and sent to those on the official distribution list. Comments and recommendations regarding this plan are welcome and should be addressed to MSTC Aaron Foster at (410) 576-2582 or via email at: Aaron.Foster@uscg.mil.

Sincerely,

A handwritten signature in blue ink that reads "Brian D. Kelley".

Brian D. Kelley
Captain, U.S. Coast Guard
Captain of the Port
Baltimore, Maryland

Encl: (1) Upper Chesapeake Bay Maritime Hurricane Contingency Plan

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(PORT PLAN)

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RECORD OF CHANGES

CHANGE NO.	DATE OF CHANGE	DATE ENTERED	SIGNATURE
CH-1	29 JUL 94	29 JUL 94	USCG ACTIVITIES BALTIMORE
CH-2	07 OCT 97	07 OCT 97	USCG ACTIVITIES BALTIMORE
CH-3	07 JUN 00	07 JUN 00	USCG ACTIVITIES BALTIMORE
CH-4	17 APR 02	17 APR 02	USCG ACTIVITIES BALTIMORE
CH-5	25 MAY 04	25 MAY 04	USCG ACTIVITIES BALTIMORE
CH-6	01 APR 05	01 APR 05	USCG SECTOR BALTIMORE
CH-7	01 NOV 06	01 NOV 06	USCG SECTOR BALTIMORE
CH-8	28 MAY 08	28 MAY 08	USCG SECTOR BALTIMORE
CH-9	06 OCT 08	06 OCT 08	USCG SECTOR BALTIMORE
CH-10	13 MAY 09	13 MAY 09	USCG SECTOR BALTIMORE

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PART I – INTRODUCTION

A. Background:

1. Each year, from June 1st to November 30th, the communities and ports of the Atlantic Coast face the threat of hurricanes. Atlantic and Gulf Coast hurricanes routinely make landfall and adversely impact shoreline communities, killing over 50 people and causing more than \$100 million in property damage annually. Most hurricanes occur in August, September, and October, but they are possible throughout the six-month hurricane season.
2. Many of these destructive storms are weakened by the time they reach the upper Chesapeake Bay and the Port of Baltimore. Nevertheless, past storms have proven that our location provides only limited defense from the destructive power of hurricanes. The flooding and sustained high winds associated with these storms can combine to cause substantial damage to bridges, vessels, and waterfront facilities. Even relatively weak, slow moving hurricanes have been known to cause severe localized flooding in the region. Hurricane induced floods have clogged critical waterways with debris, created oil and hazardous materials spills, and undermined the structural integrity of piers, wharfs, and other waterfront structures. Floating debris can also damage pier support structures and has been known to hole or damage moored vessels. The extreme tidal fluctuations that often precede and follow the passage of hurricanes can cause even the largest commercial vessels to go aground. Finally, tornadoes and sustained hurricane force winds alone can cause significant damage to cargo handling equipment, storage tanks, pier-side warehouses, and vessels at anchor. The threat to our port community is real, making it essential that we share a common understanding of the measures required to increase our hurricane preparedness.

B. Authority: The provisions of Title 33, Code of Federal Regulations, Parts 160 and 165, mandate that Coast Guard Captains of the Port (COTP) take the lead in ensuring the safety of ports. Specifically, COTPs are authorized to establish safety zones, to direct the handling, loading, unloading, storage, and movement of dangerous cargoes aboard waterfront facilities, and to order vessels to operate or anchor in whatever manner is necessary to protect life, property, and the environment.

C. Applicability and Purpose: This plan is applicable to all waterfront facilities, marinas, and vessels within the COTP Baltimore Zone defined in Title 33, Code of Federal Regulations, Part 3.25-15. The purpose of this plan is to:

1. Advise the maritime community of the sequence and timing of COTP decisions and actions during periods when the upper Chesapeake Bay and the Port of Baltimore are threatened by a hurricane; and,
2. Recommend actions that should be taken by vessels and waterfront facilities to minimize storm related deaths, injuries, pollution, and property damage.

D. Amendments: U.S. Coast Guard Sector Baltimore will incorporate amendments into this plan following an annual review. Suggestions and changes may be offered at any time, but are especially appropriate following the implementation of the plan during exercises or actual hurricane emergencies.

E. Distribution: A copy of this plan has been distributed to each agency listed in Annex G.

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PART II – USCG COTP ACTIONS AND DECISIONS

A. General:

1. Port Maritime Hurricane Conditions are set by COTP Baltimore in advance of an arriving hurricane and are primarily based on when gale force winds are predicted to arrive on the Maryland waters of the Chesapeake Bay (or the COTP Zone). These predictions are based on information obtained from the National Weather Service. The intent of setting port maritime hurricane conditions is to provide the marine community with sufficient time to make preparations in order to minimize damage from heavy weather, so the COTP may accelerate or delay setting these conditions as appropriate. The six Port Maritime Hurricane Conditions are:
 - a. **SEASONAL ALERT**: Set on June 1st and remains in effect through November 30th.
 - b. **STORM CONDITION**: Set when high winds 55mph/48kts or greater are forecast. This condition includes all phases of the approaching storm.
 - c. **WHISKEY**: Set when gale force winds (34+ mph) associated with tropical cyclone activity are expected to arrive at the Port within **72 hours**.
 - d. **X-RAY**: Set when gale force winds (34+ mph) associated with tropical cyclone activity are expected to arrive at the Port within **48 hours**.
 - e. **YANKEE**: Set when gale force winds (34+ mph) from a hurricane force storm are expected to arrive at the Port within **24 hours**, and as soon as practical after the storm passes.
 - f. **ZULU**: Set when gale force winds (34+ mph) from a hurricane force storm are expected to arrive at the Port within **12 hours**.
2. The COTP will make information about changes in Port Maritime Hurricane Conditions available to the maritime community in four ways:
 - a. The Maryland Port Administration, the Maryland Pilot’s Association, and the Maritime Exchange will be telephoned individually every time there is a change in Maritime Hurricane Conditions within the Captain of the Port Zones of Sector Baltimore, Sector Delaware Bay and Sector Hampton Roads.
 - b. Vessels will be notified through a Broadcast Notice to Mariners (BNTM). Hurricane BNTMs will be broadcast on VHF-FM Channels 16 (156.800 MHz) and 22a (157.100 MHz).
 - c. State and local response agencies will be notified through a broadcast on the state mutual aid radio.
 - d. The COTP will hold teleconferences with key stakeholders when considering changing the port condition. Also, a teleconference will be held with the larger port community after a port condition change to discuss questions, timeline, problems, situation reporting, and any other concerns.
 - e. A regularly updated, recorded telephone message will identify the Port Maritime Hurricane Condition currently set and the time it was established. The recorded message will be available 24 hours a day, 7 days a week by calling (410) 576-2682.

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3. Sector Baltimore is an inland port and there are a couple of factors to consider when deciding whether or not to allow a vessel to transit to sea or remain in our port. It takes 8 hours to transit through the C & D Canal and 12 hours to transit through Hampton Roads to reach the Sea Buoy. Also, we have to consider what port condition both Sector Delaware Bay and Sector Hampton Roads have set when deciding which port condition we should be at.
4. Additional questions concerning hurricane conditions should be directed to the Sector Baltimore Marine Safety Coordinator, who can be reached 24 hours a day, 7 days a week at (410) 576-2693 or (800) 418-7314.

B. Specific Pre-Storm Actions: In addition to setting hurricane conditions, the COTP will take the following actions commensurate with each port maritime hurricane condition:

1. **WHISKEY** (72 hours):

- a. Consult with representatives of the Maryland Port Administration, Maryland Pilot’s Association, Maritime Exchange, shipping agents, and other stakeholders in the port to identify and address concerns over port status, activities, and emergency preparations.
- b. Coordinate with the Maryland Pilot’s Association regarding capacity and condition of designated emergency anchorages.
- c. Commence increased harbor patrols and advise vessel and facility operators of any conditions that require correction.
- d. Each waterfront facility, with vessels moored thereto, must notify the COTP for all commercial, oceangoing vessels and barges greater than 500 gross tons desiring to remain in port at a designated facility or anchorage. The facility must ensure the safe mooring of such vessels at that facility.

2. **X-RAY** (48 hours):

- a. Sector Baltimore will activate a “Crisis Action Center” (CAC) to coordinate Coast Guard and port preparedness actions. The Sector Baltimore CAC can be reached at (410) 576-2699 when activated (if no answer, call 576-2693).
- b. Contact waterfront facilities to determine the intentions of the facility and any vessels moored thereto.
- c. Contact deep draft vessels at anchor (or their agents) and determine their intentions.
- d. Inspect wharf and pier areas with waterfront facility representatives during harbor patrols.
- e. Spot-check marinas and waterways to determine the status of hurricane preparations.

3. **YANKEE** (24 hours):

- a. All inbound and outbound transits via the C&D Canal or Lower Chesapeake Bay shall be coordinated through COTP Philadelphia or COTP Hampton Roads, as appropriate. This requirement does not relieve the vessel’s owner, master, or agent of their responsibility to make appropriate advance notices of arrival, IAW the requirements of 33 CFR 160.212.

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4. **ZULU** (12 hours):

- a. Close the port to all commercial vessel traffic (including vessel transits within the port). This prohibition will not apply to commercial vessels over 500 gross tons that have requested and received an approval verification number from the COTP to transit the Port of Baltimore. The approval of the COTP will only be granted if the transit can be made safely and mooring or anchorage space has been identified. The area affected by this order will include all Navigable Waters of the United States within the State of Maryland.
- b. Suspend cargo operations involving bulk liquid dangerous cargoes, unless permission is requested and an approval verification number is received from the COTP, for each such operation on a "case-by-case" basis. This includes bunkering and lightering operations. This special approval provision does not apply to operations involving Cargoes of Particular Hazard, which in every case, must be suspended (a definition of Cargoes of Particular Hazard is found in Annex E of this plan).

C. Specific Post-storm Actions: As soon as practicable following the passage of the storm, the COTP will:

1. Return the Port to Port Maritime Hurricane Condition Seasonal Alert. The port may be (or remain) closed to vessel traffic until the navigation channels can be surveyed and declared safe for passage.
2. Coordinate completion of channel surveys including status of aids to navigation and readiness of Port infrastructure to receive vessels.
3. Conduct maritime damage and risk assessment emphasizing bridges, wharves, piers, channels, and anchorages.
4. If necessary, organize a post-hurricane meeting with state and local officials and appropriate port stakeholders to assess, outline, and prioritize the recovery effort for the COTP Zone. This may be accomplished through the Maryland Emergency Management Agency, as dictated by the severity of the storm.

PART III – RECOMMENDED STORM PREPARATIONS

A. General:

1. This part contains precautionary measures that deep draft vessels, waterfront facilities, and small craft can take to reduce the potential for loss of life, injury, or property damage in a hurricane. The safety precautions contained in this part are not the only precautions that may be necessary to fully prepare a vessel or facility. The unique characteristics of the vessel or facility, and the unique attributes of the storm may dictate the need for additional measures and/or modifications to the measures contained in these recommendations.
2. The COTP will continuously review the status of all commercial vessel and waterfront facility hurricane preparations and direct the correction of dangerous conditions. The COTP will issue orders only to those vessels or facilities that fail to initiate appropriate action.
3. Nothing in these recommendations shall be construed as relieving the masters, owners, operators, and agents of vessels or the owners, operators, and persons-in-charge of waterfront facilities from

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(PORT PLAN)

their primary responsibility for the safety of such vessels or waterfront facilities during a hurricane.

B. Vessels:

1. When a hurricane threatens the region, small craft should be hauled out and secured well away from the effects of possible storm surge and high winds.
2. As noted elsewhere in this plan, all oceangoing commercial vessels greater than 500 gross tons must submit a written request (see Annex B) and receive permission from the COTP prior to transiting the navigable waters of the State of Maryland. The key factor in the COTP's decision to allow vessels to transit this area is the ability of the vessel to safely proceed to their next destination. This determination shall take into consideration the availability of a sufficient number of tugs when navigating thru restricted waterways; the suitability and availability of berths and anchorages; and wind and sea conditions along the vessel's intended route. If a vessel's intended route includes either Delaware or Lower Chesapeake Bay, then vessels must obtain the permission of either COTP Delaware Bay or Hampton Roads (as appropriate) prior to getting underway.
3. The COTP Baltimore recognizes that the Port of Baltimore is viewed as a safe haven by many in the maritime community and that any vessel departing the port may have to head toward the storm to reach the sea. Since this can create situations that endanger life, the port, or the environment, the COTP Baltimore typically authorizes vessels to remain in port during hurricanes.
4. For vessels over 500 gross tons that are based out of or make frequent port calls to Baltimore, the COTP strongly recommends submitting a request for pre-approval to the Waterways Management Division prior to each hurricane season.
5. Annex A contains a detailed checklist of deep draft and barge recommendations. Annex B contains the commercial vessel authorization form for vessels over 500 gross tons seeking permission to remain in port. Annex C contains a detailed checklist for small craft.
6. Nothing in this plan is meant to limit the right of a facility owner, operator, and/or person-in-charge to deny a vessel permission to remain moored to his/her facility during a hurricane. See paragraph C.4 of this part for additional discussion of this issue.

C. Waterfront Facilities:

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1. Waterfront facilities should secure hazards and halt cargo operations in advance of the storm's arrival to prevent unnecessary damage to life, property, or the environment.
2. When Port Maritime Hurricane Condition ZULU is set, as discussed in Part II of this plan, the COTP will suspend cargo operations involving all bulk liquid dangerous cargoes, unless specific approval is granted and a verification number is received for operations (not including Cargoes of Particular Hazard – see Annex E).
3. The COTP will suspend operations when weather conditions threaten to reduce safety to an unacceptable level and the facility does not voluntarily suspend cargo operations.
4. Facilities that do not intend to allow vessels to remain moored at their facility during the storm must provide sufficient notice to the vessel to allow time for the vessel to move to a safe mooring, hurricane anchorage or depart to sea. It must be understood that the initial decision to allow a vessel to remain moored to a facility for the duration of a hurricane rests primarily with the facility owner, operator, and/or person-in-charge. The facility or vessel must then request permission and receive a verification number from the COTP for commercial, oceangoing vessels and barges over 500 gross tons to remain at the facility. The owner, operator and/or person-in-charge of a facility and the masters, owners, operators, and/or agents of a vessel are primarily responsible for the safety and security of their facilities and vessels. The COTP will not arbitrate disputes between facilities and the vessels moored thereto. The COTP will continuously review the status of all hurricane preparations (vessel and facility) and direct the correction of dangerous conditions. The COTP will issue orders only to those vessels or facilities that fail to initiate appropriate action.
5. Annex D contains a detailed checklist of waterfront facility recommendations.

//SIGNED//
 Brian D. Kelley
 Captain, U.S. Coast Guard
 Captain of the Port
 Baltimore, Maryland

- Annex A – Storm Preparation Checklist for Ships and Barges
 - Appendix 1 – Recommended Precautionary Measures for Ships'
 - Appendix 2 – Recommended Precautionary Measures for Barges
 - Appendix 3 – Distances Vessels Cannot Moor or Anchor within Bridges
- Annex B – Form: Commercial Vessel Request to Remain in Port
- Annex C – Storm Preparation Checklist for Small Craft
- Annex D – Storm Preparation Checklist for Waterfront Facilities
- Annex E – Cargoes of Particular Hazard
- Annex F – Internet Resources and Hurricane Tracking Chart
- Annex G – Distribution List

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(PORT PLAN)

Annex A to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan

Hurricane Preparation Checklist for Ships And Barges

NOTE: Appendices 1 and 2 to this Annex contain detailed precautionary measures appropriate to large vessels and barges, respectively, which intend to shelter in port either at anchor or moored to a waterfront facility.

PORT MARITIME HURRICANE CONDITION SEASONAL ALERT
(June 1st – November 30th)

TIME/INITIALS

- _____ | _____ (a) Review the vessel's heavy weather plans, training, and material condition.
- _____ | _____ (b) All vessels that are based out of or make frequent port calls to Baltimore should review this plan. Commercial, oceangoing vessels and barges over 500 gross tons that intend to remain in port during hurricanes may do so, depending on the availability and suitability of berthing (Contact the Port of Baltimore for further information) and favorable wind and sea conditions (**hand carry or fax a completed copy of Annex B to USCG Sector Baltimore, Preventions Department (Compliance Division)**).
- _____ | _____ (c) Owners, operators, or representatives of vessels in lay-up status should ensure that vessels under their control are prepared to withstand hurricanes and submit a written request to remain **at berth or shift berth** in the event of a hurricane. The plans should include the number and source of tugs, the permits required and the agency responsible for approving them, and safety/security arrangements appropriate to the new mooring/berth.

PORT MARITIME HURRICANE CONDITION WHISKEY
(72 HOURS)

TIME/INITIALS

- _____ | _____ (a) Review vessel's operational schedule.
- _____ | _____ (b) Review vessel heavy weather plans and take appropriate action.
- _____ | _____ (c) 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/security arrangements appropriate to the new mooring/berth. (**NOTE: Vessels to which this recommendation might apply are vessels at local repair facilities and lay berth vessels either at anchor or moored to a wharf or pier.**)
- _____ | _____ (d) Set a continuous Channel 16 VHF-FM radio watch.

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(PORT PLAN)
PORT MARITIME HURRICANE CONDITION X-RAY
(48 HOURS)

TIME/INITIALS

_____ | _____ (a) Vessels with COTP pre-approval to remain in port should verify that the approved plan remains valid and notify the COTP of their intentions.

_____ | _____ (b) Other 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. All commercial, oceangoing vessels and barges over 500 gross tons must also submit to the COTP a request to remain in port (**hand carry or fax a completed copy of Annex B to USCG Sector Baltimore, Prevention Department (Compliance Division)**).

_____ | _____ (c) Ships intending to remain in port at anchor during the hurricane should contact the Maryland Pilot's Association to obtain an anchorage assignment. The Maryland Pilot's Association will report the identity and location of anchored vessels to the COTP. (**NOTE: Barges shall not anchor during a hurricane unless authorized by the COTP.**)

_____ | _____ (d) Ships intending to depart the port should verify the availability of tugs and pilots and schedule departure to allow the vessel to clear the mouth of either the Chesapeake Bay or Delaware Bay at least 12 hours prior to the arrival of hurricane force winds at that location.

PORT MARITIME HURRICANE CONDITION YANKEE
(24 HOURS)

TIME/INITIALS

_____ | _____ (a) Vessels intending to anchor in port during the hurricane should proceed to anchorage prior to port closure at Port Maritime Condition Zulu.

(b) Vessels intending to remain moored at a waterfront facility during the hurricane should proceed to the facility if not already there or shift berths if needed, prior to port closure. All commercial, oceangoing vessels and barges over 500 gross tons intending to remain in port should already have a COTP verification number indicating approval of their submitted request. If you do not, contact USCG Sector Baltimore immediately.

_____ | _____ (c) All practical and reasonable measures should be taken to ensure maximum stability on all vessels (ballasting, shifting of cargo, securing hatches, etc.).

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(PORT PLAN)
PORT MARITIME HURRICANE CONDITION ZULU
(12 HOURS)

TIME/INITIALS

- _____ | _____ (a) Ensure the vessel is securely moored or anchored and prepared for the hurricane. Review Appendix 1 or 2 for specific recommendations.
- _____ | _____ (b) Suspend cargo transfer operations as required by weather conditions or the COTP as stated in section II.B.4.b of this plan.
- _____ | _____ (c) Discontinue all transits of the port as required by the COTP.
- _____ | _____ (d) Report all hazardous conditions or breakaways of vessels directly to the COTP as soon as possible.

POST STORM ACTIONS
(COTP Returns the Port to Seasonal Alert)

TIME/INITIALS

- _____ | _____ (a) Conduct a damage survey of the vessel and its moorings.
- _____ | _____ (b) Immediately advise the COTP of the vessel's position and status. Advise the COTP of any reportable marine casualties (46 CFR 4.05-1), non-operating equipment (33 CFR 164.53), or hazardous conditions (33 CFR 160.213) aboard the vessel.
- _____ | _____ (c) Check with the COTP regarding any continuing restrictions on vessel transits. Vessel movements will often be restricted after a storm until the COTP has completed an aids-to-navigation survey and verified that marked channels are clear of obstructions.
- _____ | _____ (d) Once cleared to transit the port, pay particular attention to any apparent aids-to-navigation discrepancies and channel obstructions. Report any discrepancies or obstructions noted during transit to the COTP.

- Appendix 1 – Recommended Precautionary Measures for Ships**
- Appendix 2 – Recommended Precautionary Measures for Barges**
- Appendix 3 – Distances Vessels Cannot Moor or Anchor within Bridges**

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**Appendix 1 to Annex A to the Upper Chesapeake Bay
Maritime Hurricane Contingency Plan**

Recommended Precautionary Measures for Ships

Applies to vessels:

<u>Moored</u>	<u>Anchored</u>		
X		1.	Mooring lines doubled up with due consideration given to the effects of predicted storm surge.
X		2.	Outboard anchor rigged at short stay.
X	X	3.	Sufficient number of officers and crew onboard to tend mooring lines, an/or get underway.
X	X	4.	Vessel ballasted to ensure maximum safety.
X	X	5.	All side ports, hatches, portholes, and other openings are closed and secured.
X	X	6.	Bilge pumps and manifolds are ready for immediate use.
X	X	7.	All fire fighting equipment is ready for immediate use.
X	X	8.	At least one (1) pilot ladder is rigged on each side of the vessel.
X		9.	A gangway, or other suitable means of accessing the vessel from the pier, is rigged.
X	X	10.	At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline.
X	X	11.	Spare mooring lines and or wires should be readily available.
X	X	12.	A continuous radio watch should be maintained on Channel 16 VHF-FM (156.8 MHZ) by a person who speaks fluent English.
	X	13.	At least two anchors should be set.
	X	14.	Vessel should remain ready to get underway in 15 minutes.

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(PORT PLAN)

**Appendix 2 to Annex A to the Upper Chesapeake Bay
Maritime Hurricane Contingency Plan**

Recommended Precautionary Measures for Barges

Applies to barges:

Moored	Anchored		
	X	1.	All available anchors are deployed.
X		2.	Mooring lines doubled up with due consideration given to the effects of predicted storm surge. Special attention should be paid to barges moored in the proximity of bridges.
X		3.	Sufficient personnel are available ashore to respond to emergencies. Note: In no way should this recommendation be understood as the COTP advocating personnel being placed in life threatening situations.
X	X	4.	All hatches, portholes and other openings are closed and secured.
X		5.	Fire fighting equipment is available and ready for immediate use.
	X	6.	At least one (1) fire warp is rigged on the bow and another on the stern. In order to expedite the establishment of an emergency tow, a portion of each fire warp should be draped overboard and allowed to hang no more than six (6) feet above the waterline.
X	X	7.	Spare mooring lines and/or wires should be readily available.

UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

**Appendix 3 to Annex A to the Upper Chesapeake Bay
Maritime Hurricane Contingency Plan**

Distances Vessels Cannot Moor or Anchor within Bridges

Bridge Local Name	Bridge Waterway	Hazard distance (yards)
SR-213 (Augustine Herman Hwy)	Chesapeake & Delaware Canal	> 500
US-50 US-301 – W.P. Lane Memorial	Chesapeake Bay (north span)	> 500
US-50 US-301 – W.P. Lane Memorial	Chesapeake Bay (south span)	> 500
US-50 (Ocean Gtwy) – Sen. F. Malkus	Choptank River	> 500
SR-173 (Pennington Ave)	Curtis Creek	100
I-695 (Baltimore Beltway)	Curtis Creek (north span)	120
I-695 (Baltimore Beltway)	Curtis Creek (south span)	150
CSX Railroad	Curtis Creek	500
I-695 (Baltimore Beltway) – F. Scott Key	Patapsco River - South Branch	> 500
SR-4 – T. Johnson Memorial	Patuxent River	480
SR-231 (Prince Frederick Rd)	Patuxent River	> 500
I-95/495 (DC Beltway) – W. Wilson Mem	Potomac River (north span)	420
I-95/495 (DC Beltway) – W. Wilson Mem	Potomac River (south span)	440
US-301 - Harry W. Nice	Potomac River	> 500
SR-450 (Baltimore-Annapolis Blvd)	Severn River	> 500

**Annex B to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan
Commercial Vessel Authorization Checklist/Survey**

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

This vessel information is required by the captain of the port for commercial oceangoing vessels and barges greater than 500 gross tons, requesting to remain in port during a hurricane.

VESSEL NAME: _____ CALL SIGN: _____
OFFICIAL NUMBER: _____ FLAG: _____

VESSEL MASTER: _____ PHONE: () _____

LOCATION/FACILITY: _____
FACILITY POC NAME: _____ PHONE: () _____

AGENT NAME: _____ PHONE: () _____
ADDRESS: _____

CHARTER/OPERATOR NAME: _____ PHONE: () _____
ADDRESS: _____

OWNER NAME: _____ PHONE: () _____
ADDRESS: _____

VESSEL PARTICULARS

LENGTH: _____ Ft. GROSS TONNAGE: _____ Tons HULL TYPE: _____
BUNKERS: _____ Gal. LUBE OIL: _____ Gal. DIESEL OIL: _____ Gal.

BALLAST CAPACITY: _____ Tons
ESTIMATED DRAFT WHEN BALLASTED: _____ Ft.

STATUS OF VESSEL MAIN PROPULSION: _____

NUMBER OF CREW TO REMAIN ONBOARD AND QUALIFICATIONS: _____

CURRENT CONDITION/WHY CAN'T LEAVE PORT _____

OPERATIONAL STATUS OF MACHINERY ABOARD: _____

PROVIDE A FULL STOWAGE PLAN AND MANIFEST TO DETERMINE PARTICULAR CARGO AND
POLLUTION HAZARDS _____

PROVIDE 24 HOUR CONTACT AND INFORMATION ON VESSEL QUALIFIED INDIVIDUAL

PROVIDE FULL INSURANCE DISCLOSURE TO THE COTP AND IF MOORED TO A FACILITY, TO THE
FACILITY _____

FIRE FIGHTING CAPABILITY OF VESSEL: _____

ANY UNUSUAL CONDITIONS AFFECTING VESSEL SEAWORTHINESS:

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

FACILITY PARTICULARS

STORM BERTH NAME AND LOCATION: _____

FACILITY POC NAME: _____ PHONE: () _____

DESCRIPTION OF MOORINGS: _____

NOTE: A DIAGRAM SHOWING MOORING ARRANGEMENTS WITH SIZE AND NUMBER OF MOORING LINES OR WIRES MUST BE SUBMITTED WITH THIS CHECKLIST.

FENDERING CONFIGURATION AND CONDITION:

SHORESIDE FIRE FIGHTING CAPABILITY:

TUGBOAT ASSISTANCE AVAILABLE:

DISTANCE TO NEAREST OBSTRUCTION (CRANE, DRYDOCK, BUILDING, TANK, ETC.) THAT MAY CAUSE DAMAGE TO VESSEL: _____ Ft.

DISTANCE TO NEAREST OIL STORAGE FACILITY, OIL PIPELINES, HAZMAT FACILITY, OIL OR HAZMAT STORAGE TANKS AT FACILITY WHERE VESSEL IS TO BE MOORED: _____ Ft.

OPEN AREAS OF DOCKS, WHARVES AND PIERS CLEARED OF MISSILE HAZARDS: Yes / No

HAS THE FACILITY HAD AN ENGINEERING STUDY DONE TO DETERMINE THE MAXIMUM SIZE OF VESSEL THAT COULD SAFELY MOOR AT FACILITY? Yes / No

STUDY DONE BY: _____

CONDITION OF BOLLARDS, DOLPHINS AND DEADMEN:

IS FACILITY CAPABLE OF HOLDING VESSEL? Yes / No

VESSEL PERSON IN CHARGE

FACILITY PERSON IN CHARGE

Please send to: USCG Sector Baltimore
Port State Control Branch
2401 Hawkins Point Rd., Bldg 70
Baltimore, MD. 21226
Fax: 410-576-2655

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

**Annex C to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan
Storm Preparation Checklist for Small Craft**

PORT MARITIME HURRICANE CONDITION SEASONAL ALERT
(June 1st – November 30th)

TIME/INITIALS

- _____ | _____ (a) Develop a storm preparation plan. Early preparation and advanced planning are the keys to safely weathering a hurricane.
- _____ | _____ (b) Hauling out your vessel is the ideal course of action. If you must moor your vessel during a hurricane, purchase line specifically for use during hurricanes and stow it out of sunlight. As a general rule, the line should be twice the diameter of your normal line.
- _____ | _____ (c) Monitor local radio, television, and newspapers for general information concerning approaching hurricanes. Consider keeping a hurricane-tracking chart.

PORT MARITIME HURRICANE CONDITION WHISKEY
(72 HOURS – Usually corresponds to National Weather Service “Alert”)

TIME/INITIALS

- _____ | _____ (a) Monitor National Weather Service marine broadcasts for your area and begin preparations at earliest hurricane alert stage (72 hrs = alert; 36 hrs = watch; 24 hrs = warning). Plan to complete your preparations 48 hours before hurricane arrival to allow you to concentrate on your family and home.
- _____ | _____ (b) Secure all hatches and doors; tape windows from the inside.
- _____ | _____ (c) Check battery for charge and ensure that bilge pumps are working properly.
- _____ | _____ (d) Shut off fuel lines at the tank; close through hull fittings.
- _____ | _____ (e) Remove all electronics and valuables to prevent destruction or theft.

Trailerable Boats

- _____ | _____ (a) **Remove** boat from water and secure both boat and trailer on high land.
- _____ | _____ (b) Trailer should be firmly anchored to prevent or minimize damage.

Moored Vessels

- _____ | _____ (a) Remove all articles on deck, including bimini tops, plastic side enclosures, sails, and dinghies. Store on land.
- _____ | _____ (b) If possible, unstep the mast and secure on land.

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

- _____ | _____ (c) Double up lines including spring lines. Use several cleats to distribute load on the boat and dock. Allow as much line as possible for tide and storm surge.
- _____ | _____ (d) Attach chafing gear, such as reinforced radiator hose, where lines will rub. Provide several feet of chafing hose on each side of rub location.
- _____ | _____ (e) Disconnect electric, water, and other connections from dock.

Anchoring Out

- _____ | _____ (a) Locate a “hurricane hole.” Avoid shoal areas and look for areas with high embankments.
- _____ | _____ (b) Consult CHAPMAN’S or other appropriate literature for best anchorage and anchoring methods.

PORT MARITIME HURRICANE CONDITION X-RAY
(48 HOURS)

TIME/INITIALS

- _____ | _____ (a) All preparations should be complete at this time to enable you to concentrate on your family and home.
- _____ | _____ (b) Continue to monitor local radio, television, and marine broadcasts for your area. The National Weather Service will issue a hurricane “Watch” up to 36 hours prior to projected storm arrival.

MARITIME HURRICANE CONDITION YANKEE
(24 HOURS – Usually corresponds to National Weather Service “Warning”)

TIME/INITIALS

- _____ | _____ (a) All commercial fishing and recreational vessels that have not already done so should seek safe havens. The COTP will close the port to all vessel traffic at condition Zulu.

PORT MARITIME HURRICANE CONDITION ZULU
(12 HOURS)

TIME/INITIALS

- _____ | _____ (a) Verify your vessel is securely moored or anchored and prepared for the hurricane.
- _____ | _____ (b) Discontinue all transits of the port as required by the COTP.
- _____ | _____ (c) Report all hazardous conditions or breakaways of vessels directly to the COTP as soon as possible.
- _____ | _____ (d) **Do not stay on your vessel. No help will be available during a hurricane.**

Please send to: USCG Sector Baltimore
Port State Control Branch
2401 Hawkins Point Rd., Bldg 70
Baltimore, MD. 21226 Fax: 410-576-2655

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

**Annex D to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan
Storm Preparation Checklist for Waterfront Facilities**

PORT MARITIME HURRICANE CONDITION SEASONAL ALERT
(June 1st – November 30th)

TIME/INITIALS

_____|_____ (a) Review this COTP preparedness plan. If the facility operator expects the facility to serve as a designated hurricane mooring, ensure there is a current engineering analysis report (or equivalent) for the existing moorings.

PORT MARITIME HURRICANE CONDITION WHISKEY
(72 HOURS)

TIME/INITIALS

_____|_____ (a) Review facility contingency plans. The contingency plans for barge fleeing facilities should contain procedures for recovering breakaway barges and specifically include the location or availability of tugs/towboats. Barge fleeing 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 approved by the COTP and receive a verification number.**

_____|_____ (b) Review vessel arrival schedules.

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

PORT MARITIME HURRICANE CONDITION X-RAY
(48 HOURS)

TIME/INITIALS

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

_____|_____ (b) Determine whether vessels desire to remain moored to the facility. 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 that threaten the port or the environment, one of which may be to direct the vessels to proceed to sea or anchor.**

_____|_____ (c) Set a time for the voluntary 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 Port Maritime Hurricane Condition ZULU. Notify the COTP of the time established.

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)
PORT MARITIME HURRICANE CONDITION YANKEE
(24 HOURS)

TIME/INITIALS

- _____|_____ (a) Secure missile hazards and clear nonessential equipment and loose gear from all wharves and piers.
- _____|_____ (b) Secure or move hazardous material and dangerous cargo to a safe location. Individual drums of hazardous material should be palletized and banded. When palletized drums are stowed inside, they should be elevated off the floor. 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 to prevent shifting 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) Advise the COTP of any dangerous cargo that cannot be moved to a safe location.
- _____|_____ (d) Prepare to secure cargo operations involving liquid bulk dangerous cargoes in advance of the COTP setting Port Maritime Hurricane Condition ZULU, unless permission is requested and an approval verification number is received from the COTP. Operations involving Cargoes of Particular Hazard will be secured, without exception, at Port Maritime Hurricane Condition ZULU.
- _____|_____ (e) Ensure all commercial, oceangoing vessels and barges over 500 gross tons that have expressed a desire to remain in port are securely moored to the facility (double or triple lines as appropriate to situation).

PORT MARITIME HURRICANE CONDITION ZULU
(12 HOURS)

TIME/INITIALS

- _____|_____ (a) Secure cargo operations involving liquid bulk dangerous cargoes, unless permission is granted and a verification number is received from the COTP. Cargoes of Particular Hazard will be secured in all cases.
- _____|_____ (b) Oil transfer terminals should drain all loading arms and transfer hoses of product, blank off hoses, empty and clean small discharge containment.
- _____|_____ (c) 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 storm surge and high winds.

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

POST STORM ACTIONS
(COTP Returns the Port to Seasonal Alert)

TIME/INITIALS

_____|____ (a) Conduct a damage survey of the facility and any vessels at its moorings. Advise the COTP of the facility's status and any hazardous conditions.

Please send to: USCG Sector Baltimore
Port State Control Branch
2401 Hawkins Point Rd., Bldg 70
Baltimore, MD. 21226
Fax: 410-576-2655

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

**Annex E to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan
Cargoes of Particular Hazard**

Cargoes of Particular Hazard are defined in section 126.10 of Title 33 of the Code of Federal Regulations. These regulations are updated daily and reprinted on an annual basis. A copy of the most recent version of 33 CFR Parts 125 to 199 along with applicable copies of the Federal Register should be consulted when a precise definition of the term **Cargo of Particular Hazard** is required. The term **Cargo of Particular Hazard** means a cargo meeting any of the following descriptions:

1. A Division 1.1 or 1.2 explosive. Division 1.1 explosives cause a mass explosion hazard. Division 1.2 explosives present a projection hazard but not a mass explosion hazard. The following cargoes are examples of Division 1.1 and Division 1.2 explosives:
 - a. Cord, Detonating, Flexible (UN0065)
 - b. Explosives, Blasting Types A-D (UN0081 thru UN0084)
 - c. Explosives, Blasting Type E (UN0241)
 - d. Flares, Surface (UN0418 or UN0419)
2. Oxidizing material and blasting agents for which a Coast Guard permit is required when the cargo is offered for shipment by water (primarily ammonium nitrates and ammonium nitrate fertilizers). The following cargoes are examples of these products:
 - a. Ammonium Nitrate - Fuel Oil Mixture (containing only prilled ammonium nitrate and fuel oil) (NA0331).
 - b. Ammonium Nitrate, with not more than .2 percent of combustible substances, including organic substance calculated as carbon, to the exclusion of any other substance (UN1942).
3. Highway route controlled quantities of Class 7 hazardous materials (Radioactive Material). The highway route controlled quantity is based on the kind and aggregate activity level associated with the shipment of radioactive material. Each shipment of Class 7 hazardous material should be carefully evaluated to determine whether this definition applies.
4. Fissile Class III shipments of Plutonium-238, 239, or 241 or Uranium-233 or 235. Fissile Class III shipments are shipments of fissionable radionuclides that require the most restrictive controls during shipment.
5. Any of the following listed cargoes when carried in bulk (cargoes loaded on board cargo vessels or barges, or in tank vessels or barges without mark or count and which are directly loaded into the holds of such vessels without containers or wrappers):

Acetaldehyde	Dimethylamine	Methyl Chloride
Ammonia, Anhydrous	Ethane	Propane
Butadiene	Ethylene	Propylene
Butane	Ethylene Oxide	Sulfur Dioxide
Butene	Methyl Acetylene, Propadiene Mixture, Stabilized	Vinyl Chloride
Chlorine	Methyl Bromide	

Please send to: USCG Sector Baltimore
 Port Safety and Security/Facilities Branch
 2401 Hawkins Point Rd., Bldg 70
 Baltimore, MD. 21226
 Fax: 410-576-2596

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(PORT PLAN)

Annex F to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan

Hurricane Internet Resources

- National Hurricane Center: www.nhc.noaa.gov
- National Weather Service products: www.nws.noaa.gov/iwin/graphicsversion/bigmain.html
- FEMA Tropical Storm Watch: www.fema.gov
- Commercial forecasts/plots: www.weather.com
www.usatoday.com/weather/
www.intellicast.com/LocalWeather/World/UnitedStates/Navigation/
- Hurricane forecasts, tracks, and images: www.weather.unisys.com/hurricane/index.html
- USGS hurricane impact studies: <http://coastal.er.usgs.gov/hurricanes/>
- Maryland Emergency Management Agency: www.mema.state.md.us
- Chesapeake Bay Observing Stations: www.cbos.org

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN
(PORT PLAN)

Annex G to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan

Distribution List

A & A Environmental Services	Bounty Hunter	Columbia Coastal Transport, Llc
Aggie Rose	Brooks Hooks	Consolidation Coal Sales Company
Aldor	Buddy Plan	Container Ship Agency, Inc.
Alexandria Southport Fdn	Bunky's Charter Boats, Inc.	Cooper/T. Smith
All Aboard Charters, Inc.	Burch Oil Company	Courtney Thomas
Alliance For The Chesapeake Bay	C. J. Murphy, Inc.	Cross Ocean Shipping Company
Allied Intercontinental	Caldwell Maritime Agencies, Inc.	Crowley Maritime
Amerada Hess Corporation	Calvert County Board of	Curtis Bay Coal & Ore (CSX)
Amerada Hess Corporation	Calvert County Division of	Curtis Bay Company
America	Cambridge Lady	Curtis Bay Company, Inc.
American Container Transport	Canton Marine Terminal	D C Ducks
Amoco Oil Company	Capes Shipping Agencies, Inc.	D. C. Fireboat - Pier 5
Amsea	Capital Land Company, Inc.	Dan Marine Towing
Anne Arundel County Emergency	Capitol Duck	Dann Ocean Towing
Anticipation Ii	Capt Jason	Darlene Ii
April M	Capt Jason Ii	Dee Of St. Mary's
Arkay Steamship Corporation	Capt Price Ii	Delmarva Oil Company
Association Of Maryland Pilots	Capt Tyler	Delmarva Power & Light
Atlantic Container Line, Inc.	Carrie Sue	Delmarva Water Transport Committee
Atlantic Terminal	Catch The Wind, Inc.	Dixie Carriers Inc.
Autoliners, Inc.	Cato Oil Company	Dockside Express, Ltd.
Backdraft Ii	Cecil County Dept of Emergeny	Dolly Diesel
Baltimore City Fire Department	Ceres Marine Terminals	Dominion Cove Point Lng Lp
Baltimore City Office of Disaster	Chelsea Lane Tyler	Domino Sugar Corporation
Baltimore County Fire Department	Chesapeake Bay Fishing Parties	Donovan's Reef
Baltimore County Office Of Emergency	Chesapeake Bay Foundation	Dorchester County Emergency Mgt
Baltimore Gas & Electric	Chesapeake Bay Maritime Museum	Dorchester Skipjack Committee, Inc.
Baltimore Gas & Electric Co.	Chesapeake Bay Sport Fishing and	Dove
Baltimore Marine Industries	Chesapeake Bulk Stevedores, Inc.	Dsr - Senator Agency
Baltimore Metal & Commodities	Chesapeake Marine Tours	Dun Roven
Barbara Ann Ii & Iii	Chesapeake Marine Tours, Inc.	Eagle Chartering, Inc.
Barber Steamship Lines	Chesapeake Terminal	Easton Utilities
Barwil Bal., Inc.	Chessie	Echo Hill Outdoor School, Inc.
Bay Access Corporation	Chestertown Taxi	Eldridge Waste Management
Bay King Ii	Chevron Products Company	Elizabeth S
Bay Quest	Cho Yang America, Inc.	Elsworth
Baywatcher	Choptank River Boat, Inc.	Enticer
Bayway Refining Company	Christina	Enticer Corporation
Beachcomber Ii	Citgo Petroleum Corporation	Eva Marie
Beaudacious	City Council Of Baltimore	Evergreen America Corporation
Bethlehem Steel Corporation	Clean America	Express Marine, Inc.
Bge Wagner Power Plant	Clean And Safe	Express Princess Ii
Big Dipper	Clean Harbors	Falcon Charters, Inc.
Bill Lukowski Steamship Agency	Clean Venture/Cycle Chemicals	Farrell Lines, Inc.
Blind Faith	Clipper City	Fasy Seaways, Inc.
Blue Circle Cement	Coast Guard Lant/D5	Feathers
Fin Finder	Island Queen	Mcallister Towing Of Baltimore

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN (PORT PLAN)

Finished Business	Ito	Mccluskey Marine Service
Fisherman's Inc.	J & W Charters, Inc.	Mclean Contracting, Co.
Fishing Lady	JENNIE LUELLA/MISS VALERIE	Mediterranean Shipping Co, Inc.
Fragar Enterprises Inc.	Jen-Tre Ii	Metropolitan Police Department
Free State Marine Service	Jil Carrie	Metropolitan Washington Council of
Fun Cruises, Inc.	John S. Connor, Inc.	Midnight Sun
Gen Jubal Early	Joy Lynn	Migenie
General Shiprepair Corporation	Julie Anne	Millennium Inorganic Chemicals
General Steamship Corporation, Ltd	K Line America	Minnie V
Georgetown Yacht Basin	Karen Ray Ii	Miss Brazil
Gibson Island Club, Inc.	Kelly D	Miss Clare
Gold Bond Building Products	Kent County Emergency Management	Miss Davis
Grabacrab	Kerr-Norton Marine	Miss H B Good Ii
Gulf & Atlantic Maritime Service	Killin Time Ii	Miss H.B. Good
H.M. Krentz	Krause Marine Towing	Miss Linda
Hale Transport	Kyran Lynn	Miss Maxine Ii
Half-Shell Charters	Lady Anna	Miss Susie
Hanjin Shipping Co.	Lady Anna	Miss Violet
Hapag-Lloyd America	Lady Patty	Mitags
Harbor Belle, Inc.	Lady Pintail	Mitsui O.S.K. Lines
Harbor Boating, Inc.	Lantern Queen	Monet
Harbor Cruises, Ltd.	Lavino/Inchcape Shipping Co.	Moran Mid-Atlantic Corp.
Harbor Lady	Lebanon Chemical Company	Moran Shipping
Harbor Shuttle	Let It Ride	My Fine Lady
Harbor Shuttle Ii	Lifestyles	My Tangier
Harbouritaville	Liquid Transfer Terminals, Inc.	Nancy Ellen
Harford County Division of	Living Classroom Foundation	Nas Patuxent River
Herrington Harbor, Inc.	Loni Carol Ii	National Aquarium In Baltimore
Highland Marine Terminal	Loosin Up	Navios Ship Agency, Inc.
Hill's Trailer Court	Lucky Duck	Network Americas, Inc.
HOOKER/TOM HOOKER/LADY	Lucky Strike	Nighthawk
Hual North America	Lykes Brothers Steamship Co.	Nimble
Hugger	Maersk Line Agency	Nosac
Hurricane	Mamselle	Nscsa (America), Inc.
Hyundai America	Marcy Lynn	Ocean Ship Agency
Imagine	Marine Fuel Oil L.L.C.	Ocean World Institute, Inc.
Imperial Yacht Basins	Maritank Maryland, Inc.	Odyssey Iii
Inapart/Barwil, Inc.	Martha Lewis	Old Spice
Inchcape Shipping Co.	Martin G. Imbach, Inc.	Old Town Trolley Tours
Indefatigable/Indomitable	Maryland Department of the	Oocl (Usa)
International Longshoremen's	Maryland Dept Of Natural Resources	Osprey
International Navigation	Maryland Emergency Management	Osprey
Intrepid Ship Management	Maryland Lady Cruises	Osprey Charters, Inc.
Irish Mist	Maryland Port Administration	Overseas Freight Corporation
Island Belle Ii	Maryland State Fireman's Association	Oxford-Bellevue Ferry
P & O Nedlloyd Limited	Sandra Marie	The Vane Brothers Company
Pamela Sue	Sasol North America Inc.	Three K's
Patience	Scheible's Fishing Center, Inc.	Tilghman Lady
Patricia Divine	Schooner America Usa, Inc.	Tina Louise
Patriot	Sea Horse	Trans Atlantic Agencies, Inc.
Patty Lee	Sea Mist	Transco Agencies, Llc

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UPPER CHESAPEAKE BAY MARITIME HURRICANE CONTINGENCY PLAN (PORT PLAN)

Pauline	Seaboard Shipping Corp.	Transcom Terminals
Pen Bay Packet Cruises	Seafarers Harry Lundeberg School of	Transmarine Navigation Corp.
Penn Maritime Inc.	Seaford Mutual Assistance Group	Tri Gas And Oil Company
Penn-Maryland Steamship Co.	Seafox	Tspg, Inc.
Penwood Wharf	Sea-Land Services, Inc.	Turbo Express
Pepco	Secretary of Natural Resources of	Twilight
Peridot Chemicals, Inc.	Secretary of Transportation of	Tyco Submarine Systems, Ltd.
Petro Express Company	Semper Fidelis Iii	U. S. Customs Service
Petroleum Fuel Oil Terminal	Service Petroleum	U. S. Filter Recovery Services
Plan B	Shirley B Iii	U. S. Gypsum
Pleasure Merchant	Shore Shot	U.S. Army Corps Of Engineers
Polak Steamboat, Inc.	Silver Clipper, Inc.	U.S. Army Corps Of Engineers
Poor Boy	Silver Clipper, Inc.	U.S. Coast Guard Safety Office
Poor Boy Too	Solomons Water Taxi, Inc.	U.S. Dept. Of Transportation
Port Of Baltimore	Somerset County Dept of Emergency	U.S. Environmental Protection
Potomac Party Cruises, Inc.	Southern Steamship Agency	Uncle Roy
Potomac River Boat Co.	Sparrows Point Shipping Agency	United Arab Shipping
Potomac Spirit	Spill Cooperative of the Upper	United Radio
Potomac Spirit	Spirit	United States Navigation, Inc.
Potomoc	Spirit Of Washington	Unitramp
Premier Yachts, Inc.	St Michaels Lady	Universal Maritime
Pride Of Baltimore Ii	St Services	Uscg Station Curtis Bay
Prime Time Ii	St Services	Uscg Station St. Inigoes
Professional Disposal Services	St Services	Valero L.P..
Puddin Ii	St. Mary's County Emergency Mgt	Vane Brothers
Puerto Rico Marine Management	Stars & Stripes	Vane Line Bunkering, Inc.
Queen Anne's County Emergency Mgt	Steamship Trade Association	Venus
Ramsay, Scarlett & Company	Stockard Shipping & Term Co.	Vista Chemical
Rand Yacht Charters, Inc.	Strachan Shipping Co.	W. J. Browning Co., Inc.
RED OSPREY/KATHY	Stratus Petroleum Corporation	W. R. Grace
Rice, Unruh, Reynolds Co.	Striker	Wallenius Lines North America, Inc.
Rikers Custom Marina	Support Terminal Services	Water Taxi Ii
River Yacht Charters, Inc.	Susan Leigh Ii	Weatherly
Riverland Farm Ventures, Inc.	T. Parker Host	Westway Terminal
Robert C. Herd & Co., Inc.	Talbot	Wheeler Shipping Company, Inc.
Robinson Terminal Warehouse	Talbot County Emergency Mgt	White's Ferry, Inc.
Royal Blue	Tangier Island Cruises	Why Not
Rubaiyat	Temple-M	Wightman Shipping Co.
Rukert Terminal Corporation	Terminal Shipping	Wilhemsen Lines, Inc.
Running Free, Inc.	The Baltimore Maritime Exchange	Wm B Tennison
Ruth D	The Lady M	Woiee
Safety Kleen Corporation	The Schooner Liberte, Inc.	Yacht Maintenance Co., Inc.
Salty Marks Ii	The Skipjack Martha Lewis, Inc.	

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