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2022 Annual Hurricane Preparedness



U. S. Coast Guard



MSU Morgan City

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Marine Safety Unit Morgan City and VTS Berwick Bay

Crew of 70 Active Duty and Civilian members comprised of:

- *Operations Specialists and credentialed civilian mariners* who operate the nation's third busiest Vessel Traffic Service remaining operational 24/7 in every Port Condition
- *Marine Science Technicians* who ensure waterfront facility compliance and pollution mediation across more than 1.5 thousand square miles of navigable waterway, including the Atchafalaya Basin – the nation's largest protected wetland
- *Marine inspectors and investigators* who ensure the safety of the nation's most technically complex and diverse fleet of commercial vessels.
- *Health Services Technicians and Yeoman* who support more than 300 Coast Guardsman from 10 regional commands



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2022 Annual Hurricane Preparedness



General Vessel and Barge Mooring Requirements for Heavy Wx

To promote safe navigation and protect vital infrastructure, the USCG will enforce the following regulations (33 CFR 162):

No person may:

- secure a vessel or barge to trees or other vegetation.
- allow a vessel or barge to be moored with unraveled or frayed lines or other defective worn mooring.
- moor barges side to side, nor end to end, unless they are secured to each other from fittings as close to each corner of abutting sides as practicable.



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2022 Annual Hurricane Preparedness



Barge Moorings



The person in charge shall ensure that a barge moored to another barge, a mooring or spud barge, a vessel, a wharf, or a pier, is secured as near as practicable to each abutting corner of the barge being moored by:

- Three parts of wire rope of at least 7/8 diameter with an eye at each end of the rope passed around the timberhead, caval, or button;
- A mooring of natural or synthetic fiber rope that has at least 75% of the breaking strength of three parts of 7/8 inch diameter wire rope; or
- Fixed rigging that is at least equivalent to three parts of 7/8 inch diameter wire rope.



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2022 Annual Hurricane Preparedness



Port Conditions

Port Condition **WHISKEY**: Anticipated gale force winds (34kts/39mph) within **72** hours

Port Condition **X-RAY**: Anticipated gale force winds (34kts/39mph) within **48** hours

Port Condition **YANKEE**: Anticipated gale force winds (34kts/39mph) within **24** hours

Port Condition **ZULU**: Anticipated gale force winds (34kts/39mph) within **12** hours



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2022 Annual Hurricane Preparedness



Port Condition WHISKEY (T-72 hrs)

Port Status: OPEN to all commercial traffic

1. COTP will contact authorities, other government agencies, and industry stakeholders to identify and address concerns over port status, activities, and emergency preparations.
2. COTP will issue MSIB requiring the following information be submitted to VTS Berwick Bay: “Remaining in Port Checklist for 500 GT Vessels” (Annex A of the Maritime Hurricane Contingency Plan)
 - a) All self-propelled oceangoing vessels over 500 GT and all oceangoing barges and their supporting tugs remaining in port must complete within 24 hours for approval
 - b) Each vessel intending to remain in port must request permission from the waterfront facility where mooring and pass that information to the USCG
3. USCG will increase harbor patrols and will advise vessel and facility operators of any unsafe conditions they observe.
4. USCG will advise vessel operators of anticipated times of floodgate and bridge closures affecting their ability to seek safe refuge.
5. USCG will advise port stakeholders of intentions for setting next condition.

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2022 Annual Hurricane Preparedness



Port Condition X-RAY (T-48 hrs)

Port Status: OPEN to all commercial traffic

1. USCG will continue to contact waterfront facilities to determine their intentions and any vessels moored thereto.
2. USCG will *individually assess vessels* desiring to remain in port and issue COTP Orders as appropriate.
3. USCG will contact deep draft vessels at anchor and determine their intentions.
4. USCG will inspect wharf and pier areas with waterfront facility representatives during harbor patrols.
5. USCG will spot check mariners and waterways to determine the status of hurricane preparations.
6. USCG will advise port stakeholders of intentions of setting next Port Condition.

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2022 Annual Hurricane Preparedness



Port Condition YANKEE (T-24 hrs)

Port Status: Vessel Control measures in effect.

1. The COTP may close portions of the port in response to forecasted weather and actual damage, impact, or threat in different geographic areas within the port.
2. The COTP will control vessel movements and activities as appropriate, to include closing ports to all commercial vessel traffic except as specifically allowed:
 - a) Port closures will not apply to vessels that are capable of completing the cargo load/discharge cycle in less than 12 hours.
 - b) Red flagged barges will not be allowed to moor from MM63 to MM47 (near Houma) on the GIWW and other population centers as identified by the COTP.
3. The COTP will issue COTP Order as appropriate for any vessels or facilities not complying with Port Condition requirements:
 - a) Each self-propelled vessel over 500 GT without COTP approval to stay in port will be directed out of port.
 - b) The COTP will approve or direct, as necessary, final mooring arrangements for vessels remaining in port.
4. USCG will advise port stakeholders of intentions of setting next Port Condition.

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2022 Annual Hurricane Preparedness



Port Condition ZULU (T-12 hrs)

Port Status: Vessel Control measures remain in effect, likely to increase as needed.

1. *The default for ZULU is closure of port and facility operations.* The COTP may deviate from this default and keep ports open with restrictions and close only portions of the port in response to forecasted weather, actual damage, impact, or threat in different geographic ports within the COTP Zone.
2. All commercial vessel transits within the port will be closed except as specifically allowed by the COTP. *Transits will only be allowed if the voyage can be made safely* and mooring or anchorage space has been identified; or if the vessel is departing to sea and can reach safe water prior to encountering hurricane conditions.
3. The COTP will suspend cargo operations involving bulk liquid dangerous cargoes (including bunkering and lightering operations), unless COTP grants specific approval. *All operations involving Cargoes of Particular Hazard or Certain Dangerous Cargoes will be suspended.*

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2022 Annual Hurricane Preparedness



Post Hurricane Actions

All Search and Rescue operations will be managed by the Sector New Orleans Command Center.

As soon as safe, the COTP will:

- Conduct maritime damage and risk assessments emphasizing channels, bridges, and piers
- Organize a post-hurricane Port Condition Team conference call with senior representatives from other federal, state, and local government agencies and industry stakeholders to assess, outline, and prioritize the recovery effort for the COTP Zone.
- Assess restriction of vessel movements until the navigation channels can be surveyed and declared safe for passage
- Assess whether to close ports and waterways, maintain closure, or open with or without restrictions



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2022 Annual Hurricane Preparedness



Hurricane IDA Recap:

MSU Morgan City served as the Unified Command Post for the Houma Captain of the Port (COTP) zone. Utilizing VTS Berwick Bay, we implemented port condition measures and shepherded hundreds of vessels to safety before the storm.

Multiple USCG units, the Army Corps of Engineers, the Gulf Intracoastal Canal Association, and local assist tug operators formed the core reconstitution teams.

Together these teams:

- covered more than 320 miles of waterways
- assessed nearly 100 points of interest, including 79 petrochemical facilities
- provided real-time snapshot of facility, port, and waterway conditions
- identified and documented more than 135 data entry points and 100 environmental and navigational hazards, such as sunken vessels, off station aids to navigation, debris, and pollution threats.



Coordination enabled:

- the restoration of Marine Transportation System and rapid resumption of national commerce in an Area of Operations of more than 10,000 square miles within 72 hours of the storms abatement.
- the recovery of 4 urgent ecological threats to the environment
- the construction of an encampment at Morgan City to house over 250 displaced USCG members from 8 units, their families, and incoming supporting personnel for more than 30 days.

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All hurricane informational documents and Port Status will be posted on Homeport:

<https://homeport.uscg.mil/port-directory/Houma>

- Marine Safety Information Bulletins (MSIBs) found under “Safety Notifications”
- The Maritime Hurricane Contingency Plan found under “Contingency Plans”
- The VTS Berwick Bay User Manual found under: “Missions > Ports and Waterways > Vessel Traffic Services > VTS Berwick Bay > User Guides”

Subscribe to receive the most up to date notifications from the USCG straight to your email at:

<https://public.govdelivery.com/accounts/usdhscg/subscriber/new>

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MSU Houma OOD:
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Questions/Concerns?



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