

U.S. Department of
Homeland Security

United States
Coast Guard



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16465

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.

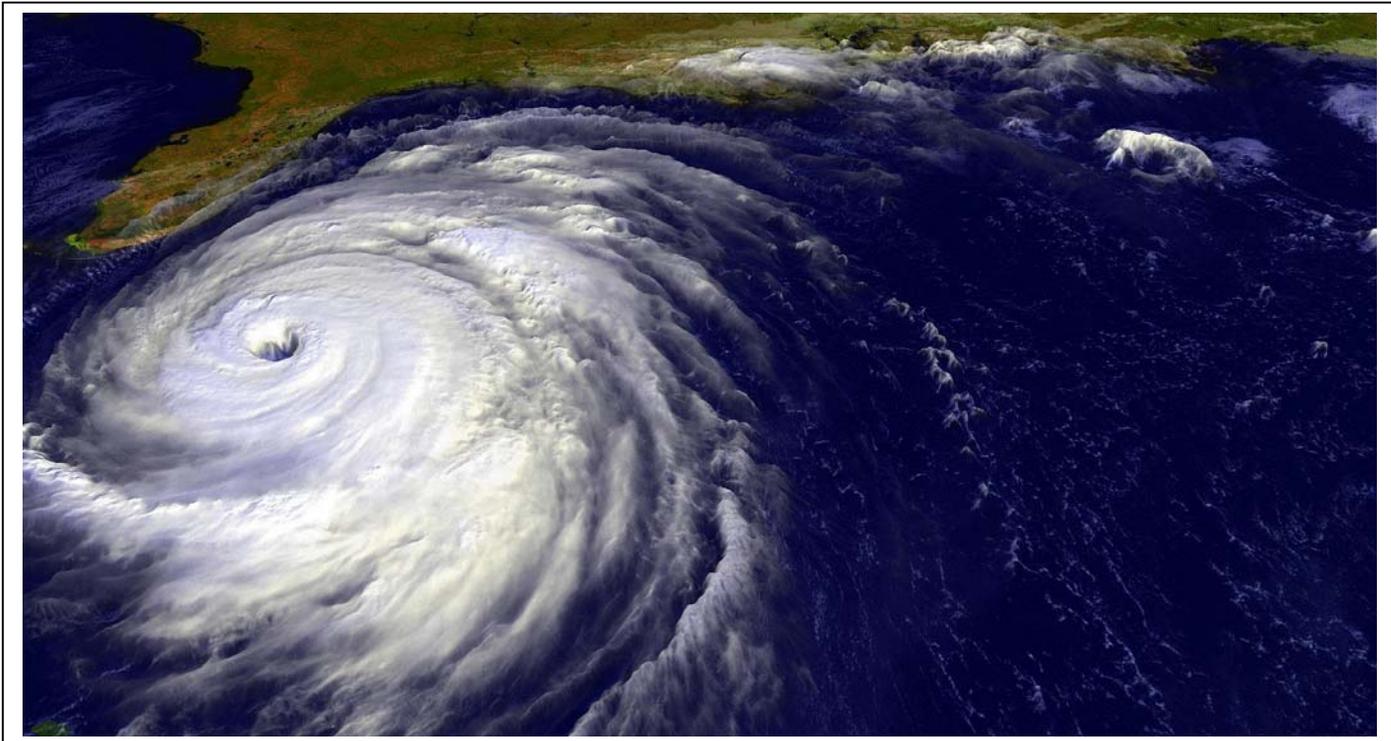
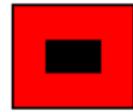
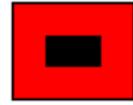
This plan is effective upon receipt and supercedes all previous editions of the COTP Baltimore Maritime Hurricane Plan. Changes to the plan will be made as required and sent to those on the official distribution list. Comments and recommendations regarding this plan are welcome and should be addressed to LCDR Laura H. Weems at (410) 576-2519 or via email at Lweems@ACTBALT.uscg.mil.

Sincerely,

Curt Springer
Captain, U.S. Coast Guard
Captain of the Port
Baltimore, Maryland

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

Upper Chesapeake Bay Maritime Hurricane Contingency Plan



2004

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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

Upper Chesapeake Bay Maritime Hurricane Contingency Plan

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 Activities 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.

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 hurricane 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 five Port Maritime Hurricane Conditions are:
 - a. **SEASONAL ALERT**: Set on June 1st and remains in effect through November 30th.
 - b. **WHISKEY**: Hurricane force winds are predicted to arrive within **72 hours**.
 - c. **X-RAY**: Hurricane force winds are predicted to arrive within **48 hours**.
 - d. **YANKEE**: Hurricane force winds are predicted to arrive within **24 hours**.
 - e. **ZULU**: Hurricane force winds are predicted to arrive 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 and the Maryland Pilot's Association will be telephoned individually every time there is a change in Maritime Hurricane Conditions.
 - 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. 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.
3. Additional questions concerning hurricane conditions should be directed to the Activities 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, 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 hurricane anchorages.
 - c. Commence increased harbor patrols and advise vessel and facility operators of any conditions that require correction.
2. **X-RAY** (48 hours):
- a. Activities Baltimore will activate a "Crisis Action Center" (CAC) to coordinate Coast Guard and port preparedness actions. The ACTBALT 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. Restrict commercial vessel traffic in the Port of Baltimore to outbound transits only; all departures will be coordinated with COTP Philadelphia or COTP Hampton Roads. The area affected by this order includes all Navigable Waters of the United States within the State of Maryland. The COTP may waive this restriction on a case-by-case basis for vessels that are seeking safe haven in the Port and can be moored in less than 12 hours (prior to the projected setting of Port Maritime Condition ZULU).
 - b. Each waterfront facility, with vessels moored thereto, must request permission and receive a verification number from the COTP for all commercial, oceangoing vessels and barges greater than 200 gross tons that desire to remain in port at that facility. If permission is granted, the facility must ensure the safe mooring of such vessels at that facility. If permission is not granted, then such vessels must put to sea or an approved anchorage; all departures will be coordinated with COTP Philadelphia or COTP Hampton Roads.
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 vessels that have requested and received an approval verification number from the COTP to transit the port. 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 remain closed to vessel traffic until the navigation channels can be surveyed and declared safe for passage.
 2. Coordinate completion of channel surveys.
 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. Vessels of 200 gross tons or less may remain in port without seeking COTP permission. Vessels larger than 200 gross tons may remain in port at approved moorings or anchorages only with the express permission of the Captain of the Port (COTP). See paragraph B.2 of this Part for additional details.
3. 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.
4. 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 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. The recommended course of action for larger, seaworthy vessels is evasion at sea. Vessels planning to go to sea must depart the port in time 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. Failure to do so may force your vessel to ride out the hurricane at anchorage due to restrictions established by COTP Hampton Roads or COTP Philadelphia.
2. 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 authorizes vessels to remain in port during hurricanes on a case-by-case basis. All oceangoing vessels greater than 200 gross tons desiring to remain in port or at a hurricane anchorage must submit a written request (see Annex B) and receive permission from the COTP. Otherwise these vessels must depart the Baltimore COTP zone. The key factor in the COTP's decision to allow vessels to remain in port is the adequacy of the proposed mooring or anchorage for the expected conditions.
3. Note that the COTP will not normally permit barges to anchor during hurricanes and that vessel less than 200 gross tons do not need COTP approval to remain in port. For vessels over 200 gross tons that are based out of or make frequent port calls to Baltimore, the COTP strongly recommends submitting a request for pre-approval prior to each hurricane season. 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.

4. Annex A contains a detailed checklist of deep draft and barge recommendations. Annex B contains the commercial vessel authorization form for vessels over 200 gross tons seeking permission to remain in port. Annex C contains a detailed checklist for small craft.

C. Waterfront Facilities:

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 200 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.

Curt Springer
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
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

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 200 gross tons that intend to remain in port during hurricanes may submit to the COTP an advance request to remain in port for the entire hurricane season (**hand carry or fax a completed copy of Annex B to USCG Activities Baltimore, Compliance Department**).
- _____ | _____ (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 in port in the event of a hurricane.

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

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 200 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 Activities Baltimore, Compliance Department**).

_____|_____ (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 200 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 Activities 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.)

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 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.

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.

ANNEX B to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan

COMMERCIAL VESSEL AUTHORIZATION CHECKLIST/SURVEY

This vessel information is required by the captain of the port for commercial oceangoing vessels and barges greater than 200 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 ABOARD AND QUALIFICATIONS: _____

CURRENT CONDITION/WHY CAN'T LEAVE PORT _____

OPERATIONAL STATUS OF MACHINERY ABOARD: _____

FIRE FIGHTING CAPABILITY OF VESSEL: _____

ANY UNUSUAL CONDITIONS AFFECTING VESSEL SEAWORTHINESS:

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

VESEL PERSON IN CHARGE

FACILITY PERSON IN CHARGE

<i>COAST GUARD USE ONLY</i>	<i>COAST GUARD USE ONLY</i>	<i>COAST GUARD USE ONLY</i>
SURVEY TEAM		
COMMENTS: _____		

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.

_____|_____ (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.

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 fleeting facilities should contain procedures for recovering breakaway barges and specifically include the location or availability of tugs/towboats. Barge fleeting facilities should also evaluate measures to reduce the size of their fleets. **Note: Plans to nest barges with other vessels or to anchor barges must be 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 desiring to remain moored to the facility during the hurricane will be allowed to do so. Notify the vessel master, vessel agent, and the COTP of the facility's decision. **NOTE: The COTP may direct the vessel or facility to take certain precautions to correct conditions 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.

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 200 gross tons have departed moorings (unless permission has been granted and an approval number has been assigned by the COTP for such vessel to remain in port at the facility moorings).

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.

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.

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 per cent 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	

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: iwin.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

Hurricane Tracking Chart

HURRICANE TRACKING CHART

REMEMBER: hurricanes are large powerful storms that can suddenly change direction. Check frequently on the storm's progress until all Watches and Warnings for your area from the National Weather Service are cancelled.

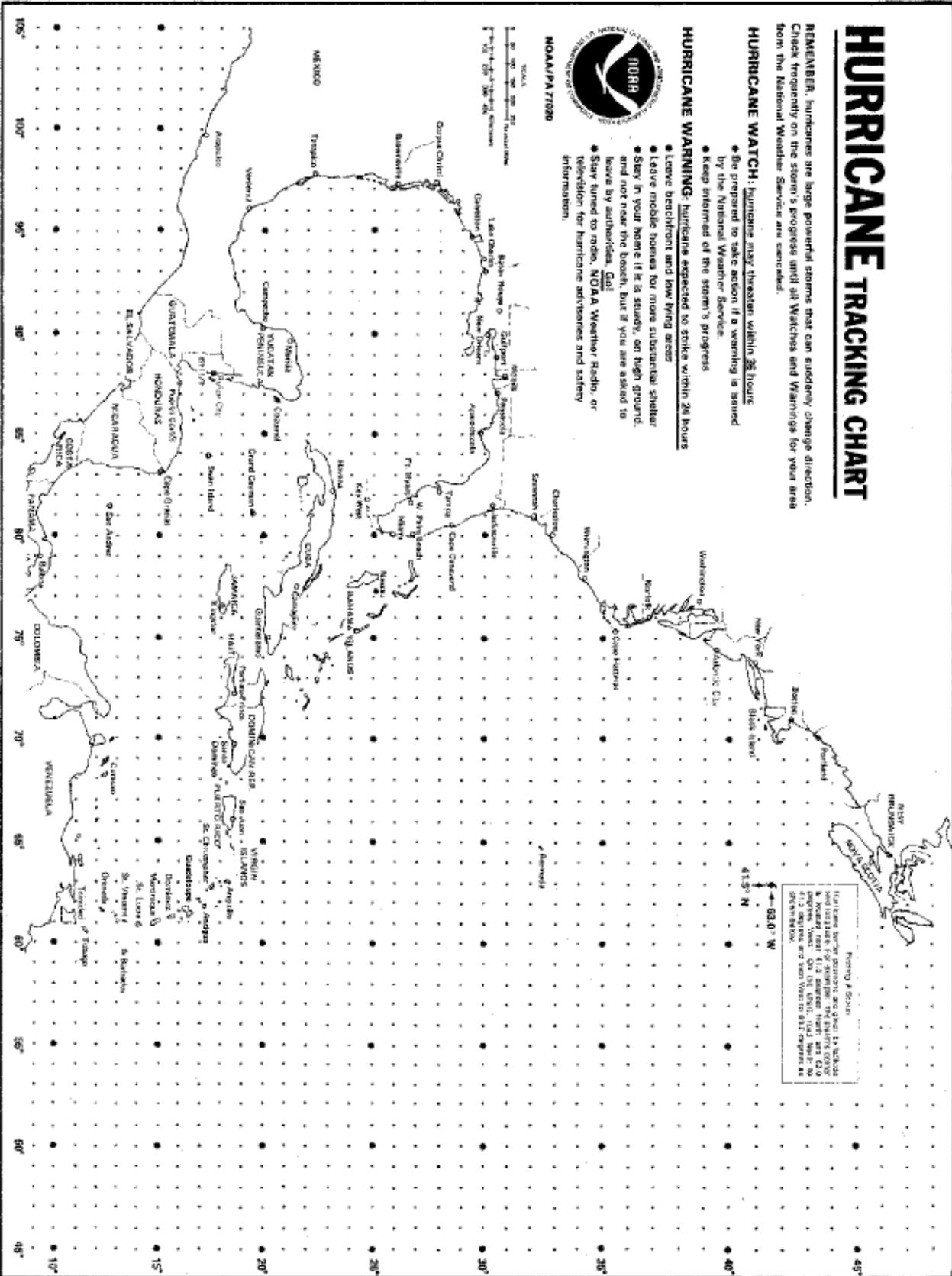
HURRICANE WATCH: hurricane may threaten within 36 hours

- Be prepared to take action if a warning is issued by the National Weather Service.
- Keep informed of the storm's progress.

HURRICANE WARNING: hurricanes expected to strike within 24 hours

- Leave beachfronts and low lying areas.
- Leave mobile homes for more substantial shelter.
- Stay in your home if it is sturdy, on high ground, and not near the beach, but if you are asked to leave by authorities, **GO!**
- Stay tuned to radio, NOAA Weather Radio, or television for hurricane advisories and safety information.

NOAA/PA 77090



ANNEX G to the Upper Chesapeake Bay Maritime Hurricane Contingency Plan

Distribution

A & A Environmental Services
AGGIE ROSE
ALDOR
Alexandria Southport FDN
All Aboard Charters, Inc.
Alliance for the Chesapeake Bay
Allied Intercontinental
Amerada Hess Corporation
Amerada Hess Corporation
AMERICA
American Container Transport
Amoco Oil Company
AMSEA
Anne Arundel County Emergency
ANTICIPATION II
APRIL M
Arkay Steamship Corporation
Association of Maryland Pilots
Atlantic Container Line, Inc.
Atlantic Terminal
Autoliners, Inc.
BACKDRAFT II
Baltimore City Fire Department
Baltimore City Office of Disaster
Baltimore County Fire Department
Baltimore County Office of Emergency
Baltimore Gas & Electric
Baltimore Gas & Electric Co.
Baltimore Marine Industries
Baltimore Metal & Commodities
BARBARA ANN II & III
Barber Steamship Lines
Barwil Bal., Inc.
Bay Access Corporation
BAY KING II
BAY QUEST
BAYWATCHER
Bayway Refining Company
BEACHCOMBER II
BEAUDACIOUS
Bethlehem Steel Corporation
BGE Wagner Power Plant
BIG DIPPER
Bill Lukowski Steamship Agency
BLIND FAITH
Blue Circle Cement
BOUNTY HUNTER
BROOKS HOOKS
BUDDY PLAN
Bunky's Charter Boats, Inc.
Burch Oil Company
C. J. Murphy, Inc.
Caldwell Maritime Agencies, Inc.
Calvert County Board of
Calvert County Division of
CAMBRIDGE LADY
Canton Marine Terminal
Capes Shipping Agencies, Inc.
Capital Land Company, Inc.
CAPITOL DUCK
CAPT JASON
CAPT JASON II
CAPT PRICE II
CAPT TYLER
CARRIE SUE
Catch the Wind, Inc.
Cato Oil Company
Cecil County Dept of Emergeny
Ceres Marine Terminals
CHELSEA LANE TYLER
Chesapeake Bay Fishing Parties
Chesapeake Bay Foundation
Chesapeake Bay Maritime Museum
Chesapeake Bay Sport Fishing and
Chesapeake Bulk Stevedores, Inc.
Chesapeake Marine Tours
Chesapeake Marine Tours, Inc.
Chesapeake Terminal
CHESSIE
Chestertown Taxi
Chevron Products Company
Cho Yang America, Inc.
Choptank River Boat, Inc.
CHRISTINA
Citgo Petroleum Corporation
City Council of Baltimore
Clean America
Clean and Safe
Clean Harbors
Clean Venture/Cycle Chemicals
CLIPPER CITY
Coast Guard Lant/D5
Columbia Coastal Transport, LLC
Consolidation Coal Sales Company
Container Ship Agency, Inc.
Cooper/T. Smith
COURTNEY THOMAS
Cross Ocean Shipping Company
Crowley Maritime
Curtis Bay Coal & Ore (CSX)
Curtis Bay Company
Curtis Bay Company, Inc.
D C Ducks
D. C. Fireboat - Pier 5
Dan Marine Towing
Dann Ocean Towing
DARLENE II
DEE OF ST. MARY'S
Delmarva Oil Company
Delmarva Power & Light
Delmarva Water Transport Committee
Dixie Carriers Inc.
Dockside Express, Ltd.
DOLLY DIESEL
Domino Sugar Corporation
DONOVAN'S REEF
Dorchester County Emergency Mgt
Dorchester Skipjack Committee, Inc.
DOVE
DSR - Senator Agency
DUN ROVEN
Eagle Chartering, Inc.
Easton Utilities
Echo Hill Outdoor School, Inc.
Eldridge Waste Management
ELIZABETH S
ELSWORTH
ENTICER
Enticer Corporation
EVA MARIE
Evergreen America Corporation
Express Marine, Inc.
EXPRESS PRINCESS II
Falcon Charters, Inc.
Farrell Lines, Inc.
Fasy Seaways, Inc.
FEATHERS
FIN FINDER
FINISHED BUSINESS
Fisherman's Inc.
FISHING LADY
Frager Enterprises Inc.
Free State Marine Service
Fun Cruises, Inc.
GEN JUBAL EARLY
General ShipRepair Corporation
General Steamship Corporation, LTD
Georgetown Yacht Basin
Gibson Island Club, Inc.
Gold Bond Building Products
GRABACRAB
Gulf & Atlantic Maritime Service
H.M. KRENTZ
Hale Transport
Half-Shell Charters
Hanjin Shipping Co.
Hapag-Lloyd America
Harbor Belle, Inc.
Harbor Boating, Inc.
Harbor Cruises, Ltd.
HARBOR LADY
Harbor Shuttle
HARBOR SHUTTLE II
HARBOURITAVILLE
Harford County Division of
Herrington Harbor, Inc.
Highland Marine Terminal
Hill's Trailer Court
HOOKER/TOM HOOKER/LADY
Hual North America
HUGGER
HURRICANE
Hyandai America
IMAGINE
Imperial Yacht Basins
Inapart/Barwil, Inc.
Inchcape Shipping Co.
INDEFATIGABLE/INDOMITABLE
International Longshoremen's
International Navigation
Intrepid Ship Management
IRISH MIST
ISLAND BELLE II
ISLAND QUEEN
ITO
J & W Charters, Inc.
JEN-TRE II
JENNIE LUELLA/MISS VALERIE
JIL CARRIE
John S. Connor, Inc.
JOY LYNN
JULIE ANNE
K Line America
KAREN RAY II
KELLY D
Kent County Emergency Management
Kerr-Norton Marine
KILLIN TIME II
Krause Marine Towing
KYRAN LYNN
LADY ANNA
LADY ANNA
LADY PATTY
LADY PINTAIL
LANTERN QUEEN
Lavino/Inchcape Shipping Co.
Lebanon Chemical Company
LET IT RIDE
LIFESTYLES
Liquid Transfer Terminals, Inc.

Living Classroom Foundation
LONI CAROL II
LOOSIN UP
LUCKY DUCK
LUCKY STRIKE
Lykes Brothers Steamship Co.
Maersk Line Agency
MAMSELLE
MARCY LYNN
Marine Fuel Oil L.L.C.
Maritank Maryland, Inc.
MARTHA LEWIS
Martin G. Imbach, Inc.
Maryland Department of the
Maryland Dept of Natural Resources
Maryland Emergency Management
Maryland Lady Cruises
Maryland Port Administration
Maryland State Fireman's Association
McAllister Towing of Baltimore
McCluskey Marine Service
McLean Contracting, Co.
Mediterranean Shipping Co, Inc.
Metropolitan Police Department
Metropolitan Washington Council of
MIDNIGHT SUN
MIGENIE
Millennium Inorganic Chemicals
MINNIE V
MISS BRAZIL
MISS CLARE
MISS DAVIS
MISS H B GOOD II
MISS H.B. GOOD
MISS LINDA
MISS MAXINE II
MISS SUSIE
MISS VIOLET
MITAGS
Mitsui O.S.K. Lines
MONET
Moran Mid-Atlantic Corp.
Moran Shipping
MY FINE LADY
MY TANGIER
NANCY ELLEN
NAS Patuxent River
National Aquarium in Baltimore
Navios Ship Agency, Inc.
Network Americas, Inc.
NIGHTHAWK
NIMBLE
Nosac
Nscsa (America), Inc.
Ocean Ship Agency
Ocean World Institute, Inc.
ODYSSEY III
OLD SPICE
Old Town Trolley Tours
Oocl (USA)
OSPREY
OSPREY
Osprey Charters, Inc.
Overseas Freight Corporation
Oxford-Bellevue Ferry
P & O Nedlloyd Limited
PAMELA SUE
PATIENCE
PATRICIA DIVINE
PATRIOT
PATTY LEE
PAULINE
Pen Bay packet Cruises
Penn Maritime Inc.
Penn-Maryland Steamship Co.

Penwood Wharf
PEPCO
Peridot Chemicals, Inc.
Petro Express Company
Petroleum Fuel Oil Terminal
PLAN B
PLEASURE MERCHANT
Polak Steamboat, Inc.
POOR BOY
POOR BOY TOO
Port of Baltimore
Potomac Party Cruises, Inc.
Potomac River Boat Co.
Potomac Spirit
POTOMAC SPIRIT
POTOMOC
Premier Yachts, Inc.
PRIDE OF BALTIMORE II
PRIME TIME II
Professional Disposal Services
PUDDIN II
Puerto Rico Marine Management
Queen Anne's County Emergency Mgt
Ramsay, Scarlett & Company
Rand Yacht Charters, Inc.
RED OSPREY/KATHY
Rice, Unruh, Reynolds Co.
Rikers Custom Marina
River Yacht Charters, Inc.
Riverland Farm Ventures, Inc.
Robert C. Herd & Co., Inc.
Robinson Terminal Warehouse
ROYAL BLUE
RUBAIYAT
Rukert Terminal Corporation
Running Free, Inc.
RUTH D
Safety Kleen Corporation
SALTY MARKS II
SANDRA MARIE
Scheible's Fishing Center, Inc.
Schooner America USA, Inc.
SEA HORSE
SEA MIST
Sea-Land Services, Inc.
Seaboard Shipping Corp.
Seafarers Harry Lundeberg School of
Seaford Mutual Assistance Group
SEAFOX
Secretary of Natural Resources of
Secretary of Transportation of
SEMPER FIDELIS III
Service Petroleum
SHIRLEY B III
SHORE SHOT
Silver Clipper, Inc.
Silver Clipper, Inc.
Solomons Water Taxi, Inc.
Somerset County Dept of Emergency
Southern Steamship Agency
Sparrows Point Shipping Agency
Spill Cooperative of the Upper
SPIRIT
SPIRIT OF WASHINGTON
ST MICHAELS LADY
ST Services
ST Services
ST Services
St. Mary's County Emergency Mgt
STARS & STRIPES
Steamship Trade Association
Stockard Shipping & Term Co.
Strachan Shipping Co.
Stratus Petroleum Corporation
STRIKER

Support Terminal Services
SUSAN LEIGH II
T. Parker Host
TALBOT
Talbot County Emergency Mgt
Tangier Island Cruises
TEMPLE-M
Terminal Shipping
The Baltimore Maritime Exchange
THE LADY M
The Schooner Liberte, Inc.
The Skipjack Martha Lewis, Inc.
The Vane Brothers Company
THREE K'S
TILGHMAN LADY
TINA LOUISE
Trans Atlantic Agencies, Inc.
Transco Agencies, LLC
Transcom Terminals
Transmarine Navigation Corp.
Tri Gas and Oil Company
TSPG, Inc.
TURBO EXPRESS
TWILIGHT
Tyco Submarine Systems, Ltd.
U. S. Customs Service
U. S. Filter Recovery Services
U. S. Gypsum
U.S. Army Corps of Engineers
U.S. Army Corps of Engineers
U.S. Coast Guard Safety Office
U.S. Dept. of Transportation
U.S. Environmental Protection
UNCLE ROY
United Arab Shipping
United Radio
United States Navigation, Inc.
Unitramp
Universal Maritime
USCG Station Curtis Bay
USCG Station St. Inigoes
Vane Brothers
Vane Line Bunkering, Inc.
VENUS
Vista Chemical
W. J. Browning Co., Inc.
W. R. Grace
Wallenius Lines North America, Inc.
WATER TAXI II
WEATHERLY
Westway Terminal
Wheeler Shipping Company, Inc.
White's Ferry, Inc.
WHY NOT
Wightman Shipping Co.
Wilhemsen Lines, Inc.
WM B TENNISON
WOIEE
Yacht Maintenance Co., Inc.