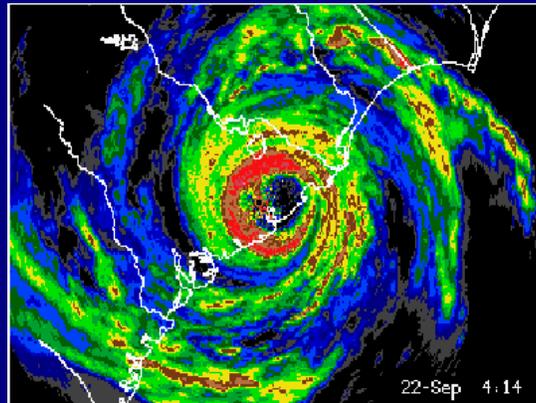




PORT HEAVY WEATHER PLAN for NORTHEAST and EASTERN CENTRAL FLORIDA



Developed by the
Northeast and Eastern Central Florida
Harbor Safety Committee
May 2008





SECJAXINST 16600.1A

SECTOR JACKSONVILLE INSTRUCTION 16600.1A

Subj: SECTOR JACKSONVILLE HEAVY WEATHER CONTINGENCY PLAN

Ref: (a) CCGLANTAREAINST 16601, Atlantic Area Port Operations Severe Weather Policy
(b) CCGDSEVEN OPLAN 9770-05, Appendix 21, Seventh District Hurricane Plan
(c) CCGDSEVEN Policy Letter 2-99, Hurricane and Storm Preparedness and Planning
(d) COMLANTAREA COGARD PORTSMOUTH P 112012Z OCT 07

1. PURPOSE. This document provides guidance to personnel assigned to Sector Jacksonville in the event that heavy weather preparations are required. The objective of this plan is to maintain or regain the unit's ability to perform assigned missions. The Sector Commander will determine how this objective can best be accomplished and adjust the priority of response efforts accordingly.
2. ACTION. This Plan is effective upon receipt. The Sector Jacksonville Hurricane Officer is responsible for maintaining and annually reviewing this plan in accordance with local and Seventh District directives.
3. DIRECTIVES AFFECTED. SECJAXINST 16600.1 is hereby superceded.
4. DISCUSSION. This document is divided into four chapters.
 - a. Introduction. Chapter 1 includes general information outlining the Coast Guard responsibilities in a natural disaster, which may present a threat to life or property. Key terms and definitions are included to assist in understanding the terminology and acronyms included in the plan.
 - b. Sector Jacksonville Unit Preparedness. Chapter 2 provides instructions to be followed by Sector Jacksonville personnel. It is designed to ensure duties and responsibilities are clear to all unit personnel for maintaining the security and integrity of Coast Guard people and assets. Unit personnel are to confirm protection and preparation strategies in the ports, which is also addressed here. Only standard distribution addressees will receive this section of the plan.
 - c. Port Preparedness and Post Storm Actions. Chapter 3 provides the Jacksonville area maritime community (and the Coast Guard) with steps that should or will be taken before, during, and after a hurricane. Consider Chapter 3, along with selected annexes, tools for industry planning purposes.

- d. Unit Post Storm Operations. Chapter 4 provides guidance for returning the unit and port to operational status. Mission priorities are identified as well as coordination with other agencies. Included is a new section identifying critical Aids to Navigation (ATON). This section sets priority for surveying the most important ATON with respect to re-opening the port(s). Surveying critical ATON is but one of many tools for the COTP in determining a threshold for safe waterway use, both commercially and recreationally.
5. CHANGES. Recommendations for improving this plan may be submitted to USCG Sector Jacksonville, ATTN: Contingency Planning and Force Readiness. This plan shall be reviewed and updated annually.
6. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations were examined in the development of Sector Jacksonville Instruction 16600.1 and have been determined to be not applicable.
7. FORMS/REPORTS. See appropriate Annexes as outlined in the Table of Contents.

PAUL F. THOMAS

Encl: Port Heavy Weather Plan for Northeast and Eastern Central Florida

Dist: Sector Commander
Deputy Commander
Prevention Department
Response Department
Logistics Department
Contingency Planning and Force Readiness Staff
Sector Command Center
Senior Reserve Officer
Commander, Seventh Coast Guard District (dx)

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CHAPTER 1 - INTRODUCTION

- A. **PURPOSE** - This plan is designed to provide instructions to Coast Guard units and port stakeholders in preparing for heavy weather and responding to resultant damage within the Sector Jacksonville, Area of Responsibility (AOR). The plan meets requirements set forth in Appendix 21 of OPLAN 9770-95 (D7 Severe Weather Plan). Heavy weather conditions include occurrences of high winds, which may or may not be accompanied by excessive rains or storm surge. Generally included in this category are gale force winds, hurricanes, tropical storms, and severe frontal systems. While this plan presents specific guidance, it may be adapted to other situations. There are two conditions associated with the approach of heavy weather - **Unit Hurricane Condition** and **Port Hurricane Condition**. The Unit Condition dictates actions to be taken by Coast Guard personnel in preparation for approaching heavy weather as described in Chapter 2 – Unit Preparedness. The Port Condition describes the relative threat of severe weather impacting the ports of Jacksonville, Fernandina, and Canaveral, and the actions to be taken in the port at various stages as described in Chapter 3 – Port Preparedness and Post Storm Actions. Chapter 3 is also used as a stand-alone plan to guide and assist maritime interests during heavy weather situations. Chapter 4 – Unit Post Storm Operations outlines Sector Jacksonville’s procedure for returning both Coast Guard units and the ports to normal operational status. Since not every contingency may be anticipated, adaptability, creativity, and the implementation of the Incident Command System (ICS) will be the keys to success.
- B. **GENERAL** – Natural disasters have the potential to present a serious threat to life and property within the Captain of the Port (COTP) Jacksonville AOR, primarily floods, tornadoes, and hurricanes. This plan is especially cognizant of the hazards to vessels and marine facilities that may lie in the path of a hurricane. Proper liaison and planning among maritime interests can help to lessen the threats presented by impending heavy weather.
- C. **AUTHORITY** – This plan is derived from the authority contained in 14 USC 88, USC 141, and 33 USC 1221, Coast Guard Regulations, and other directives. It supports the policies of the Commandant; the Commander, Atlantic Area; and the Commander, Seventh Coast Guard District. In the execution of this plan, Sector Jacksonville will perform any and all acts necessary to rescue and aid persons and protect and save property.
- D. **KEY TERMS AND DEFINITIONS**

AOR: Area of Responsibility – The operational territory of a unit or agency defined by established boundaries. The AOR for Coast Guard Sector Jacksonville extends from the Georgia coast at 30°50’N latitude southward to 28°00’N (south of Melbourne, FL).

BNTM: Broadcast Notice to Mariners – Warnings or information transmitted by VHF-FM radio.

COTP: Captain of the Port – Defined in 33 Code of Federal Regulations as “the officer of the Coast Guard; so designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within his/her assigned area.”

EOC: Emergency Operations Center – pre-designated assembly location for emergency representatives to support response activities to some emergency. The EOC will usually be attended by COTP, Industry Liaison, and Public Information Officer.

Gale Force Winds: Sustained wind speeds above 39 MPH (34 KTS).

Hurricane Categories – The strength of a hurricane is measured by its maximum sustained wind speeds. Hurricanes are categorized as follows:

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HURRICANE CATEGORY	SUSTAINED WIND SPEED
CATEGORY ONE	74-95 MPH
CATEGORY TWO	96-110 MPH
CATEGORY THREE	111-130 MPH
CATEGORY FOUR	131-155 MPH
CATEGORY FIVE	> 155 MPH

Note: Category Three, Four, and Five are MAJOR STORMS.

Hurricane Warning: Hurricane Force Winds predicted to impact the warning area within 24 hours.

Hurricane Watch: Hurricane Force Winds or a combination of dangerously high water and very rough seas, predicted to impact the watch area within 36 hours.

Hurricane Force Winds: Sustained cyclonic wind speeds above 74 MPH (66 KTS).

Incident Command System (ICS): A combination of facilities, equipment, personnel, procedures, and communications integrated into a common system with responsibility for coordinating resources and support to emergency operations.

MSIB: Marine Safety Information Bulletin – Written or electronic communications to the public concerning current or future maritime safety information.

NOAA: National Oceanic and Atmospheric Administration – Agency of the Department of the Interior. Oversees activities of NWS.

NWS: National Weather Service – Agency established to collect local, regional & national climatological data and provide weather forecasting services to the public.

Port Hurricane Conditions and Status: Port Hurricane Conditions are set by the COTP, and are used to describe, generally, how prepared the port areas should be for severe weather. Port Hurricane Conditions will be changed as the threat of severe weather increases, or as storms approach our AOR.

Port Hurricane Condition	When Set	Port Status
Condition 5	(General) 01 Dec – 31 May.	Port status: open.
Condition 4	Hurricane seasonal alert. 01 June – 30 Nov (return to this condition after passage of storm during season).	Port status: open.
Condition Whiskey	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 72 hours.	Port status: open.
Condition X-Ray	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 48 hours.	Port status: open.
Condition Yankee	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 24 hours.	Port status: restricted, vessel/facility control measures in effect.
Condition Zulu	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 12 hours.	Port status: closed to all vessel traffic and waterside ops except for activities approved by COTP.

Note: Maritime interests should anticipate that storm movement may accelerate and periods between Port Hurricane Conditions may be less than 24 or 12 hours as indicated above.

SLOSH: Sea Lake and Overland Surges from Hurricanes – a NWS computer program that predicts areas of flooding from hurricane surges, based on hurricane category.

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Storm Alert Status: The NWS will issue storm warnings as storms intensify and move closer to our area. The following is a summary of NWS alert conditions;

NWS Alert	When Issued
Tropical Storm Watch	Tropical Storm Force Winds predicted to impact the watch area within 36 hours.
Tropical Storm Warning	Tropical Storm Force Winds predicted to impact the warning area within 24 hours.
Hurricane Watch	Hurricane Force Winds predicted to impact the watch area within 36 hours.
Hurricane Warning	Hurricane Force Winds or a combination of dangerously high water and very rough seas, predicted to impact the warning area within 24 hours.

Storm Terminology – The National Oceanic and Atmospheric Administration’s (NOAA) National Weather Service (NWS) provides advance warning of tropical storms and hurricanes. When atmospheric conditions develop to the point of rotary circulation with wind speeds (**sustained**) above 34 knots (39 miles per hour), the National Hurricane Center in Miami officially identifies and tracks the storm as it approaches land. Please note that a storm need not be considered a hurricane for the provisions of this plan to be enforced by COTP Jacksonville. The following terminology is used throughout this plan;

Terminology	Wind Speed
Gale Force Winds	Above 39 MPH (34Kts)
Tropical Storm Force Winds	Cyclonic winds 39 to 73 MPH
Hurricane Force Winds	Above 74 MPH (66Kts)

Tropical Cyclone: A warm-core non-frontal synoptic-scale cyclone, originating over tropical or subtropical waters, with organized deep convection and a closed surface wind circulation about a well-defined center. Once formed, a tropical cyclone is maintained by the extraction of heat energy from the ocean at high temperature and heat export at the low temperatures of the upper troposphere. In this they differ from extratropical cyclones, which derive their energy from horizontal temperature contrasts in the atmosphere (baroclinic effects).

Tropical Storm Warning: Tropical Storm Force Winds predicted to impact the warning area within 24 hours.

Tropical Storm Watch: Tropical Storm Force Winds predicted to impact the watch area within 36 hours.

Tropical Storm Force Winds: Cyclonic winds with speeds ranging from 39 MPH to 73 MPH.

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Unit Hurricane Condition: The District 7 Commander sets Unit Hurricane Condition. For the purpose of setting Readiness Conditions, threatening winds are defined as sustained gale force winds (34-47 knots) from a hurricane force storm that is expected to arrive on any area of the AOR. Unit Hurricane Conditions will be changed as the threat of severe weather affecting the area increases.

Unit Hurricane Condition	When Set
Condition 5	01 June – 30 Nov (Seasonal)
Condition 4	72 hours prior to the arrival of sustained Gale Force winds associated with Tropical Cyclone activity unless otherwise directed by the District Commander.
Condition 3	48 hours prior to the arrival of sustained Gale Force (34 kt) winds associated with Tropical Cyclone activity.
Condition 2	24 hours prior to the arrival of sustained Gale Force (34 kt) winds associated with Tropical Cyclone activity.
Condition 1	12 hours prior to the arrival of sustained Gale Force (34 kt) winds associated with Tropical Cyclone activity.
All Clear	The storm has passed and is no longer a threat to the area.

WQSB: Watch, Quarter and Station Bill – matrix of responsibilities and duties for Coast Guard members detailing personnel assignments in the Incident Command System format.

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CHAPTER 2 – UNIT PREPAREDNESS

- A. **Purpose** – This chapter addresses the preparation and response by the Deputy Sector Commander and Department Heads to a Natural disaster that directly affects Sector Jacksonville’s operational resources and facilities in accordance with Appendix 21 of reference (a). Since the most probable natural disaster affecting the Greater Jacksonville Area is a hurricane/tropical storm, this plan focuses on preparation for and response to a hurricane or tropical storm. However, the policies and procedures set forth herein will be adapted as appropriate to any other natural disaster impacting the functioning of Sector Jacksonville.
- B. **General** - From 01 December until 30 May, Coast Guard units are directed to assume a stand down posture. During this period it is essential the previous years’ lessons learned be evaluated and incorporated into Heavy Weather Plans for both Coast Guard Units and maritime interests. Hurricane season spans from 01 June through 30 November. During this time, all Coast Guard Units must assume a more alert posture (Hurricane Condition 5) regarding the possibility of severe weather impacting the AOR. Coast Guard Seventh District policy requires each unit located within its boundaries maintain current heavy weather plans. These plans should be reviewed at the unit level on an annual basis. Every three (3) years unit heavy weather plans are to be submitted to CCGD7 for approval.

Specific preparatory tasks are executed at different stages as heavy weather approaches. For the purpose of setting readiness conditions, threatening winds are defined as gale force winds (34-47 knots) derived from Tropical Cyclone activity that are expected to arrive in any area of the AOR. Port Hurricane Condition is determined by the COTP (Sector Commander). Unit Hurricane Condition is determined by Coast Guard Seventh District. In most cases, Port and Unit Conditions parallel each other very closely. Therefore, the term “Hurricane Condition” will be used in this chapter to describe both port and unit conditions, as they will most likely be declared at the same time. However, in those instances where the conditions do not align Department Heads/Section Chiefs, under direction of the Sector Commander, will determine the appropriate actions to take in the port and unit, respectively. The following table illustrates the alignment of Port and Unit Hurricane Conditions.

Unit Hurricane Condition	Port Hurricane Condition	When Condition Usually Set
Undefined	Condition 5	Seasonally, December 1 - May 30
Condition 5	Condition 4	Seasonally, June 1 - November 30
Condition 4	Condition Whiskey	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 72 hours.
Condition 3	Condition X-Ray	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 48 hours.
Condition 2	Condition Yankee	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 24 hours.
Condition 1	Condition Zulu	Sustained Gale Force winds associated with Tropical Cyclone activity are predicted within 12 hours.

- C. **Concept of Operations** - In general, an Incident Command Structure (ICS) will be used to accomplish hurricane preparatory and response missions. ICS will typically be implemented during Unit Hurricane Conditions 3, 2, and 1 and during the corresponding Port Hurricane Conditions X-Ray, Yankee, and Zulu. At these conditions, the basic organizational structure transitions from that of Sector construct to that of traditional ICS (see Annex B). Primary hurricane operations have a two-fold focus: (1) ensuring the port(s) are prepared for heavy weather, and (2) facilitating continuity of operations, unit shut-down, and personnel evacuation through the use of practiced teams.
- (1) **Vulnerability Assessment** - The low, flat terrain of the Jacksonville area makes Sector Jacksonville vulnerable to high tides and storm surge. Evacuation of the Mayport facility should be made prior to the flooding of Mayport Road (A1A). The Storm Surge Atlas for Northeast Florida indicates that the base grounds will be flooded by the surge created with a Category Two storm and greater. It is important to note that access roads to Mayport flood much earlier and an evacuation through NAVSTA Mayport may be required. In addition, access to Mayport Road is by bridge from nearly every direction. Local sheriffs will close the bridges in severe wind conditions, making access to the Mayport facility hazardous or impossible during the storm. The buildings at Mayport are of a conventional design, without additional horizontal load capabilities. They should withstand sustained winds to 100 mph. For Category Two or greater storms that are predicted to make landfall in the Jacksonville area, evacuation of the Mayport facility will be determined based on updated storm surge prediction (SLOSH model) and anticipated location of landfall.
 - (2) **Command Staff** – (Incident Commander, Deputy Commander and Public Information Officer) The COTP (or alternate) will serve as Incident Commander (IC) and be responsible for setting the Port Hurricane Condition.
 - (3) **Operations Section** - Consists of the Waterways, ATON, and Enforcement/SAR Branches. The make up of each section’s subordinate branches will be determined by the severity of each storm and its impact upon the ports and the unit. The Operations Section is responsible for completing the specific tasks in Annex A.
 - (a) Waterways Branch - responsible for ensuring the ports and commercial facilities and vessels are prepared for the heavy weather in accordance with Chapter 3 (Port Preparedness & Post Storm Actions).
 - (b) ATON Branch – responsible for pre and post-storm assessment surveys of aids to navigation in the Sector Jacksonville AOR.
 - (c) Enforcement/SAR Branch – responsible for shoreside and waterside operations, including security, law enforcement, and search and rescue. All Sector Jacksonville cutters and boats are under the Cutters/Boats Group.
 - (4) **Planning Section** - Responsibilities include keeping a log of unit activity, keeping track of port and vessel status and displaying that information in the Incident Command Post. The Planning Section also reviews requests and makes recommendations to the IC for allowing vessels to remain in port. The Planning Section is responsible for completing the specific tasks in Annex A.
 - (5) **Marine Transportation System Recovery Unit (MTRU)** - Sector Jacksonville will maintain the capability to coordinate Marine Transportation System (MTS) infrastructure recovery operations. That MTS recovery coordinating capability shall reside in the MTS Recovery Unit, within the Planning Section of the Sector Jacksonville ICS construct. The MTS Recovery Unit will track and report the status of MTS infrastructure recovery using the consistent set of Essential Elements of Information (EEI), located in Sector MTS Recovery guidance. When the MTS Recovery Unit is demobilized long-term restoration issues that fall outside the purview of the Sector Jacksonville response organization will be identified and a list of interagency issues impacting MTS restoration must be finished and forwarded via the chain of command to LANTAREA (Ap) before demobilization. The MTRU is discussed further in Chapter 3.

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- (6) **Logistics Section** - Responsible for acquiring the necessary supplies to support the unit in the recovery stages of the operation. The Logistics Section is also responsible for tracking active duty and reserve personnel during evacuation and recall. The Support and Service Branches shall report to the Logistics Section Chief. The Logistics Section is responsible for completing specific tasks in Annex A.
- (7) **Finance Section** – Consists of the Procurement/Supply and Cost Units.
- (8) **Hurricane Moorings for Sector Jacksonville’s Floating Assets.**
 - (a) Sector Jacksonville will monitor the paths of tropical weather systems that are forecasted to approach the Sector’s AOR, and, based on the forecasted storm severity and direction of the storm’s approach and prevailing winds, the Sector Commander will determine if Sector Jacksonville’s floating units – WLM, WLIC, BUSL, two CPBs, and Station MLBs – are to be moved to a hurricane mooring location. This will be performed to keep all floating units in close proximity, provide inter-unit support, and minimize impact in the event of substantial hurricane or tropical storm conditions. This determination will be made after the setting of Hurricane Condition 4. Additional close considerations will be given prior to the relocation of any Sector Jacksonville Units to a designated heavy weather/hurricane mooring. A thorough risk assessment will be conducted to incorporate the most probable track of forecasted weather in determining the relocation of units to pre-designated moorings.
 - (b) Based on the scope and strength of heavy weather, consideration will be given in advance to evaluate the best moorings for Sector Jacksonville’s floating assets. Downtown Jacksonville moorings in vicinity of the Jacksonville Fire & Rescue piers will be considered based on the projected path of the storm in addition to pier moorings and U.S. Navy mooring balls in vicinity of the Blount Island Terminal.
 - (c) The designated hurricane moorings for these units upon evacuation of the Port of Jacksonville will be at the Jacksonville Port Authority, Talleyrand Marine Terminal if projected scope and strength of heavy weather indicates that Sector Jacksonville’s floating assets will be best protected at the Talleyrand Marine Terminal.
- (9) **Communications.**
 - (a) If primary electrical power is lost at Sector Jacksonville’s Mayport facility, the emergency generator will activate to provide power to critical operational areas, including the Sector Command Center (SCC). Backup generators are also located at the Brunswick, Jacksonville, Hispanola, Deltona, and St. Cloud VHF-FM high sites, and the RadSta (ANT Jacksonville Beach) HF site.
 - (b) As soon as it can be predicted that the SCC will be ordered to evacuate and shut down operations, the Sector Commander will direct the SCC Advance Setup Team to immediately establish a temporary Command Center at the Coast Guard Helicopter Interdiction Squadron (HITRON) Operations Building at Cecil Field, Jacksonville. The SCC will remain in operation as long as possible until the Advance Setup Team verifies the HITRON facility is ready for immediate operational takeover. (Note: HITRON Command Center does not have access to Sector Jacksonville Hi-Sites with only local VHF-FM capabilities).
 - (c) The temporary Command Center will remain in operation until, at the earliest, a post storm survey of the Mayport facility is completed and the SCC is returned to normal operation. If the post storm survey determines that the Mayport facility’s communications capabilities have seriously deteriorated, a request for emergency contingency communications support from Atlantic Area’s Transportable Communications Central (TCC) will be made through D7 as per Appendix 6 to reference (c).
 - (d) If any of Sector Jacksonville’s communications sites – Brunswick, Jacksonville, Hispanola, Deltona, and St. Cloud VHF high sites, and NavSta and RadSta (ANT Jax Beach) HF sites - are rendered inactive by severe weather, the Sector will send an immediate message to D7(drnc) noting the site outage and

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loss of coverage. The Station closest to a VHF site outage will be requested to maintain local coverage until such time that the Station may be ordered to evacuate.

- (e) In instances of *loss of primary and secondary communications with Sector Jacksonville cutters* as per the Sector's Law Enforcement (LE)/Security Zone Communications Plan, cutters should establish communications with the SCC in the following order of availability: cellular phone, INMARSAT Mini-M, and Iridium satellite phone.
- (10) **Sector Evacuation Teams.** Sector Evacuation Teams will be formed in the event that evacuation preparations and procedures are to be performed. The rosters for these teams will be posted in the Sector Command Center (SCC) with current recall phone numbers.
- (a) Upon the setting of Hurricane Condition 5 on 01 Jun each year, Team Leaders will ensure that they have accurate recall phone numbers for all Team Members, and will inform Team Members of where they are to report as soon as D7 directs Sector Jacksonville to set Hurricane Condition 4. Team Members will report directly to the Team Leader unless otherwise directed. Team Leaders will advise the Deputy Sector Commander when all Team Members are accounted for, or if there are any Team Members who cannot be located.
 - (b) With the exception of the SCC Team, all Sector Evacuation Teams will report to the designated evacuation site at Valdosta, GA, following the performance of their duties in this plan.
 - (c) The SCC Team's evacuation site will be at the temporary Command Center at Coast Guard Helicopter Interdiction Squadron (HITRON) at Cecil Field, Jacksonville.
 - (d) Team Members must obtain permission from their Team Leader to be away for any reason from their Team's designated evacuation site, and make sure they can immediately contact their Team Leader via any available means after the safe passage of the storm. In such circumstances, if the Team Member cannot make contact with their Team Leader for any reason to advise of his/her physical condition and location, the Team Member will immediately report physically to the Mayport facility at the earliest and safest opportunity. Following the safe passage of the storm, Team Leaders will account for all Team Members and make reports to the Deputy Sector Commander. Descriptions of the responsibilities for the Base Evacuation Teams are as follows:
 - ii. Sector Command Center (SCC) Team - This team will be responsible for augmenting the SCC watch. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet in the SCC. This team will remain onboard the Mayport facility until the order has been given to evacuate all personnel, and then the team will be transferred to the temporary Command Center at HITRON Jacksonville.
 - iii. SCC Advance Setup Team - This team will establish the temporary Command Center at HITRON Jacksonville. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet in the Sector Command Center for planning deployment to HITRON.
 - iv. Valdosta Advance Team - This team will prepare for the evacuation of military personnel, dependents and equipment to Valdosta, GA. Upon the setting of Hurricane Condition 4, and the anticipated evacuation of personnel and dependents, the Team Leader will have all team members meet in the Response Office for planning deployment to Valdosta, GA. **Contingency Plan:** In the event of problems with evacuation to Valdosta, GA, the alternate evacuation site will be to continue inland to Macon, GA. Reserved hotels will be announced upon district's approval to evacuate personnel and dependents.
 - v. Secure Facility Teams – These teams will be responsible for preparing the base grounds, buildings, and equipment to sustain the forces of the storm. These teams will also be responsible for establishing an emergency response team able to respond throughout CCGD7's area of

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responsibility if requested. Upon the setting of Hurricane Condition 4, and when directed by the Logistics Department Head, the Team Leaders will have all team members meet in Facilities Engineering for tasking.

- vi. Weapons Evacuation Team - This team will be responsible for the safe and secure transport of Sector Weapons. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet in the Sector Armory when directed by the Response Department Head for tasking.
- vii. Aids To Navigation (ATON) Evacuation Team - This team will be responsible for securing all aids to navigation equipment on base, as well as preparing for post hurricane/tropical storm response. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet in the Prevention Department Head's Office for planning and tasking with the Waterways Division Officer.
- viii. Automated Data Processing Evacuation Team - This team will be responsible for securing all automated data processing equipment and providing these services at the evacuation sites. (Valdosta, GA will not have CGDN. Those personnel with dial-up Internet Service Providers (ISP) can sign on using stand-alone computers) Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet at ESD Mayport for tasking.
- ix. Personnel Support Evacuation Team - This team will be responsible for securing all personnel data records and providing personnel support. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet in the Sector Administration Office when directed by the Logistics Department Head for tasking.
- x. Electronics Evacuation Team - This team will be responsible for securing all Sector electronics equipment and ensuring all necessary personnel/equipment is available to provide emergency electronic support throughout the Sector's area AOR. Upon the setting of Hurricane Condition 4, the Team Leader will have all team members meet at ESD Mayport for tasking.
- xi. Medical Evacuation Team - This team will be responsible for securing all medical records and ensuring all necessary supplies/equipment are available to treat any medical situation. Upon the setting of Hurricane Condition 4, and when directed by the Logistics Department Head, the Team Leader will have the team member report to the Sector Medical Office for tasking.
- xii. Galley Evacuation Team - This team will be responsible for ensuring that all necessary supplies/equipment are available to sustain personnel on the SCC Team and to floating assets without a galley facility. Additionally, when deemed necessary, supplies/equipment will be made available to sustain the SCC Advance Setup Team at HITRON. Upon the setting of Hurricane Condition 4, and when directed by the Logistics Department Head, the Team Leader will have all team members meet in the Sector Galley for tasking.

(11) **Aids to Navigation (ATON).** Sector Jacksonville will direct ATON units – ANT Jacksonville Beach, ANT Ponce de Leon Inlet, USCGC MARIA BRAY, and USCGC HAMMER – to conduct thorough surveys of all ATON near the path of a hurricane or major storm after its passing. Each ATON unit will survey aids in its area of responsibility (AOR) unless directed to assist other ATON units' surveys. Closed waterways will remain closed until all ATON has been inspected and deemed effective to serve the needs of major traffic. Sector Jacksonville will contact the Seventh District Waterways Management Branch (D7(dpw)) immediately if coordination is needed with other Sectors within D7.

(a) In the event that a hurricane or major tropical storm is threatening the Seventh District, Sector Jacksonville ATON units shall respond as directed by the Sector Commander or D7(dpw).

(b) There are two scenarios that determine the actions taken by the ATON Department:

xiii. Sector Jacksonville will be in the path of the hurricane or storm.

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- xiv. Sector Jacksonville ATON units are deployed to support post storm areas as directed by D7(dpw).
- (c) Sector Jacksonville is divided into zones for purposes of pre- and post- storm assessments. The zones are divided by Station area of responsibility (AOR) boundaries starting at the Sector's Northern boundary with **Station Mayport designated as Alpha; Station Ponce de Leon Inlet as Bravo; and Station Port Canaveral as Charlie.**
 - (d) As the Sector Commander's direct representative, it is the responsibility of the Prevention Department (and Response Department in the event MARIA BRAY and HAMMER are chopped to the Response Department Head) to advise and keep the Sector Commander informed of the status of all ATON assets and personnel assigned to Sector Jacksonville. The Prevention and Response Departments shall be kept advised by all operational units as to the location of all floating and trailerable assets during a natural disaster evolution
 - (e) It is of utmost importance that communications between the Sector Command Center and Sector units are maintained during storm evolutions. This may not always be possible depending upon the severity of the storm or hurricane; however, it is imperative that every effort be made to contact the Sector Command Center or a Coast Guard unit to report status of personnel and assets.
 - (f) Depending upon the severity of the hurricane or tropical storm, it may be necessary for floating assets, if in the local Mayport area, to seek shelter in the St. Johns River at the Jacksonville Port Authority, Talleyrand Marine Terminal. ANT Jacksonville Beach shall evacuate to Craig Air Field or, in the event of a major hurricane, Naval Air Station Jacksonville or Cecil Field (HITRON). It may be advantageous to divide ANT Jacksonville Beach into two separate facilities to better provide a more rapid deployment of resources for post storm assessments.
 - (g) ANT Ponce de Leon Inlet shall seek shelter with Station Ponce de Leon Inlet. Again, it may be advantageous to establish two sites for ANT boats to ensure that post hurricane surveys can be expedited.
 - (h) Prior to 15 May each year, each Commanding Officer/Officer in Charge shall review their unit hurricane plan and ensure that all necessary contacts are made for the storage of unit assets, equipment and personnel. When the plan has been verified, the Response and Prevention Departments shall be notified via e-mail. A hurricane meeting shall be held after the annual All-Hands Training to discuss options and changes that may affect the safety and operations in the event of a major hurricane.
 - (i) During the hurricane season, all ANTs shall ensure that:
 - i. Boats and trailers are equipped with adequate tie-down equipment if stored in an open environment.
 - ii. Extra cans of gasoline to fuel boats are readily available.
 - iii. Unit vehicles are equipped with necessary equipment to brush and clear routes to the nearest boat ramp.
 - iv. A rental truck is available that can carry dayboards, lighting equipment, discrepancy buoys, sinkers, necessary tools and all other equipment for the repair of affected aids to navigation.
 - v. In the event that the ANT is called upon to support another unit outside of their AOR, the rental of a motorhome is to be considered and, if necessary, used to support personnel until released from the TAD authority.
 - (j) In the event a hurricane or tropical storm is tracking toward Sector Jacksonville, all ATON units shall keep the Sector Command Center fully informed on their actions and readiness status for post storm operations.
 - (k) The Prevention Department shall keep D7(dpw) updated as to the status of the units and any assistance necessary for post storm operations.
 - (l) After a hurricane or tropical storm has cleared the Sector Jacksonville's AOR, the Sector Command Center shall issue a Broadcast Notice to Mariners (BNTM) stating that the aids to navigation within the

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affected area are not reliable and that mariners should neither rely on these aids nor transit any waterways in the area until they are opened by the Captain of the Port (COTP).

- (m) After a hurricane or tropical storm has passed through Sector Jacksonville’s AOR and it is safe for Coast Guard assets to transit the waterways, the ANTs are to deploy and provide a post storm survey within 24 hours. The most critical waterways affecting commerce are of major concern and shall be the first to be surveyed by the ANT. These waterways include:
 - a. Port of Brunswick/St. Simon’s Sound (if requested by Sector Charleston)
 - b. St. Johns River
 - c. Port Canaveral
 - d. St. Mary’s River
 - e. In and around Blount Island.
- (n) Tributaries and the Intracoastal Waterway can be surveyed using both Station and Auxiliary resources with all reports being sent to the Sector Command Center.
- (o) When conducting surveys, it is important to document missing aids to navigation and any changes within the waterway such as shoaling, sunken vessels, barges, etc. that may alter known navigational channels. These changes are to be immediately reported to the Sector Command Center, which will initiate a BNTM with the reported information.
- (p) As Sector Jacksonville’s floating ATON assets return to their moorings, it is their responsibility to survey and, if possible, correct aid discrepancies while enroute. A list of known aid discrepancies under the responsibility of each ATON unit shall be passed to them as soon as reported so that a priority list can be compiled.
- (q) ANT Jacksonville Beach and ANT Ponce de Leon Inlet shall work closely in supporting and coordinating after action requirements to mitigate repairs to aids affected by the storm.
- (r) Upon completion of the post storm survey within a critical waterway, the surveying units will immediately notify the Sector Command Center so that the COTP can determine whether to keep the waterway closed or open it to traffic.
- (s) When all post storm surveys are completed, the Prevention Department shall determine the level of support and assistance necessary to repair, rebuild or move aids to navigation, and report this information directly to the Sector Commander and D7(dpw).
- (t) If necessary, the Sector Commander will designate that station assets be used as shuttle platforms to deliver equipment to ATON units so they are able to expedite repairs and mark missing aids.
- (u) D7(dpw) may direct units from other Sectors/Units to assist in the post hurricane processes. Upon the arrival of these units, they shall be under the control of the Prevention Department. All necessary accommodations, personnel and supply issues shall be directed to the appropriate department to ensure that TAD personnel are taken care of and are ready to support the ATON mission.
- (v) As aids are repaired and waterways are surveyed, BNTMs shall be issued stating the status of the aids and waterways that have been attended to by the ATON units.

D. **Training and Exercises** - Training and exercises have been shown to be the most effective means of mitigating the damage from heavy weather. Preparation for the hurricane season will be conducted in three key areas: *unit training, port training, and exercises.*

1. **Unit training** – Department heads shall ensure that all of their personnel are familiar with this plan. Unit training should include all active duty members, with dependents, Reservists and Auxiliarists invited to attend. At a minimum, the discussion should include the following:

- Review of responsibilities to implement the unit plan
- Personal/family preparations, self-help and survival

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- Liaison with and support of other Federal, State and local agencies in accordance with the National Response Plan, including working with Disaster Relief Agencies
 - Field Offices and Emergency Support Functions
 - Viewing films that demonstrate the destructive effects of hurricanes
 - Distribute hurricane preparation information to all members; include evacuation routes; maps showing expected flood and evacuation areas; emergency phone numbers; housing hurricane preparedness plan; appendix 9 to Annex E of D7 SOP and supplies/articles which should be taken to a shelter, etc. (See Annexes L, P and U.)
 - Brief dependents on evacuation site, provisions available at evacuation, rules and regulations of evacuation site, and possible routes to evacuation site. The Sector Commander or Deputy Commander should ensure dependents are aware that military members will be required to stand watch at evacuation site during and post hurricane.
2. Port Training - Port training will consist of a meeting with local Maritime Industry personnel to discuss port-related issues and concerns. The Coast Guard will be the lead agency for this meeting, and should actively support and encourage the participation of all key port and industry members.
 3. Exercises - Participation in the annual Seventh District HURREX is mandatory. Participation in State or local exercises is encouraged.

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CHAPTER 3 - PORT PREPAREDNESS & POST STORM ACTIONS

- A. **PURPOSE** – Chapter 3 of the Sector Jacksonville Heavy Weather Plan provides guidance to the Jacksonville, Fernandina, and Port Canaveral area maritime community, and the Coast Guard, on steps that should be taken and critical risk factors to consider before severe heavy weather affects the area. Post-storm considerations for re-opening the ports, along with survey and reporting requirements are also addressed in this chapter. This plan should be used, by all maritime interests, to prepare similar plans for individual terminals, facilities, fleets, vessels, or marine operations.
- B. **GENERAL** – The Atlantic Hurricane Season runs annually from June 1 to November 30. During this time, the entire Jacksonville COTP Zone is at significant risk from tropical cyclone activity, including tropical depressions, tropical storms, and hurricanes.

This plan is developed to ensure that the Ports of Jacksonville, Fernandina, and Canaveral have taken all practical precautions for severe weather, including the worst-case scenario; a direct hit by a Major Hurricane. Most of the preventive provisions and requirements of this Port Plan are intended to be enacted prior to the onset of *sustained* Gale Force Winds associated with tropical cyclone activity (winds and surge) *are predicted to follow*. When Gale Forces Winds are expected but hurricane conditions are not predicted to follow, the Captain of the Port (COTP) may elect not to implement all of the requirements outlined in this plan. In any case, due to the unpredictable nature of tropical cyclone activity, marine interests should plan for the worst case scenario.

- C. **USING THIS PLAN** - This chapter has the following key parts:
 - 1. **Planning Factors** – these elements should be used by the maritime community when developing heavy weather plans, ensuring full understanding of local risk factors and policies that may impact operations and preparations before, during, and after heavy weather. Refer to Planning Factors for information on local policies regarding: vessel, sorties, bridge openings, safe moorings, etc.
 - 2. **Pre-Storm Procedures** – lists specific operational restrictions and requirements imposed upon the maritime community by the COTP. Those affected include: terminals, facilities, marinas, owners, operators, agents, and Masters of vessels, etc. The “action items” checklists should be referred to whenever the COTP changes the Port Hurricane Condition.
 - 3. **Communications Plan** – describes how the COTP will communicate with the maritime community and how marine interests should contact the Coast Guard before, during, and after severe weather. The radio frequencies and other communication mechanisms outlined in this section should be incorporated into individual heavy weather plans.
 - 4. **Post-Storm Procedures** – describes facility and vessel requirements to ensure safe and secure operation once severe weather has passed. Post-storm survey and reporting requirements are listed for each segment of the commercial maritime community.
 - 5. **Lessons Learned** – several key lessons learned from the 2004 and 2005 Hurricane Seasons were incorporated into the current plan revision.

D. **PLANNING FACTORS**

- 1. **Tidal Surge And SLOSH Tables** – Most often, more damage is caused by Tidal Surge than by wind during Tropical Storms and Hurricanes. For this reason, storm surge is regarded as the greatest threat to marine interests, during severe weather. Storms approaching from the Southeast are particularly dangerous to the ports of Jacksonville, Fernandina, and Canaveral. The NWS Sea Lake and Overland Surges from Hurricanes (SLOSH) models indicate that a storm surge in excess of 20 feet is possible in downtown Jacksonville if a Category 5 storm were to make landfall just south of the entrance of the St. Johns River.

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Although many factors impact the storm surge that accompanies tropical storms and hurricanes, including height of tide and stage of the moon, the following table provides useful information for planning purposes:

Storm Category	Port of Jacksonville Entrance	Port of Fernandina Entrance	Port Canaveral Entrance
Cat 1	7.7 FT	4.6 FT	5.0 FT
Cat 2	11.2 FT	8.1 FT	6.5 FT
Cat 3	14.5 FT	11.4 FT	9.7 FT
Cat 4	18.3 FT	14.4 FT	13.0 FT
Cat 5	21.8 FT	17.6 FT	14.5 FT

Note: Based on 1998 SLOSH Model Data

2. Geographic Considerations within the COTP Jacksonville Zone – Due to the low topography of the area, the Port of Jacksonville and the Naval Station Mayport Basin are not suitable refuge for hurricanes or other tropical cyclones. The NWS SLOSH model indicates that water surges of over 21 feet can be expected in the St. Johns River near Port of Jacksonville Entrance and Naval Station Mayport Basin if a Category 5 hurricane were to strike the area.

Port Canaveral is located on the east coast of Brevard County, Florida, approximately 145 miles south of Jacksonville. Port Canaveral is not a suitable refuge for either hurricanes or tropical storms. In addition, Port Canaveral is a port of significant national interest, and every effort must be taken to minimize the damage caused by severe weather. In most cases this means that vessels or barges greater than 500 GT will not be permitted to remain anywhere within Port Canaveral.

The **Port of Fernandina** is approximately 40 miles north of Jacksonville, Florida. The NWS SLOSH model indicates that water surges of over 17 feet can be expected in the St. Mary's and Amelia Rivers near the downtown area of Fernandina Beach, if a Category 5 hurricane were to strike the area. The Port of Fernandina is not a suitable refuge for either hurricanes or tropical storms.

3. Vessel Sortie Policy – Effective June 1st, the COTP will release a Marine Safety Information Bulletin (MSIB) setting Hurricane Condition IV in the ports of Northeast and East Central Florida. Additionally, the MSIB will address the actions required by all vessels greater than 500 GT operating within the COTP Jacksonville Zone.

As discussed above, there are no safe havens within the COTP Jacksonville Zone. As a result, the risk of damage to our ports is minimized when the inventory of commercial vessels is at a minimum. Accordingly, all oceangoing vessels greater than 500 gross tons, including oceangoing tugs and barges greater than 500 gross tons, within the COTP Jacksonville Zone must follow the requirements at each Hurricane Port Condition for the port in which they are currently moored, operating within, or intending to moor. All oceangoing vessels and ocean-going tug/barge combinations over 500 GT will be required to depart the port during the approach of a tropical cyclone. Vessels desiring to remain in port during a tropical cyclone must request and receive permission from the COTP. For vessels already in port, this request must be received within 12 hours of the COTP setting Port Hurricane Condition WHISKEY. Vessels arriving after the setting of Hurricane Port Condition WHISKEY must submit a request to remain in port prior to entering the port. The request must be submitted in writing and explain the reasons why the vessel is submitting the request and must include a completed Remain in Port Request and Checklist (Annex I).

Once the COTP sets Hurricane Port Condition ZULU, no vessel, regardless of size or service, will be allowed to enter, transit, or conduct cargo operations in the COTP Jacksonville Zone without permission from the COTP.

No vessels will be allowed to remain at facilities which are within one half mile of any bridge with out special consideration by the COTP. Vessels remaining in port must have the decks clear of all missile hazards, potential pollution hazards, and flammable materials. Tank vessels must be certified gas free or empty and inerted. All persons in charge must ensure that all hatches are secured for heavy weather.

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In addition to the conditions outlined above, all vessels, regardless of size or service, in the Port of Canaveral during Hurricane Port Condition WHISKEY shall begin making preparations and safely depart the Port Canaveral Barge Canal before the setting of Hurricane Port Condition X-RAY. Once Hurricane Port Condition X-RAY has been set in the Port of Canaveral, all vessels, regardless of size or service, will **not** be allowed to anchor or moor within the Port Canaveral Barge Canal without approval from the COTP.

During Hurricane Port Condition YANKEE, **no** vessels, regardless of size or service will be allowed to transit, anchor or moor within the Port Canaveral Barge Canal.

Vessel Sortie Requirements

Port Hurricane Condition	Action Required by Commercial, Oceangoing Vessels and Barges Over 500 GT
Condition Whiskey (Alert – 72 Hrs)	Make preparations to get underway within 48 hours. Set navigation and radio watch. “Dead” vessels unable to put to sea must make written application to the COTP to remain in port (refer to Annex I). Written requests should be submitted within 12 hours of setting Port Hurricane Condition WHISKEY.
Condition X-Ray (Readiness – 48 Hrs)	All vessels, including tugs & barges and vessels on domestic voyages, are required to give COTP advanced notice of arrival. All vessels should prepare to complete cargo operations and depart port within 24 hours, or when Condition YANKEE is set. Vessels and barges unable to depart must request written permission from COTP (refer to Annex I).
Condition Yankee (Warning – 24 Hrs)	Port is closed to incoming traffic without specific written approval of COTP. All ship-to-shore cargo operations must stop within 6 hrs of setting Zulu. All vessels must put to sea unless in receipt of specific written approval of the COTP to remain in port.
Condition Zulu (Max Prep – 12 Hrs)	Port is closed to vessel movements. No ship-to-shore movement of cargo is permitted. Vessel owners and operators with COTP pre-approved mooring or anchoring plan must still notify the COTP if the vessel intends to remain in port during Hurricane Port Condition ZULU.

Note: Maritime interests should anticipate that storm movement may accelerate and periods between Port Hurricane Conditions may be less than the 24 or 12 hours indicated above.

Currently there is a pending regulation that would establish a Safety Zone or Restricted Navigation Area (RNA) upon the setting of Hurricane Port Condition Whiskey. The establishment of a Safety Zone or RNA will eliminate the need to issue Captain of the Port Orders to each vessel and preserve the ability to pursue civil penalties if needed for vessel operators who fail to exercise due diligence for heavy weather planning. Once the Notice of Proposed Rule Making (NPRM) is published, the COTP Jacksonville Zone will release another MSIB discussing the NPRM and encouraging all maritime interests to review and comment on the proposal.

- Berthing Arrangements** – Most deep draft berths in the ports of Jacksonville, Fernandina, and Canaveral are owned or controlled by Port Authorities or private terminal operators. Many have strict policies against berthing vessels during severe weather and will direct vessels to depart when Port Hurricane Condition Yankee is set. Terminal and facility owner/operators are encouraged to discuss heavy weather berthing arrangements with vessel agents and operators. Facility operators in particular need to recognize that one of the natural consequences of their decision to engage in commerce during the hurricane season, especially with tug and barge units, is that a vessel may need to remain moored at their facility before, during and after a hurricane. Normally, commercial vessels that can safely evade or ride out a storm at sea will voluntarily leave port in advance of a hurricane. Ultimate responsibility for the safety of a vessel and its crew rests with the vessel’s master and unless a thorough assessment of the situation indicates a greater level of risk to the

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safety of life in the port, the COTP will respect a master’s decision to remain in port or to seek entry into port. The COTP will not order vessels to depart a facility if doing so would unduly hazard the vessel.

5. Vessel Evacuations – The following factors should be considered when planning vessel evacuations:
- a. Bridges – When civilian evacuation of coastal areas is ordered by local emergency management authorities, the operation of bridges in the escape routes will be impacted. Typically, mandatory civilian evacuation is ordered about 18 hours prior to the arrival of sustained Gale Force Winds, when tropical storm or hurricane conditions are expected to follow. At that time, the COTP will permit all bridges to switch from “on-demand” openings to scheduled openings, once per hour. In the Jacksonville area, the schedule will stagger bridge openings to accommodate the transit of vessels up the St. Johns River (toward Green Cove Springs).

About 8 hours prior to the predicted arrival of sustained Gale Force Winds, most bridges will be locked down and will not open until after the severe weather has passed. *It is critical that vessels intending to evacuate the Ports of Jacksonville, Fernandina, or Canaveral via the St. Johns River or the Atlantic Intracoastal Waterway depart early to avoid being blocked by bridges.* In the **Port of Canaveral**, once the SR 401 Bridge has been locked down it is not possible to evacuate the port.

- b. Harbor Tugs – Masters and agents of deep draft vessels and tug/barges that require assistance during docking and transit should keep in mind that there is very limited availability of harbor tugs, particularly in the Ports of Fernandina and Canaveral. Vessels that postpone departure until the final hours of Port Hurricane Condition Yankee may find it difficult to schedule harbor tugs, and may experience delays that make it difficult to evade the storm at sea. *Plan to depart the port early, and anticipate some scheduling conflicts caused by the simultaneous departure of many deep draft vessels.*

PORT	NUMBER OF TUGS REGULARLY AVAILABLE
JACKSONVILLE	15
FERNANDINA	1
CANAVERAL	6

- c. Pilots – Pilots generally stop working when conditions at the sea buoy prevent safe transfer from ship to pilot boat, or at the on-set of sustained Gale Force Winds.
6. Lay-Up Vessels – No vessel will be permitted to enter or remain in lay-up status during the hurricane season, except as provided below. Vessels in lay-up during the off-season (1 Dec – 31 May) must depart port **no later than May 31**. Laid up vessels unable to depart before June 1 each year must obtain written permission from the COTP to remain in port. Such requests, at a minimum, shall include a lay-up plan containing specific provisions for **all categories of hurricanes**. For purposes of this policy, a vessel is considered in lay-up status if it is not operational or not undergoing repairs or contracted to commence repairs within seven (7) days. A vessel is considered operational only if it is manned, has valid certificates from the flag administration, and is prepared to conduct cargo operations or sail within 14 days of entering port.

E. **RE-OPENING PORT FACILITIES** – Re-opening port facilities, particularly CG-regulated Maritime Transportation Security Act (MTSA) facilities and Designated Waterfront Facilities (DWF) have certain implications and requirements to ensure safe and secure operation once severe weather has passed.

1. MTSA Facilities – After passage of heavy weather, MTSA facilities must 1) *re-establish security* in accordance with their facility security plan and 2) if security cannot be re-established, make a *report to the USCG*. Re-establishing security must include the restoration of power as well as on-site re-introduction of security measures. It should be incumbent on the Facility Security Officer (FSO) to report security shortfalls to the USCG Sector Command Center (SCC) at (904) 564-7511. USCG will acknowledge this notification and monitor the situation as the facility takes measures to re-establish security in accordance with their plan. Upon re-establishment of security and reduction below gale force winds, facility operators may pursue shoreside operations to include assessment, recovery, and cargo staging without waiting for full waterway restoration and opening.

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2. Re-opening Terminals and Berth Shifts – The USCG will permit on a case-by-case basis facilities/terminals to partially open to allow dock-side operation as well as internal berth shifts before the port is fully opened. Terminal operators should contact the USCG SCC.
3. Marine Transportation System Recovery – Coast Guard Sector Jacksonville will conduct and lead the local port community in Marine Transportation System (MTS) Recovery operations using existing Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC), and Federal On Scene Coordinator (FOSC), authorities. Any response to an incident affecting the marine transportation system will be conducted following the guidance contained in the National Response Framework and use the principles of the National Incident Management System (NIMS). Coast Guard Sector Jacksonville will conduct recovery operations utilizing Sector Jacksonville’s MTS Recovery Plan in conjunction with the Northeast and Eastern Central Florida Area Maritime Security Plan and/or Port Heavy Weather Plan for Northeast and Eastern Central Florida.

This will include the establishment of a Marine Transportation System Recovery Unit (MTRU) within the Incident Command/Unified Command incident response structure.

4. Marine Transportation System Recovery Unit (MTRU) - Disruptions to the MTS can have significant adverse impact on the economy of the United States. Therefore, it is imperative that the Coast Guard be prepared to respond to any such disruptions by ensuring the rapid recovery of the MTS.

Much of the information needed to understand the MTS resides within local port industries and other federal, state, and local government agencies. In the event that there is a major disruption of the MTS within the COTP Jacksonville Area of Responsibility, the COTP Sector Jacksonville will utilize the Incident Command System (ICS) and establish the MTRU within the Planning Section of the Incident Command/Unified Command (IC/UC) organization. Responsibilities of the MTRU will include tracking and reporting the status of the MTS, understanding recovery pathways, recommending courses of action, providing MTS stakeholders with an avenue of input to the local response organization, and recommend recovery priorities to the IC/UC. Because much of the local MTS knowledge resides with the Coast Guard’s local port industry partners, it is critical that stakeholder representatives augment Coast Guard personnel within the MTRU. Primary consideration will be given to representatives from the Army Corps of Engineers, the Environmental Protection Agency, the Navy Supervisor of Salvage, Port Authorities, Pilot Associations, and major port industry and facility stakeholders.

To help ensure rapid recovery of the MTS following a transportation incident, Commander US Coast Guard Atlantic Area has established 22 Essential Elements of Information (EIs). The COTP Coast Guard Jacksonville Zone EIs (Annex X) will be used to ensure baseline information is readily available during a MTS Recovery operation. These will enable the MTRU to quickly determine the status of the MTS and provide the MTRU with the necessary information to develop recovery priorities and recommendations for the IC/UC.

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POST-STORM REPORTING REQUIREMENTS	
Who	What
Terminal and Facility Owner/Operators	<ol style="list-style-type: none"> 1. Survey facilities listed in Annex F and report any damage, pollution, or unsafe conditions. Secure damaged areas. 2. Re-establish security operations. 3. If shoaling is suspected, ensure soundings are taken and report results. 4. Account for all vessels and barges moored at the facility prior to the storm. Report status to COTP. 5. Make a recommendation to the COTP regarding the operational status of your facility. 6. Use the form in Annex Q to report.
Barge and Barge Fleet Managers	<ol style="list-style-type: none"> 1. Survey the barges or barge fleets. Account of all barges moored prior to the storm. Use the form in Annex Q to report the status of your barges, including any damage, pollution or unsafe conditions.
Dredge Operators	<ol style="list-style-type: none"> 1. Survey all dredge equipment. Use the form in Annex Q to report status to the COTP. Assess availability of emergency dredge equipment.
Pilots	<ol style="list-style-type: none"> 1. Make a recommendation to COTP regarding the status of the main channels, the need for extensive surveys, and the timeline for re-opening the port. 2. Re-stage assets for support of post storm assessment.
Harbor Tug Companies	<ol style="list-style-type: none"> 1. Survey all tugs and facilities. Use the form in Annex Q to report and damage, pollution, or unsafe conditions. Make a recommendation to the COTP regarding the availability of tugs. 2. Re-stage assets for support of post storm assessment.
Masters, Agents, Operators of All Commercial Vessels Remaining In Port	<ol style="list-style-type: none"> 1. Survey vessels and mooring facilities. Use the form in Annex Q to report any damage, pollution or unsafe condition. 2. Make a specific recommendation to the COTP regarding the operational status of each vessel. 3. Make any requests for shifting berths, deadship movements, or vessel departures as soon as possible. 4. Plan for resumption of operations.
COTP Jacksonville	<ol style="list-style-type: none"> 1. Collect and analyze facility and vessel status reports. Distill and formulate recommendations. 2. Cancel ZULU and set necessary restrictions.

F. **PRE STORM PROCEDURES** – This section outlines the actions to be taken by maritime interests and the operational restrictions imposed by the COTP for each Port Hurricane Condition. The operational restrictions and required actions listed here are intended for the worst case; when Gale Forces Winds are predicted *and Tropical Cyclone Activity is* expected to follow. In cases when less severe weather is expected, the COTP may choose lesser requirements and operational restrictions. These will be communicated to the maritime community in accordance with the Communications Plan provided in this Chapter.

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CONDITION: Port Hurricane Condition 5 (Page 1 of 1)		Set: Seasonally, 1 Dec – 31 May	
Description: “Stand-down” – review and update plans. Incorporate lessons learned from previous hurricane season.			
Action Items			
Who	What	When	Notes
All maritime interests	<ol style="list-style-type: none"> Review and update hurricane plans Make recommendation to COTP for changes to this plan. 	By 1 June	<ol style="list-style-type: none"> In Jacksonville, the Port Hurricane Meeting will typically be held in conjunction with the regularly scheduled Harbor Safety Committee meeting.
Vessel and Barge operators or agents	<ol style="list-style-type: none"> Submit Hurricane Plans for lay-up vessels and barge fleets that will be unable to depart the port when severe weather threatens. 	By 1 June	<ol style="list-style-type: none"> See Planning Factors for Lay-up vessels.

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CONDITION: Port Hurricane Condition 4 (Page 1 of 1)		Set: Seasonally, 1 Jun – 30 Nov	
Description: “Alert” – Ensure all preparations are complete to implement Heavy Weather Plans			
Action Items			
Who	What	When	Notes
All maritime interests	1. Attend Port Hurricane Meeting to review COTP Policy and requirements, and discuss any other topics of concern.	As Scheduled by COTP, prior to 15 June	1. In Jacksonville, the Port Hurricane Meeting will typically be held in conjunction with the regularly scheduled Harbor Safety Committee meeting.
Terminal Owner / Operator	1. Ensure all required equipment is on hand and operational. 2. Confirm contracts and agreements. 3. Conduct tests of emergency systems, including communications and power systems. 4. Provide COTP with updated list of all vessels and barges over 500 GT moored at the facility for more than 30 days.	By 15 June	
Vessel and Barge operators	1. Review Vessel Sortie Policy. 2. Confirm contracts and agreements. 3. Ensure storm moorings are in place or on hand for vessels or fleets with COTP permission to remain in port during severe weather. 4. Provide COTP with updated list of the number and size of barges and vessels over 500 GT that have been granted permission to remain in port.	By 15 June	1. Plans for barge fleets and lay-up vessels that are unable to depart the port must be submitted to the COTP for approval prior to setting Port Hurricane Condition 4. 2. See Planning Factors for Lay-Up vessels.
Navigational Support: Pilots, Tugs, ACOE	1. Review plans 2. Attend seasonal meeting		
Harbor Safety Committee	1. Review plans 2. Host seasonal meeting 3. Update contacts for Hurricane Advisory Information		

CONDITION: Port Hurricane Condition Whiskey (Page 1 of 2)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 72 hours.	
Description: “Alert” – Prepare to implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes

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All maritime interests	<ol style="list-style-type: none"> Attend Port Hurricane Meeting to review COTP Policy and requirements, and discuss any other topics of concern specific to this storm. Review the requirements for Port Hurricane Condition X-Ray. 	As scheduled by COTP	<ol style="list-style-type: none"> Harbor Safety Committee meeting (face-to-face or via conference call) will be held for Jacksonville/Fernandina and one for Port Canaveral.
Terminal Owner	<ol style="list-style-type: none"> Ensure the open areas of docks, wharves and piers are cleared of all missile hazards. Notify the COTP of any labeled dangerous cargo which must remain in open areas. Ensure drums are banded on pallets not more than two tiers high, or laid horizontally with secure dunnage. Notify COTP of any vessels or barges (over 500 GT) at the facility that may not be able to get underway within 48 Hours (request COTP issue orders to vessels suspected of not taking appropriate action). Coordinate approval of Cargo Operations Plan for vessels expecting to conduct cargo operations during Condition Yankee. 	Within 12 hours of setting Port Hurricane Condition WHISKEY	<ol style="list-style-type: none"> Hazardous materials should be removed from areas prone to flooding. Cargo Operations Plan details completion of cargo operations within Condition Yankee, at least six hours prior to anticipated setting of Condition Zulu.
Terminal Tenant	<ol style="list-style-type: none"> Notify the COTP of any labeled dangerous cargo that must remain in open areas. Notify COTP of any vessels or barges (over 500 GT) at the facility that may not be able to get underway within 48 hours. 	Within 12 hours of setting Port Hurricane Condition WHISKEY	
Vessel and Barge (Over 500 GT) operators, agents, or Masters	<ol style="list-style-type: none"> Make preparations to get underway, including setting navigational watch & maintaining listening watch on channel 16 VHF FM. Ships and barges over 500 GT unable to get underway within 48 hours or desiring to remain in port during the storm must request permission, in writing, from the COTP. Ships and barges that have prior COTP approval to lay-up must update their status with the COTP and implement their Hurricane Plans. Review scheduled arrivals and departures to identify potential needs for assistance or possible deviations from COTP Policy. Tugs and barges must have established plan. Submit Cargo Operations Plan for vessels expecting to conduct cargo operations during Condition Yankee to Terminal Owner for approval. 	Within 12 hours of setting Port Hurricane Condition WHISKEY	<ol style="list-style-type: none"> See Annex I for guidance on requesting permission to remain in port. All practicable and reasonable measures must be taken to ensure vessel stability (ballasting, shifting of cargo, securing hatches) Once Port Hurricane Condition X-Ray is set ALL Ships and Barges over 500 GT will be required to make notice of arrival to the COTP. Cargo Operations Plan indicates amount of cargo to be handled, time to complete operation, and certification from vessel that proposed completion time is adequate for securing vessel, getting underway and taking adequate storm evasion actions.

Navigational Support: Pilots, Tugs, ACOE Dredge Operators	<ol style="list-style-type: none"> 1. Confirm contracts and agreements. 2. Notify Sector Command Center (SCC) of current position and intentions via CH. 16 or (904) 564-7511. 	Prior to setting Port Hurricane Condition X-Ray	<ol style="list-style-type: none"> 1. Dredges will be required to clear the channel and seek refuge once Port Hurricane Condition X-Ray is set.
Small Craft & Recreational Boaters	<ol style="list-style-type: none"> 1. Take early action to evacuate to port. Vessels that can be, should be hauled and trailered. 	Prior to setting Port Hurricane Condition X-Ray	<ol style="list-style-type: none"> 1. The St. Johns river and the AICW are not safe havens for small craft. 2. Evacuation of small craft will become more difficult as the storm approaches. Early action is best. See Planning Factors for Bridges.

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CONDITION: Port Hurricane Condition X-Ray (Condition 3) (Page 1 of 2)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 48 hours.	
Description: Readiness – Implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
All maritime interests	<ol style="list-style-type: none"> 1. Prepare to terminate all ship-to-shore operations within 24 hours. 2. Anticipate that the storm may accelerate, and that Port Hurricane Condition Yankee may be set in less than 24 hours. 3. Review the requirements for Port Hurricane Condition Yankee. 		<ol style="list-style-type: none"> 1. See Planning Factors for Vessel Evacuations.
Terminal & Facility Owner/Operators	<ol style="list-style-type: none"> 1. Finalize authorizations for remaining at dock. 2. Ensure COTP Orders are issued to recalcitrants. 3. Make preparations to complete cargo operations during Condition Yankee, 6 hrs ahead of Zulu. 4. Secure missile hazards and hazardous cargo or supplies. Reduce container and pallet stacks to one high where possible. 5. Lay-up vessels must be singled-up. 6. Report any unusual or unsafe conditions to SCC at (904) 564-7511. 	Prior to setting Port Hurricane Condition Yankee	
Vessel and Barge (Over 500 GT) operators, agents, or Masters	<ol style="list-style-type: none"> 1. Make preparations to get underway. Ensure all required stores are aboard. Begin vessel evacuation as required for slow moving vessels. 2. Finalize remain in port agreement with facility and COTP. Ships and barges with permission to remain in port must secure for heavy weather in accordance with the plan approved by the COTP. Notify SCC at (904) 564-7511 when complete. 3. Make preparations to complete cargo operations during Condition Yankee, 6 hrs ahead of Zulu. 	Prior to setting Port Hurricane Condition Yankee	<ol style="list-style-type: none"> 1. All tank barges granted permission to remain in port will be required to empty all cargo tanks and ballast down. 2. Lay-up vessels and ships granted permission to remain in port must be manned with sufficient crew to adjust lines.
Operators of Inland Vessels and Vessels Less Than 500 GT	<ol style="list-style-type: none"> 1. Make preparations to evacuate to sheltered water. Notify SCC of intentions at (904) 564-7511. 	Prior to setting Port Hurricane Cond. Yankee	<ol style="list-style-type: none"> 1. See Planning Factors for Vessel Evacuations.

CONDITION: Port Hurricane Condition X-Ray (Condition 3) (Page 2 of 2)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 48 hours.	
Description: Readiness – Implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
Barges and Barge Fleets	<ol style="list-style-type: none"> 1. Barge fleets moored at facilities should be reduced as much as possible and singled-up. 2. Fleets must be secured in accordance with the Hurricane Plan approved by the COTP. Notify ICC when complete at (904) 564-7511 or via VHF 16. 3. Barge fleets not moored at facilities must be relocated away from the highest risk areas. 4. All barges remaining in port must be emptied of all cargo. Tank barges are required to report to the COTP when cargo operations are complete. 5. All barges should consider ballasting down for maximum stability. 	Prior to setting Port Hurricane Condition Yankee	<ol style="list-style-type: none"> 1. Barges will not be permitted to remain at any facility in Port Canaveral. 2. In Jacksonville, barges should be relocated at least one mile upstream of the Buckman Bridge on the St. Johns River. In Fernandina, barges should be secured no closer than ½ mile from any bridge. In Port Canaveral, barges should be secured in the Indian River. See Planning Factors for Vessel Evacuations.
Agents, Ship & Tug Operators	<ol style="list-style-type: none"> 1. Make notice of arrival to the COTP for <u>all</u> ships, tugs & barges over 500 GT. 2. Divert inbound vessels that may not be able to depart port and evade the storm within 24 hrs. 3. Anticipate that the port will be closed to incoming vessel within 24 hours. 	<ol style="list-style-type: none"> 1. At least 24 hrs prior to arrival. 2. Prior to setting Port Hurricane Condition Yankee 	<ol style="list-style-type: none"> 1. See Planning Factors for Vessel Evacuations.
Dredge Operators	<ol style="list-style-type: none"> 1. Remove all equipment from the waterway and seek sheltered moorings. Notify COTP when Complete. 	Prior to setting Port Hurricane Condition Yankee	<ol style="list-style-type: none"> 1. Dredge equipment may be moored no closer than ½ mile from any bridge. See Planning Factors for Vessel Evacuations.

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CONDITION: Port Hurricane Condition Yankee (Condition 2) (Page 1 of 2)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 24 hours.	
Description: Warning – Commerce stops, all operations are to prepare the port for severe weather.			
Action Items			
Who	What	When	Notes
All maritime interests	<ol style="list-style-type: none"> 1. “Normal” port operations are terminated. All effort is directed toward preparing the port for severe weather. 2. Anticipate that the COTP will enact a safety zone prohibiting all vessel and ship-to-shore facility operation within 12 hours. 3. Anticipate that the storm may accelerate, and that Port Hurricane Condition Zulu may be set in less than 12 hours. 4. Review the requirements for Port Hurricane Condition Zulu. 	<p>Upon the setting of Port Hurricane Condition Yankee</p>	<ol style="list-style-type: none"> 1. The requirements for Port Hurricane Condition Yankee may be modified in cases where gale forces winds are predicted but hurricane conditions are not expected to follow.
Terminal & Facility Owner/Operators	<ol style="list-style-type: none"> 1. No new arrivals or new starts for cargo operations. 2. Complete all ship-to-shore cargo operations 6 hrs prior to setting Zulu. Secure all cargo handling equipment. 3. Minimize cargo on the facility. 4. Bulk liquid terminals will ensure that all transfer hoses and loading arms are drained, flanged, & secured. Valves on transfer piping leading to pier and waterfront areas must be secured in the closed position. 5. Make final survey of the facility to ensure all missile hazards and hazardous materials are secured. Report to SCC at (904) 564-7511 when complete. 	<p>1. Upon the setting of Port Hurricane Condition Yankee</p> <p>Prior to setting Port Hurricane Condition Zulu</p>	<ol style="list-style-type: none"> 1. Shore-side storage tanks at bulk liquid facilities should be loaded to withstand maximum winds and storm surge. 2. The report to the COTP should contain a list of all vessels and barges (of any size) moored at the facility and a phone number or frequency for a point of contact during and after the storm.

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CONDITION: Port Hurricane Condition Yankee (Condition 2) (Page 2 of 2)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 24 hours.	
Description: Warning – Commerce stops, all operations are to prepare the port for severe weather.			
Action Items			
Who	What	When	Notes
Vessel and Barge (Over 500 GT) operators, agents, or Masters	<ol style="list-style-type: none"> 1. Complete/secure all ship-to-shore cargo operations 6 hrs prior to setting Zulu. 2. Vessels without specific written approval from the COTP to remain in port must put to sea. 3. Ships and barges with COTP approval to remain in port must ensure all provisions of the approved mooring plan are in place. Report to SCC when complete at (904) 564-7511 or via VHF 16. 	Upon the setting of Port Hurricane Condition Yankee	1. Report to SCC should include verification that measures outlined in the approved mooring plan have been enacted, and a phone number or radio frequency for a point of contact.
Operators of Inland Vessels and Vessels Less Than 500 GT	<ol style="list-style-type: none"> 1. Evacuate to sheltered water. Notify SCC when complete at (904) 564-7511. 	Upon the setting of Port Hurricane Condition Yankee	1. See Planning Factors for Vessel Evacuations.
Barges and Barge Fleets	<ol style="list-style-type: none"> 1. Report barge and fleet status to SCC at (904) 564-7511. 	Prior to setting Port Hurricane Condition Zulu	1. Report to COTP should include a phone number or radio frequency for a point of contact during and after the storm.
Agents, Ship & Tug Operators	<ol style="list-style-type: none"> 1. Report any delays in implementing SCC requirements or anticipated problems at (904) 564-7511. 	Prior to setting Port Hurricane Condition Zulu	1. Report to COTP should include a phone number or radio frequency for a point of contact during and after the storm.
Dredge Operators	<ol style="list-style-type: none"> 1. Report status and location of all dredge equipment to SCC at (904) 564-7511. 	Prior to setting Port Hurricane Condition Zulu	1. Report to COTP should include a phone number or radio frequency for a point of contact during and after the storm.

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CONDITION: Port Hurricane Condition Zulu (Condition 1) (Page 1 of 1)		Set: Sustained Gale Force winds from a hurricane force storm are predicted within 12 hours.	
Description: Maximum Preparedness – Final preparation and verification that all requirements are met.			
Action Items			
Who	What	When	Notes
All maritime interests	<ol style="list-style-type: none"> 1. Make final preparations for severe weather. Ensure all operations and equipment are secure. 2. Anticipate that the storm may accelerate or slow down, and that Port Hurricane Condition Zulu will be in effect until cancelled by the COTP after passage of the storm. 3. Review the requirements for Post-Storm Procedures. 	Upon the setting of Port Hurricane Condition Zulu	1. The COTP will establish a safety zone for the ports of Jacksonville, Fernandina, and Canaveral that prohibits any commercial vessel transits or port facility operations without specific written approval of the COTP. This safety zone will remain in effect until specifically lifted by the COTP.
Terminal & Facility Owner/Operators	<ol style="list-style-type: none"> 1. All departing vessels gone. 2. Complete docking pre-arranged vessels and secure 3. Finalize security of cargo and evacuate facility. 4. Curtail/complete shoreside operations as safety dictates. 	Upon the setting of Port Hurricane Condition Zulu	
Operators of all vessels and barges remaining in port	<ol style="list-style-type: none"> 1. Vessel operations without express permission of COTP are prohibited. 2. Ensure that mooring are secured and checked/adjusted as necessary. Report any unusual condition or damage to the SCC as soon as possible at (904) 564-7511 or VHF 16. 	Upon the setting of Port Hurricane Condition Zulu	
Navigational Support: Pilots, Tugs, ACOE Dredge Operators	<ol style="list-style-type: none"> 1. Complete final in port vessel shifts. 2. Report intended storm lay-up to COTP 3. Secure. 	Upon the setting of Port Hurricane Condition Zulu	

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G. COMMUNICATIONS PLAN

Method	How Transmitted	When Used	Notes
Marine Safety Information Broadcast (MSIB)	Telefax, E-mail, Internet, Home-Port Advance Warning System (AWS)	When Port Hurricane Conditions change, as needed to update status and announce meetings.	
Broadcast Notice To Mariners (BNTM)	VHF FM CH 22.	When Port Hurricane Conditions change, when safety zones are enforced.	
Landline SCC MSD PORT CANAVERAL USCG STATION PORT CANAVERAL	(904) 564-7511 (321) 784-6780 (321) 868-4200	To make request, reports or inquires to the Coast Guard.	
Telefax SCC MSD PORT CANAVERAL USCG STATION PORT CANAVERAL	(904) 564-7519 (321) 784-6794 (321) 868-4200	To make request, reports or inquires to the Coast Guard.	
E-Mail	NEFLICCwatchstander@uscg.mil	To make request, reports or inquires to the Coast Guard.	
VHF FM	CH 16	To make request, reports or inquires to the Coast Guard.	

- Note: (1) To be added to the fax broadcast list send e-mail to NEFLICCwatchstander@uscg.mil with the fax number and point of contact. Please ensure only one number and POC per company or agency.
- (2) To be added to the e-mail distribution list send e-mail to NEFLICCwatchstander@uscg.mil with the e-mail address and point of contact. Please ensure only one e-mail address and POC per company or agency. Web address is www.uscg.mil/d7/sectorjacksonville/.
- (3) VHF FM channel 16 is monitored by Coast Guard Sector Jacksonville. Broadcasts are made by Coast Guard Sector Jacksonville on VHF FM channel 22.
- (4) When Port Hurricane Condition X-Ray is set the COTP will issue a detailed Communications Plan with landline and cellular phone number for the Coast Guard Command Post. This Communications plan will be issued as an MSIB.
- (5) When Port Hurricane Condition Zulu is set, the Coast Guard Command Post will likely relocate to the Emergency Operations Centers in Duval and Brevard County. A listing of phone numbers and frequencies will be issued via MSIB at that time.
- (6) E-mail may not be available once Port Hurricane Condition Zulu is set.

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CHAPTER 4 – UNIT POST-STORM OPERATIONS

A. **Purpose** - The focus of post-storm operations is to:

- Return the unit and ports to operational status.
- Ensure all Sector members (active duty, Reserve, and dependents) have adequate, safe shelter, food, and water.
- Coordinate efforts with other local Coast Guard units to save lives and prevent further damage to property.
- Upon request, render assistance to local authorities to save lives and prevent further damage to property.

Annex B contains a detailed checklist of assignment-specific post-storm tasks.

B. **General** - Post hurricane response efforts focus on port, unit, and dependant restoration, with the primary focus on re-opening the port expeditiously to facilitate commerce. After a storm, Sector Jacksonville/other CG units shall resume CONDITION 5 after hurricane passage. A message to D7(drmc) will be sent if transmission capabilities permit. A sample message is contained in Common Folders and Annex D.

For long-range restoration, recovery efforts will be coordinated with State and local agencies, and in the event of major damage to the region, through activation of the National Response Plan (NRP). An evaluation of the necessity of outside assistance should be made and communicated to D7(drmc) as soon as possible.

C. **Concept of Operations** - Post-Hurricane disaster response and restoration operations should be conducted in accordance with the following priority list as per CCGDSEVEN SOP:

- **Priority 1:** Continue essential assigned missions and assure internal security of the unit, including safety of dependents.
- **Priority 2:** Provide other military commands assistance as required to allow them to execute their assigned missions.
- **Priority 3:** Provide nonmilitary federal agencies whatever off-station assistance is required to protect the interests and property of the United States Government.
- **Priority 4:** Provide aid to civil authorities in the event the established civilian agencies are overwhelmed.
- **Priority 5:** In cases of domestic disturbance, take action in accordance with the Coast Guard Civil Disturbance Support Plan (COGARD-Garden Plot), COMDTINST M3010.14.

During Post-Storm damage assessment and operations, the Sector will use the same Incident Command Structure as was used in storm preparations as described in Chapter 2. This system will expand if the post-storm operation swells as additional personnel are inserted into the response. If a major environmental clean up effort is required, the command structure can be easily converted into the spill response WQSB as described in the Sector Jacksonville Area Contingency Plan.

D. **National Interest Areas and Prioritized Operational Period Objectives** - Pre-identified objectives for reopening the ports in Northeast and Eastern Central Florida have been developed to meet each of the six national interest areas identified in the Best Response concept developed by COMDT (G-MOR): Safety of Life/Human Health; Protection of the Natural Environment; Restoration of Waterway Services for National Defense/Commerce; Communications with Citizens; Stakeholder Support; and Response Organization. The following table prioritizes response objectives for national interest areas:

Priorities for re-opening the waterways in Northeast and Eastern Central Florida

Objectives: National Interest Areas (not prioritized)			
Operational Period-Specific Objectives (prioritized) /Current Operational Period (✓)			
1) Safety of Life / Human Health			
	Objective	Priority	Description
✓	Support Sector Jacksonville SAR posture.	High	SAR is highest overall priority.
✓	Ensure bridges were not damaged during the storm.	High	Coordinate reopening to vehicular traffic.

✓	Minimize small boat SAR risk.	High	Coordinate reopening waterway to small boats.
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2) **Protection of the Natural Environment**

	Objective	Priority	Description
✓	Identify ongoing pollution incidents in Jacksonville & Fernandina.	High	Not limited to commercial shipping routes.
✓	Identify ongoing pollution incidents in Port Canaveral & Ponce.	High	Not limited to commercial shipping routes.
✓	Identify ongoing pollution incidents in refuge areas & St. Augustine.	Medium	Green Cove Springs, Palatka, ICW.

3) **Restoration of Waterway Services for Commerce and National Defense**

	Objective	Priority	Description
✓	Reopen ocean access to King's Bay Naval Sub Base.	High	St. Mary's River Seabuoy entrance to King's Bay.
✓	Reopen ocean access to NS Mayport, USMC Base Blount Island, and Jacksonville Northside Generating Plant docks.	High	St. Johns River Seabuoy entrance to Blount Island.
✓	Reopen ocean access to the Naval Ordinance Testing Unit and tankship docks in Port Canaveral.	High	Canaveral Inlet to Middle Basin and South Bank Oil Docks.
	Restore ocean access to the Jacksonville oil terminal docks and dry cargo docks.	High	St. Johns River from Blount Island to Mathews Bridge.
	Restore ocean access to Port Canaveral Cruise Ship docks and dry cargo docks.	High	Canaveral middle basin to Cruise Ship basin.
	Restore ocean access to Fernandina commercial docks.	Medium	St. Mary's River to Nassau Terminal.
	Restore ocean access to Ponce Inlet passenger vessels.	Medium	Seabuoy, Ponce Inlet Channel, and ICW to the gaming vessel docks.
	Restore exit route for commercial vessels that took refuge from the storm on the St. Johns River.	Low	Mathews Bridge to Green Cove Springs.
	Restore exit route for commercial vessels that took refuge from the storm on the Banana and Indian Rivers.	Low	Canaveral Barge Canal & ICW in the immediate vicinity of the barge canal.
	Restore inshore access from Jacksonville to Fernandina.	Low	ICW St. Johns River to St. Mary's R.
	Restore access to the port of Sanford.	Low	Green Cove Springs to Sanford.
	Restore inshore access from Jacksonville to Port Canaveral.	Low	ICW St. Johns River to Port Canaveral.

4) **Communication with Citizens**

	Objective	Priority	Description
✓	Manage expectations about port reopening timeframes & CG response.	High	
✓	Manage citizen awareness of SAR posture and recreational boating closures.	High	

5) **Stakeholder Support**

	Objective	Priority	Description
✓	Assure County and State Emergency managers understand port reopening timeframes and require steps to accomplish.	High	
✓	Provide near-real time reconnaissance/ photos/ transportation to cooperating agencies and stakeholder high officials.	Medium	

6) **Response Organization**

	Objective	Priority	Description
✓	Establish reconstitution point and verify status of CG personnel / dependents.	High	
✓	Relieve MSD Port Canaveral Operations.	High	

E. **Post-Storm Surveys and Operations** – Following the passage of a storm for which Port Hurricane Condition Zulu was set, the Ports of Jacksonville, Fernandina, and Canaveral will remain closed and a COTP Safety Zone will remain in effect until specifically lifted by the COTP. After a direct hit or near miss by a hurricane, it is likely that the port will remain closed while damage surveys are conducted and channels are cleared. It is also likely that some waterways will remain closed until the proper operation of bridges can be assured. If shoaling or other blockage is suspected, deep draft channels will be surveyed before they are re-opened. In addition, normal port operations cannot be restored until communications and power systems are fully operational.

As soon as possible after the passage of a storm, the Coast Guard may deploy pre-staged personnel to team with other federal, state and local agencies, also including industry, the U.S. Navy, and local Pilots Associations to determine the extent of damage to the port infrastructure and critical aids to navigation (ATON). Maritime interests can assist the COTP in re-opening the port as quickly and safely as possible. Although critical ATON may be in place following the departure of severe heavy weather, extenuating circumstances may prevent the COTP from re-opening the port to vessel movement.

1. **Critical ATON** – Navigation aids may become damaged during periods of severe heavy weather. Even upon re-opening a waterway, port pilots may not bring vessels into port if critical navigation ranges/buoys are damaged or destroyed. Pilots and other expert mariners have often reported that the extinguishment or damage of fixed navigational ranges is the primary ATON discrepancy that would inhibit safe vessel operation. Buoys and day boards outside the port are not as critical to opening the port as are navigation ranges. While floating ATON generally provide assistance to mariners when navigating the channels, they are not to be relied upon for their designated position, especially after sustained heavy weather.

Fernandina Priority ATON – Using NOAA Chart 11503, the following ATON were determined to be the most critical for piloting vessels into Fernandina:

- (a) St. Mary’s Entrance Ranges. Ranges allow for center of the channel navigation. The entrance comprises approximately 50% of the transit into port.
- (b) Buoys 16 and 17 of the St. Mary’s Entrance Channel. These buoys are just outside of the end of the jetties. Movement of these buoys could possibly indicate shoaling in the entrance channel.
- (c) Buoys 2, 4, 6, and 8 in the Amelia River. After being brought in using the ranges, the turn to the south orients towards Fernandina. These buoys keep mariners off the river’s west bank, in the vicinity of shallower water.

Jacksonville Priority ATON - Using NOAA Chart 11491, the following ATON were determined to be the most critical for piloting vessels into Jacksonville:

- (a) Buoys 3, 4, 5, and 6. These buoys mark the entrance channel.
- (b) St. Johns Bar Cut Range. This range allows mariners to stay in the center of the channel until it the first bend in the river, Pilot Town Cut.
- (c) Buoys 18, 20, 22, and 24. These buoys direct traffic around Mile Point.
- (d) Buoys 58 and 59. These buoys guard against the shoal water off Drummond Point and position the vessel in the channel after coming out of a turn.
- (e) Buoys 63-71 (both sides of the channel). These buoys are critical as they mark a narrow part of the St. Johns River. Additionally, navigation in this part of the river is affected by the outflow of Trout River.
- (f) Trout River Cut Range. This range is used during outbound transits in coordination with buoys 63-71.

Canaveral Priority ATON - Using NOAA Chart 11478, the following ATON were determined to be the most critical for piloting vessels into Canaveral:

- (a) The following buoys listed by order of importance; 4, 9, 10, 12, 11, 13, 15, 19, 18, 20, 13A, 14A, 16, 7, 8, 5, 6, and 3.
- (b) Approach Range.
- (c) Entrance Range.
- (d) East Basin Entrance Range.
- (e) Beacon # 14.

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2. **Bottom Surveys** – During heavy weather shoaling may occur in port channels, making passage of deeper draft vessels dangerous, if not impossible. The USCG has no organic capability to perform bottom surveys other than with depth sounders which are, in general, insufficient to guarantee channel integrity.
 - (a) **PRIORITY** – The National Oceanographic and Atmospheric Administration (NOAA) maintains two Navigational Response Teams (NRTs) in the southeast that are available to respond to emergency navigation issues, particularly channel shoaling. The closest team is staged in Palatka, FL and can be made available, free of charge, upon request by the COTP. POC – LCDR Todd Haupt of the NOAA Atlantic Regional Office in Charleston, SC (843) 740-1178 (office) or (843) 834-4105 (cell) for activation.
 - (b) **PRIORITY** – The Army Corps of Engineers (USACE) has a capability to perform an immediate 3-line crosshatch bottom survey after passage of storms. POC – Mr. Brian Brodehel (904) 232-3600 for activation. This process must take place prior to USACE emergency dredging operations.
3. **Emergency Dredging** – The USACE has the authority to conduct emergency dredging operations after the passage of damaging heavy weather, where emergency dredging is defined as the need to rectify severe shoaling that blocks entry or exit of ships in port. The main criterion to initiate emergency dredging operations is a site bottom survey. Priorities for reopening the waterways in Northeast and Eastern Central Florida should be in accordance with the following table:

Priorities for reopening the waterways in Northeast and Eastern Central Florida

Objective	Priority	Description
Reopen ocean access to King's Bay Naval Sub Base.	High	St. Mary's River Seabuoy entrance to King's Bay
Reopen ocean access to Naval Station Mayport, Marine Corp Base Blount Island, and Jacksonville Northside Generating Plant docks.	High	St. Johns River Seabuoy entrance to Blount Island
Reopen ocean access to the Naval Ordnance Testing Unit and tankship docks in Port Canaveral.	High	Canaveral Inlet to Middle Basin and South Bank Oil Docks.
Restore ocean access to the Jacksonville oil terminal docks and dry cargo docks.	High	St. Johns River from Blount Island to Mathews Bridge
Restore ocean access to Port Canaveral Cruise Ship docks and dry cargo docks.	High	Canaveral middle basin to Cruise Ship basin.
Restore ocean access to Fernandina commercial docks.	Medium	St. Mary's River to Nassau Terminal
Restore ocean access to Ponce Inlet passenger vessels.	Medium	Seabuoy, Ponce Inlet Channel, and ICW to the gaming vessel docks.
Restore exit route for commercial vessels that took refuge from the storm on the St. Johns River.	Low	Mathews Bridge to Green Cove Springs
Restore exit route for commercial vessels that took refuge from the storm on the Banana and Indian Rivers.	Low	Canaveral Barge Canal and ICW in the immediate vicinity of the barge canal.
Restore inshore access from Jacksonville to Fernandina	Low	ICW St. Johns River to St. Mary's River
Restore access to the port of Sanford.	Low	Green Cove Springs to Sanford.
Restore inshore access from Jacksonville to Port Canaveral	Low	ICW St. Johns River to Port Canaveral

4. **Additional Considerations** - Return of dependents. The orderly return of dependents shall be conducted in accordance with federal, state and local authorities. After the storm passes, dependents should:
 - Listen to emergency radio broadcasts and follow the instructions of Emergency Services officials.
 - Heed the instructions of county and law enforcement officials regarding areas that have been closed and those which residents may reenter.
 - Be patient. Access to homes will be controlled; security operations will require identification before entry into evacuated neighborhoods is authorized (i.e. driver's license, recent utility bill, etc.)
 - Don't go sightseeing. You may be seen as a looter.
 - Avoid driving. Keep the roads open for emergency and response vehicles.
 - Postpone attempting to contact Sector personnel as long as possible. When local communications services are available, dependents may attempt to make telephone contact, realizing that phone lines may be extremely busy.

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ANNEX A

Sector Jacksonville Hurricane Condition Checklists

Condition V

Dept.	Actions Required	Completed	Notes
Logistics	Specify leave & liberty policy for all conditions.		
	Hold all hands training, distribute map of evacuation routes, and designate Valdosta, GA as Sector Jacksonville's shelter.		
	Conduct training for BDOs on the Heavy Weather Plan and required actions in the event of implementation.		
	Direct Command YN to submit a current recall list (address, phone & pager numbers) of all SecJax personnel, including civilians and reserves.		
	Ensure all coxswains have Citibank Travel Cards.		
	Ensure sufficient number of travel checks on hand.		
	Coordinate evacuation site with unit housing officers.		
	Confirm active duty/dependent evacuation procedures with D7.		
	Identify sources of supply for box truck rentals.		
	Identify sources of supply for additional cell phones.		
	Review plans to secure tanks, fuel farm and hazardous materials.		
	Inspect buildings and surrounding areas for potential sources of danger.		
	Check condition and operation of emergency generators weekly. Fuel generators to capacity.		
	Ensure fuel supply is maintained at 70 percent capacity or greater.		

Condition V Continued

Dept.	Actions Required	Completed	Notes
Logistics (Continued)	Inventory storm panels, fasteners, etc. Fabricate as necessary to ensure maximum protection of all critical spaces. Conduct training on the location and proper deployment of protective supplies.		
	Provide instructions with regard to the proper method of venting enclosed buildings and structures through the use of windows, storm shutters and similar means.		
	Plan and procure materials for boarding up and reinforcing structures.		
	Identify potential flooding areas, have sand bags and a source of sand available.		
	Determine storage plan for base equipment. (CRANE & FORKLIFTS)		
	Check inventory of material necessary for emergency repairs/emergency response. Procure items as necessary.		
	Inspect the condition of all government vehicles. Ensure all vehicles are fueled to capacity after being used. At a minimum, ensure the proper working condition of windshield wipers and tires. Issue two cans of "fix-a-flat" aerosol sealant to all vehicles and three to any vehicle capable of pulling a trailer.		
	Maintain adequate supply of provisions (30 cases of MREs and 30 cases of bottled water).		
	Maintain supply of flashlights, batteries, chemical lights, and line for tie-downs. Procure items as necessary.		
Dept Heads	Develop a list of high-value gear that should be removed in the event of evacuation and gear that should be moved to higher ground in the event of flooding. Give to BDO.		
	Send Valdosta, GA advance team to visit Valdosta for area familiarization.		

Condition V Continued

Dept.	Actions Required	Completed	Notes
Dept Heads (Continued)	Hold a meeting as soon as a tropical storm or hurricane appears to be approaching the Jacksonville AOR to discuss when to recommend to D7 setting Condition IV(guideline per D7 OPLAN is when 34 kt winds are 72 hours from making landfall in SecJax AOR).		
SCC	Send message to Sector units directing them to assume Condition V.		
	Conduct training for all Operations, Communications, and Situation Controllers on the Heavy Weather Plan and actions required of them in the event of implementation.		
	Check readiness of emergency power and back-up communications equipment for the Command Center.		
	Command Center supervisor will conduct an inventory & test of all secondary (HITRON) command center tools/supplies.		
	Notify D7 by message when Sector Jacksonville, and all subordinate commands, have attained Condition V (Annex D3). Release Port Condition IV MSIB (Annex D1).		
	Monitor National Weather Service advisories and maintain a file; plot all hurricanes and major tropical depressions. In addition to project path, plot circles for projected winds of 34 kts to help identify when to assume heightened HURCONs.		
Prevention	Establish liaison with local civil relief & law enforcement organizations. Include points of contact, radio frequencies for control nets, shelters and storage locations, bridge closure and evacuation policies.		
	Attain plans for barges and lay-up vessels greater than 500 GT intending to stay in port. Issue MSIB requiring plans for lay-up vessels & barges greater than 500 GT.		
	Schedule Harbor Safety Committee meeting to review changes to Hurricane plan.		

Condition V Continued

Dept.	Actions Required	Completed	Notes
Prevention (Continued)	Conduct HARPATS to identify lay-up vessels, dredge locations, barge fleet mooring, etc.		
	Ensure seized vessels on U. S. Marshal or Customs hold are secure.		
Planning	Draft COTP policy letter with port heavy weather plan.		
Response	Confirm resource evacuation sites for cutters, small boats and trailerable boats. Schedule a site visit to HITRON hangar and JaxPort/Metro Park hurricane/heavy weather moorings prior to June 1 st .		
	Determine status of all ATON units in preparation for taking their OPCON from Prevention in Condition IV.		
	Ensure floating units in port maintain fuel and provisions at least 70% capacity.		
ESD	Check inventory of material necessary for emergency repairs. Procure items as necessary.		

Condition IV (Port Hurricane Condition Whiskey - 72 hours prior to arrival of sustained gale force winds)

Dept.	Actions Required	Completed	Notes
Deputy	Establish liaison with EOCs (Duval and Brevard Counties).		
SCC	Release MSIB (Annex D1) and post on HOMEPORT (e-mail Ms. Randall). Release BNTM (Annex D2).		
Prevention	Disseminate Vessel Sortie Policy (see Annex G). Complete COTP orders as needed (Annex H).		
	Conduct HARPATs, in conjunction with station assets, to ensure preparations are underway for: <ul style="list-style-type: none"> (a) Vessels to remain in port secured as per COTP approved plan (b) Lay-up vessels singled-up (c) Tank barges emptied of all cargo (d) Dredges to seek shelter and remove all equipment from waterway (e) Requirements of Port Prep Plan are met (f) Missile hazards and hazardous cargoes and supplies secured (g) Containers and pallets stacked to one high where possible (h) Operations prepared to terminate in less than 24 hours. Report unusual or unsafe conditions. See Annex C for info to be passed to update Vessel and facility Status Boards.		
	Ensure seized vessels on U. S. Marshal or Customs hold intend to sail or are secure.		
	Notify vessels transporting hazmat or petroleum products of developing conditions & requirements to leave.		
Logistics	Reserve box trucks for ANT Jacksonville Beach, ESD, and Logistics.		

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Condition III (Port Hurricane Condition X-Ray)

Dept.	Actions Required	Completed	Notes
Deputy	Ensure that all actions required by Condition IV and Port Condition Whiskey have been completed.		
	Conduct pre-storm over-flight of AOR with Prevention Dept Chief.		
	Stand-up ICS organization as per Annex B. Brief all hands.		
	Place assigned personnel in a two-hour recall status. Authorize Department Heads to grant liberty to all non-essential personnel.		
	Hold All Hands meeting. All Team Leaders will identify members of evacuation teams and outline duties and responsibilities.		
	Dispatch Valdosta, GA Advance Teams with equipment and personnel support - contingent upon anticipated arrival of evacuees and severity of storm as it makes changes in its track and intensity.		
Dept Chiefs	Conduct full personnel accountability call-outs (Logistics Lead) to include active duty, civilians, reserve and auxiliary.		
	Call a meeting as soon as a Condition III has been set and get weather brief from Response Dept. Discuss when to recommend to D7 setting Condition II (guideline per D7 OPLAN is when 34 kt winds are 24 hours from making landfall in SecJax AOR).		
	Notify all department personnel and place on a two-hour recall status. Advise personnel to begin preparations for possible evacuation of dependents. At Department Heads' discretion, authorize liberty of non-essential personnel to take care of personal needs.		
Logistics	Coordinate schedule/time required for loading high value gear into box trucks. Coordinate as necessary with other departments.		
	Make necessary preparations for evacuation.		
	Establish liaison with D7 Command Center/IMT, civil officials and/or DOD installation commanders for evacuation orders.		

Condition III (Port Hurricane Condition X-Ray) Continued

Dept.	Actions Required	Completed	Notes
	Evaluate assigning vehicles to locally evacuated cutters – coordinate with Response.		
Logistics (Continued)	Arrange lodging for evacuating small boat crews – coordinate w/Response.		
	Prepare to install hurricane shutters.		
	Housing Officer finalizes evacuation process with District Housing.		
	Determine/confirm changes to evacuation sites with D7 housing representative. Inform all Sector unit representatives of changes.		
	Prepare travelers checks for small boat coxswains/boat crews (\$200.00 each) as needed.		
	If evacuation is imminent, rent previously reserved box trucks.		
	Make ready the Secure Base Team and necessary equipment.		
	Designate one licensed driver to pick-up, operate, and return truck (towing capacity needed).		
	Ensure adequate supply of water has been containerized. Purchase additional provisions as necessary.		
	Commence Sector clean-ups targeting possible missile hazards.		
Contact Mayport Exchange Supervisor to ensure loading dock is secure.			
SCC	When directed by Response or Deputy, send message to units directing them to assume Condition III. Follow-up with phone calls.		
	Monitor National Weather Service & NAVLANTMETOC advisories. Plot all tropical storms and hurricanes. In addition to predicted track, plot a ring of 34 kts of wind to assist in determining heightened HURCONs.		
	Commence passing significant weather updates to Sector units.		

Condition III (Port Hurricane Condition X-Ray) Continued

Dept.	Actions Required	Completed	Notes
	Commence gathering on scene weather reports from all Stations and u/w units. Compare with forecasted weather.		
SCC (Continued)	Contact NOAA for SLOSH (storm surge) models.		
	Command Center supervisor will conduct an inventory & test of all secondary (HITRON) command center tools/supplies.		
	Contact HITRON ODO/Command to discuss Sector Jacksonville's intentions and future plans for evacuation of personnel & resources.		
	Ensure Iridium Sat phones are charged.		
	Write emergency communications plan (ICS-205 form with contact #s for each evacuated vessel/evac team, and the Iridium phone #s issued out.).		
	Re-check readiness of emergency power and communications equipment for the Command Center (previously completed in Condition IV).		
	Notify D7 by message when Sector Jacksonville and all subordinate commands have attained Condition III. (Annex D3).		
	Release X-Ray MSIB (Annex D1) and BNTM (Annex D2). Post MSIB on HOMEPORT (e-mail Ms. Randall).		
	Maintain current Position of storm and predict time for gale force winds to impact Ports (Jacksonville & Port Canaveral).		
Response	Hold meeting/conference call with unit commanders to confirm evacuation intentions. Identify best moorings based on HurriTrack predictions and risk assessment, including SLOSH (storm surge) models.		
	Direct floating units in port and vessels in CHARLIE status to assume BRAVO-2 status. Provide estimated times when B-2 can be achieved. Vessels at dry dock will submit plans of action to Sector Jacksonville for review/approval. Floating units at sea (ALPHA) shall be directed to proceed to homeport or designated safe port, unless it appears more advisable to remain at sea to evade the storm.		

Condition III (Port Hurricane Condition X-Ray) Continued

Dept.	Actions Required	Completed	Notes
	Notify Port Canaveral WMECs if STA Canaveral boats and sector cutters will sortie.		
Response (Continued)	Discuss heavy weather & hurricane moorings for all cutters and 47' MLBs.		
	Evaluate cutter sustainability – i.e. days before sewage, water, and food become issues.		
	Consider issuing at least one vehicle to “SOPA” for evacuated cutters to enable them to conduct logistics runs.		
	Arrange lodging for evacuating small boat crews – coordinate w/Logistics.		
Prevention	Conduct pre-storm over-flight of AOR with Deputy.		
	CHOP ATON units (cutters and boats) to Response for consolidated evacuating planning and logistics.		
	Move all buoys/ATON hardware to buoy yard. Prepare for tie down.		
	Direct AtoN units to complete a full I-Atonis import on all of their positioning computers.		
	If deemed necessary, hire contractor to remove VOSS stored at NAVSTA Mayport. Coordinate with Logistics.		
	Coordinate with FDOT on bridge closure.		
	Maintain Vessel and Facility status boards (Annex K).		
	Review all vessel arrivals to ensure operations can be complete prior to Port Condition Yankee.		
	Review all Remain in Port Checklists and make recommendations to COTP. Draft COTP Orders as necessary (Annex H).		
	Establish safety zone to prevent vessels from mooring or anchoring in the Canaveral Barge Canal and require vessels to request COTP permission to transit canal.		

Condition III (Port Hurricane Condition X-Ray) Continued

Dept.	Actions Required	Completed	Notes
ESD	Coordinate deployment of advanced team with Deputy/Dept Heads to set up/test phones and laptop computers at Valdosta, GA.		

Condition II (Port Hurricane Condition Yankee)

Section	Actions Required	Completed	Notes
IC	Recommend to D7 when to set Condition I (guideline per D7 OPLAN is when 34 kt winds are 12 hours from making landfall in SecJax AOR).		
Deputy IC	Ensure that all actions required by Condition III have been completed.		
	Recall essential personnel, release non-essential personnel.		
	Monitor mandatory evacuation orders by D7CC/IMT civil officials and DOD installation commanders. When order is given to evacuate, contact D7CC/IMT via e-mail or message explaining our actions/intentions concerning evacuation.		
SCC	Release MSIB (Annex D1) and post on HOMEPORT (e-mail Ms. Randall). Release BNTM (Annex D2).		
	Send message to units directing them to assume Condition II. Follow-up with telephone call. Address questions.		
	Notify D7 by message when Sector Jacksonville and all subordinate commands have attained Condition II (Annex D3).		
	Continue to pass significant weather updates to Sector units.		
	Finalize any remaining preparations needed to stand-up secondary Command Center at HITRON.		
Section Chiefs	Complete all preparations for evacuation. Standby for order to evacuate.		
	Report changes in plans to Deputy IC with justification.		
	Institute watch schedule until Condition I is attained.		
Situation Unit	Monitor National Weather Service & NAVLANTMETOC advisories.		
	Contact NOAA for SLOSH (storm surge) models.		
	Obtain bridge status from Prevention Department.		

Condition II (Port Hurricane Condition Yankee) Continued

Section	Actions Required	Completed	Notes
Documentation Unit	Coordinate all information for ICS-201 production and distribution.		
	Maintain log of unit actions.		
Liaison Officer	Establish communications with CG representative at Duval County EOC. Dispatch additional EOC representative as appropriate.		
Operations Section	Direct floating units to assume B-0 status. Direct units to proceed to pre-selected sheltered moorings. Time of departure shall be at the discretion of the CO/OINC with Sector Commander approval.		
	Alert Coast Guard Auxiliary (Aops) and Reserve (Senior Reserve Yeoman) that their assistance may be needed after the storm passage and establish check-in procedure.		
	Inform Planning Sect Chief which vessels are to remain in port and which are to depart (see Annex G). Draft COTP orders as necessary (see Annex H).		
	Ensure vessels to remain in port are properly moored and secured (see Annex C).		
	Conduct facility surveys to address unresolved discrepancies. Pass info to Situation Unit to update vessel & facility Status Boards.		
Logistics Section	When ordered to evacuate, ferry all government vehicles and rental trucks to assigned location as a convoy. Ensure all vehicles have portable radios and have established communication with the Sector Command Center prior to departing the Base.		
	Secure Sector fuel farm, tanks and hazardous materials.		
	When ordered by IC, secure all buildings, doors and windows.		
	Evaluate installing hurricane shutters.		
	Distribute MREs for those who will remain on board after evacuation order is given.		

Condition II (Port Hurricane Condition Yankee) Continued

Section	Actions Required	Completed	Notes
ESD	Coordinate with Deputy Sector Commander on securing Sector wide computer equipment and telephone systems.		
	Ready vehicles for ET/TT/RSM response.		

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Condition I (Port Hurricane Condition Zulu)

Section	Actions Required	Completed	Notes
IC	Order the evacuation of all personnel if necessary.		
Deputy IC	Ensure all actions required in Condition II have been completed.		
	Muster Secure Base Teams. Standby for order to evacuate all personnel.		
	Maintain watches as necessary to provide for unit security and personnel safety. Ensure all pre-hurricane checklists have been completed.		
Operations Section	Ensure all units have evacuated to their heavy weather moorings and all trailerable boats are secured.		
SCC	Send message to units directing them to assume Condition I. Units underway shall submit position reports every four hours.		
	Establish hourly comms schedule with WLM, MLBs, WLIC, BUSL & CPBs. Assign "SOPA" for each hurricane mooring location with multiple units.		
	Request air resources from D7 for SAR coverage and post storm ops.		
	Relocate to off-site Command Center when evacuation order given.		
	Notify D7 by message when Sector Jacksonville and subordinate commands have attained Condition I (Annex D3).		
	When Condition I is set, send SITREPs every 12 hours (Annex D3). Report to D7 IMT, or the D7CC if the IMT has not been activated.		
	Release Port Condition Zulu MSIB (Annex D1), BNTM (Annex D2), Condition I Attainment message (Annex D3).		
Planning Section	Maintain current Position of storm and predict time for gale force winds to impact Ports (Jacksonville & Port Canaveral).		
	Contact NOAA for SLOSH (storm surge) models.		

Condition I (Port Hurricane Condition Zulu) Continued

Section	Actions Required	Completed	Notes
Planning Section (Continued)	Monitor National Weather Service & NAVLANTMETOC advisories & notify all units not in receipt of these advisories via alternate means as the situation directs. Plot hurricane and hurricane-force winds circle.		
Liaison Officer	Maintain communications with CG representative at Duval County EOC. Dispatch additional EOC representative as appropriate.		
Logistics Section	On the order to evacuate, Secure Team will secure generators and ensure all facilities are secure. Lock-up main gate access.		

Post-Storm Condition

Dept.	Actions Required	Completed	Notes
IC	Coordinate with D7(dpw) and FEMA, if necessary. Coordinate with local authorities to determine priorities.		
Deputy IC	Survey facility grounds and buildings with Facilities Engineer. Send surveyor to Arlington facility to do the same. Take necessary action to return unit to operational status.		
	Recall all hands when directed by the IC.		
	Coordinate with Coast Guard Reserve and Auxiliary on available personnel support.		
	Evaluate manpower requirements in the port versus available unit personnel. Consider augmenting with reserves or remote CG personnel via District.		
	If evacuated, move Command Center back to Sector Jax as soon as conditions permit (may be delayed due to closed roads).		
Section Chiefs	Muster or contact all personnel and implement Post-Storm Plan. Brief personnel that may be temporarily assigned to your section.		
Planning Section	Make recommendations to IC on: 1. Port clean-up and response operations. 2. Vessel traffic control (inbound fuel and emergency vessels have priority. Coordinate with JaxPort and pilots). 3. Safety Zones as required (Annex M). 4. Possible daylight only transit with tug assistance.		
SCC	Send message to units directing them to assume Condition V & provide status of all vessels, injuries to CG personnel, inoperative ATON known, operational capability, damage reports & requests for additional CG resources or equipment to accomplish mission.		
	Notify D7 by message when Sector Jacksonville and subordinate commands have attained Condition V (Annex D3).		
SCC (Continued)	Request aircraft for flyover of AOR following the storm's passage.		

Post-Storm Condition Continued

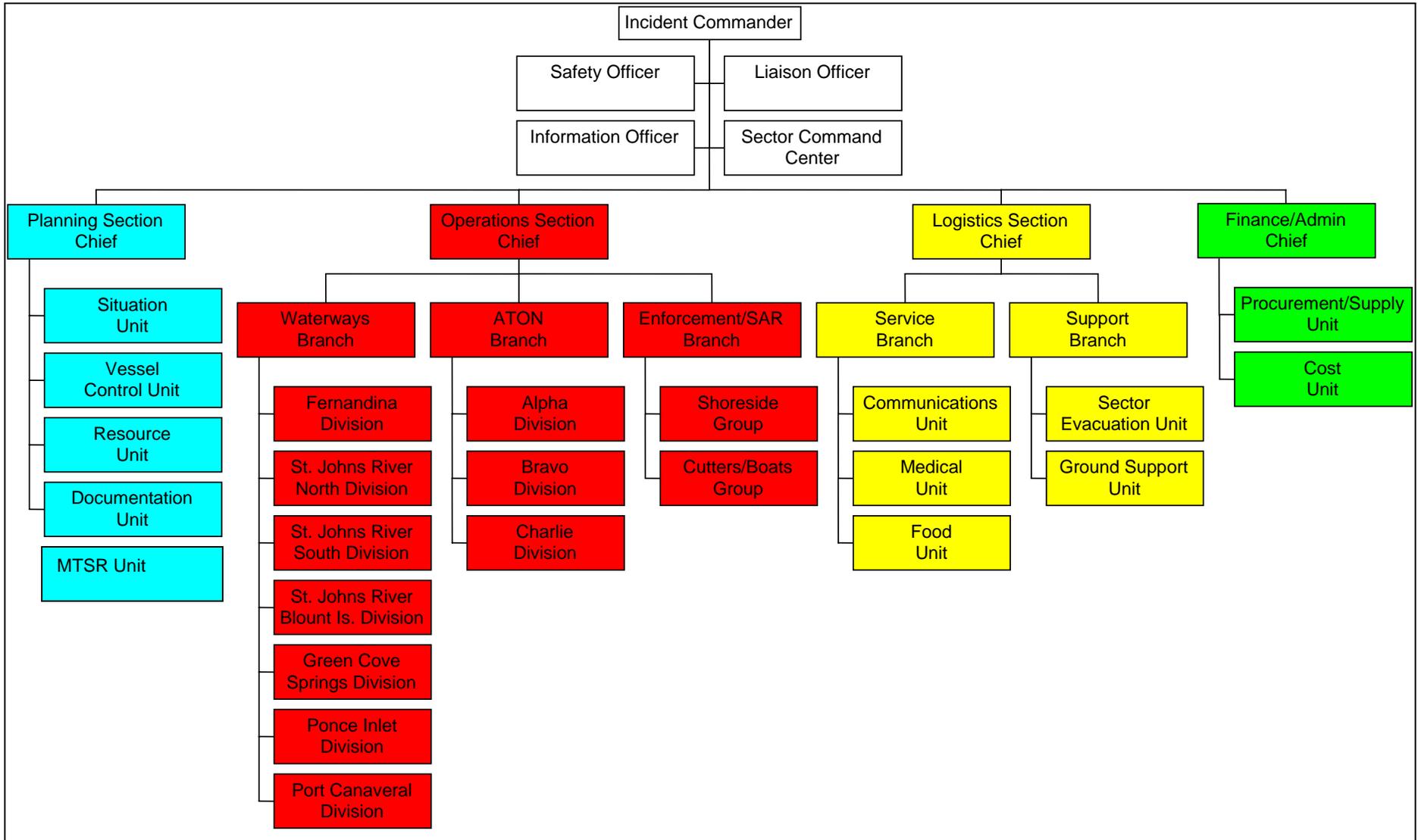
Dept.	Actions Required	Completed	Notes
	Within 12 hours of hurricane passage, send priority message to OPCON describing all damages to CG property and equipment and any request for resources to effect repairs.		
	Coordinate port priority list with Operations Section (Waterways Branch) & D7CC/IMT (Helicopter Support) to survey AOR for ATON, SAR, Maritime Law Enforcement and damage assessment. Ensure photos/video are taken of affected areas.		
	Report all requests for and action taken regarding disaster relief assistance to the Incident Commander.		
	Release Port Condition MSIBs (Annex D1) and BNTMs (Annex D2). Post MSIBs on HOMEPORT (e-mail Ms. Randall).		
	Release Post-Storm SITREP (Annex D4) within 12 hrs of storm passage.		
	Maintain communications with field divisions.		
Situation Unit	Collect facility & vessel status reports, update status boards on port and channel condition.		
	Coordinate with Operations on condition of waterways and ATON.		
Operations Section	Direct WLM/WLIC/CPBs/BUSL/MLBs/small boats to return to Mayport moorings when approved by the IC.		
	Direct units to conduct waterways transits, per COTP direction, to identify any areas of shoaling.		
	Conduct HARPATS to determine extent of damage to vessels and port facilities, harbor/waterway obstructions, and unusual or unsafe conditions (see Annex Q).		
Vessel Control Unit	Review all new vessel arrivals and prioritize if channel restrictions are in place.		

Post-Storm Condition Continued

Dept.	Actions Required	Completed	Notes
ATON Branch	Coordinate with Response/Prevention, D7 (dpw), ATON units & Station CO/OINCs for post hurricane ATON survey of AOR.		
	Coordinate with USACOE, US Navy, and ANT Teams for info on channel surveys, obstructions, or shoaling. Pass info to Situation Unit to update Status Boards.		

ANNEX B

Sector Jacksonville Hurricane ICS Organization



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ANNEX C

PORT SURVEY TEAM PROCEDURES AND CHECK OFF LISTS

GENERAL: Port survey teams will be tasked by the Prevention Chief, the CDO, and the Operations Section Chief, depending on the hurricane condition, to evaluate and report back to the Sector on facility status in the COTP AOR. The information will be used to determine possible future courses of action. A one-page form has been developed and included in this annex to assist the port survey teams in data gathering.

1. The ICS Operations Section Chief shall assign teams to survey/evaluate the ports within the Sector Jacksonville AOR. Six teams will be tasked to survey the following areas:
 - a. St Johns North Division
 - b. St Johns South Division
 - c. St. Johns West Division
 - d. Inlet Division
 - e. St. Mary's Division
 - f. Port Canaveral Division
2. Teams shall make contact with facility personnel and determine their intentions/actions in preparation for the hurricane.
3. Report information back after each facility is evaluated. The Planning Section Situation Unit will be updating the Port Status Boards, which will be used to make decisions concerning the safety and security of the Port. When checking in with the command, determine if any COTP orders have been issued and report any changes in Port Readiness Conditions.

NOTE: Port survey teams should determine intentions and provide recommendations only. Ensure the facility representatives do not take anything said as an order from the COTP, unless a COTP order is directed specifically towards them.

(Following are two forms, the first will be used at a facility where a vessel of 500 GT or greater will be moored and the second form will be used at all facilities.)

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ANNEX C

FACILITY W/ VESSEL > 500 GT READINESS SURVEY		
Current Location/Facility:		
Facility POC:		Phone Number:
Survey Team Names:		
Time:	Date:	
Action Items	Notes	
Fendering configuration and condition		
Has engineering study been performed to determine maximum size vessel with maximum winds, which could safely be moored at facility. Condition of bollards, dolphins, and deadmen. Is it capable of holding vessel?		
Shoreside firefighting capabilities	YES	NO
Tugboat assistance	YES	NO
Distance of closest obstruction, which may cause damage to vessel (i.e. cranes, drydocks, buildings, tanks, etc.)	Obstruction	Distance
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
Distance to nearest oil storage facility, hazardous material facility, oil or hazardous material storage tanks at facility where vessel will be moored, and any oil pipelines	Facility/Storage	Distance
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
Equipment available to remove sunken vessels	YES	NO
Equipment/Personnel to fight fire	YES	NO
Plans for emergency evacuation of crewmen	YES	NO
Plans for emergency medical services	YES	NO

ANNEX C

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VERSION DATE	V_5.0 01 MAY 08	CLASSIFICATION: UNCLASSIFIED	CONTROLLING AUTHORITY	AREA PLANNING COMMITTEE	ISSUING AUTHORITY	CAPT P. F. THOMAS	PAGE	C-4
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U.S. Coast Guard Sector Jacksonville

4200 OCEAN STREET
ATLANTIC BEACH, FL 32233
904-564-7511
Fax: 904-564-7519

MARINE SAFETY INFORMATION BULLETIN AA-08

June 1, 2008

SET HURRICANE CONDITION FOUR IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

Effective June 1, Hurricane Condition Four is set in the ports of Northeast and East Central Florida. Although it has been more than 30 years since a hurricane has had a major impact on the Port of Jacksonville and the surrounding areas, we must remain alert and prepared for the worst-case scenario. Hurricanes are nature's most destructive storms and provide some of the most devastating effects in terms of lost of life and damage/destruction to property. This year, NOAA forecasters are predicting an above-normal Atlantic hurricane season. The season outlook is for 13 tropical storms, with seven to nine systems becoming hurricanes, and three to five of those major hurricanes. See the National Hurricane Center website at www.nhc.noaa.gov.

Marine interests should be aware that there are no "safe havens" identified within the ports of Jacksonville, Fernandina, and Canaveral for a vessel to safely survive hurricane force winds, or storm surges without creating a threat to the safety of the port and public welfare. The safest condition for the port during the arrival of a hurricane is when the inventory of vessels is at a minimum. COTP policy directs vessel owners/operators and agents to make every attempt to put vessels greater than 500 tons to sea in the event a hurricane or tropical storm threatens the ports of Jacksonville, Fernandina, or Canaveral.

In the event that a commercial oceangoing vessel or oceangoing barge over 500 gross does not intend to put to sea, the person in charge of the vessel must submit a **Remain in Port (RIP) Request** to the COTP. The RIP request form can be obtained from the Sector Jacksonville HOMEPORT internet site at <http://homeport.uscg.mil>. Vessels allowed to remain in the port must have the decks clear of any missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure hatches are secured for heavy weather. **No vessels will be allowed to remain at facilities which are within one half mile of a bridge.**

For additional information please call Coast Guard Sector Jacksonville at (904) 564 7513.

P. F. THOMAS
Captain, U.S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN BB-08

June 1, 2008

SET HURRICANE CONDITION WHISKEY IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

Effective 10:00 a.m., Hurricane Condition WHISKEY (sustained Gale Force winds due to Tropical Cyclone activity are **predicted** within 72 hours) is set in the Ports of Northeast and East Central Florida as well as for all coastal inlets.

All mariners are reminded that there are no safe havens in the Captain of the Port Jacksonville area, and that the port is safest when the inventory of vessels is at a minimum. For planning purposes, all oceangoing vessels and barges over 500 GT are required to put to sea if/when Hurricane Condition Yankee (24 hrs before the on-set of gale force winds) is set. Inland vessels and barges over **500** GT are required to seek safe refuge in a port outside the Captain of the Port Jacksonville area.

All vessels or barges over **500** GT (both ocean going and inland) that wish to remain in the Captain of the Port Jacksonville area must submit a **Remaining in Port Checklist** to the Captain of the Port, and should contact the Marine Safety Office immediately. If/when Condition Yankee is set, vessel movement will be restricted and allowed only on a case-by-case basis by approval of the COTP. All vessels expecting to conduct cargo operations during Condition Yankee shall submit a Cargo Operations Plan to terminal owners for approval. All ship-to-shore operations must be completed 6 hours prior to the setting of Port Condition ZULU.

Hurricane Name is a large and powerful storm. All marine interests must take early and substantial action to ensure safety of the port and vessels. Future port conditions cannot be predicted with any degree of certainty, but *provided the storm remains on the projected course and track*, port stakeholders can expect the following progression of port conditions:

Port Condition	Port Canaveral / Ponce		Jacksonville/Fernandina	
	Date	Time	Date	Time
WHISKEY				
X-RAY				
YANKEE				
ZULU				
Arrival of Gale Force Winds				

To facilitate communication and stakeholder involvement, all affected port entities are invited to join daily teleconferences as follows to discuss the situation as Hurricane Name approaches:

Date	Port Canaveral / Ponce	Jacksonville/Fernandina

For additional information please call Coast Guard Sector Jacksonville at (904) 247-7318.

P. F. THOMAS
Captain, U.S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN CC-08

June 1, 2008

SET HURRICANE CONDITION X-RAY IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

Effective 11:00 a.m., Hurricane Condition X-RAY (sustained Gale Force winds due to Tropical Cyclone activity are **predicted** within 48 hours) is set in Port Canaveral, Florida as well as for all coastal inlets. Based on present course and speed of Tropical Storm ZACK, Hurricane Condition X-RAY will be set for the ports of Jacksonville and Fernandina at 9:00 p.m. local time, June 1, 2008

All mariners are reminded that there are no safe havens in the Captain of the Port Jacksonville area, and that the port is safest when the inventory of vessels is at a minimum. For planning purposes, all oceangoing vessels and barges over 500 GT are required to put to sea if/when Hurricane Condition Yankee (24 hrs before the on-set of gale force winds) is set. Inland vessels and barges over **500** GT are required to seek safe refuge in a port outside the Captain of the Port Jacksonville area.

All vessels or barges over **500** GT (both ocean going and inland) that wish to remain in the Captain of the Port Jacksonville area must submit a **Remaining in Port Checklist** to the Captain of the Port, and should contact the Marine Safety Office immediately. If/when Condition Yankee is set, vessel movement will be restricted and allowed only on a case-by-case basis by approval of the COTP.

Tropical Storm Name is expected to develop into a hurricane. All marine interests must take early and substantial action to ensure safety of the port and vessels. Future port conditions cannot be predicted with any degree of certainty, but *provided the storm remains on the projected course and track*, port stakeholders can expect the following progression of port conditions:

Port Condition	Port Canaveral / Ponce		Jacksonville/Fernandina	
	Date	Time	Date	Time
X-RAY				
YANKEE				
ZULU				
Arrival of Gale Force Winds				

Sustained Gale Force winds from a hurricane force storm are **predicted** within 48 hours.

To facilitate communication and stakeholder involvement, all affected port entities are invited to join daily teleconferences as follows to discuss the situation as Hurricane Name approaches:

Date	Port Canaveral / Ponce	Jacksonville/Fernandina

For additional information please call Coast Guard Sector Jacksonville at (904) 564-7511.

P. F. THOMAS
Captain, U. S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN DD-08

June 1, 2008

SET HURRICANE CONDITION YANKEE IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

Effective 2:00 P.m., Hurricane Condition YANKEE (sustained Gale Force winds due to Tropical Cyclone activity are **predicted** within 24 hours) is set in Port Canaveral, Florida as well as for all coastal inlets. Based on present course and speed of Tropical Storm Name, Port Condition YANKEE will be set for the Ports of Jacksonville and Fernandina at 2:00 a.m. local time, June 1, 2008.

All mariners are reminded that there are no safe havens in the Captain of the Port Jacksonville (COTP) area, and that the port is safest when the inventory of vessels is at a minimum. For planning purposes, all oceangoing vessels and barges over 500 GT are required to put to sea when Port Condition Yankee (24 hrs before the on-set of gale force winds with hurricane force winds expected to follow) is set, unless the vessel has prior approval of the COTP to stay in port. Inland vessels and barges over **500** GT are required to seek safe refuge in a port outside the Captain of the Port Jacksonville area.

All vessels or barges over **500** GT (both ocean going and inland) that wish to remain in the Captain of the Port Jacksonville area must submit a **Remaining in Port Checklist** to the Captain of the Port, and should contact the Marine Safety Office immediately. Upon the setting of Port Condition YANKEE, the COTP will no longer expect **Remain in Port Requests**.

Tropical Storm Name is expected to develop into a hurricane. All marine interests must take early and substantial action to ensure safety of the port and vessels. Future port conditions cannot be predicted with any degree of certainty, but *provided the storm remains on the projected course and track*, port stakeholders can expect the following progression of port conditions:

Port Condition	Port Canaveral / Ponce		Jacksonville/Fernandina	
	Date	Time	Date	Time
YANKEE				
ZULU				
Arrival of Gale Force Winds				

To facilitate communication and stakeholder involvement, all affected port entities are invited to join daily teleconferences as follows to discuss the situation as Hurricane Name approaches:

Date	Port Canaveral / Ponce	Jacksonville/Fernandina

For additional information please call Coast Guard Sector Jacksonville at (904) 564-7511.

P. F. THOMAS
Captain, U. S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN EE-08

June 1, 2008

SET HURRICANE CONDITION ZULU IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

Effective at 2:00 a.m., Hurricane Condition Zulu (sustained Gale Force winds from a hurricane force storm are **predicted** within 12 hours) is set in Port Canaveral, Florida as well as for all coastal inlets. Based on present course and speed of Hurricane Name, Port Condition ZULU will be set for the Ports of Jacksonville and Fernandina at 2:00 p.m. local time, June 1, 2008

The Captain of the Port has established a safety zone from Kings Bay, GA to Melbourne, FL. No vessels may enter or transit within this safety zone without the permission of the Captain of the Port. All vessel movements are prohibited at this time, and all ship to shore operations must cease.

To facilitate communication and stakeholder involvement, all affected port entities are invited to join daily teleconferences as follows to discuss the situation as Hurricane Name approaches:

Date	Port Canaveral / Ponce	Jacksonville/Fernandina

This Marine Safety Information Bulletin will be updated as soon as storm conditions change. For additional information please call Coast Guard Sector Jacksonville at (904) 564-7511.

P. F. THOMAS
Captain, U. S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN FF-08

June 1, 2008

PORTS OF NORTHEAST and EAST CENTRAL FLORIDA REOPENED TO COMMERCIAL AND RECREATIONAL TRAFFIC

Based on the preliminary survey reports and consultation with the bar pilots, effective at 2:00 p.m. the Ports of Jacksonville, Fernandina, Canaveral, St. Augustine Inlet, and Ponce Inlet are re-opened to commercial and recreational vessel traffic.

Although surveys have not revealed any shoaling or other navigational hazards in the Ports of Northeast and East Central Florida, mariners should keep a sharp lookout and report all hazards to the Captain of the Port, Jacksonville, Florida.

This Marine Safety Information Bulletin will be updated as soon as weather conditions change and as post-storm assessments are completed. For additional information please call Coast Guard Sector Jacksonville at (904) 564-7511.

P. F. THOMAS
Captain, U. S. Coast Guard
Captain of the Port, Jacksonville, FL



U.S. Coast Guard Sector Jacksonville

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MARINE SAFETY INFORMATION BULLETIN GG-08

December 1, 2008

SET HURRICANE CONDITION FIVE IN THE PORTS OF NORTHEAST AND EAST CENTRAL FLORIDA

HURRICANE CONDITION 5 SET FOR THE PORTS OF JACKSONVILLE, FERNANDINA, AND CANAVERAL

On December 1, Port Hurricane Condition 5 was set in the Ports of Jacksonville, Fernandina and Canaveral. Port Hurricane Condition 5 is set seasonally, December 1 - May 31. During this period, the previous year's lessons learned are evaluated and incorporated into heavy weather plans for both Coast Guard units and maritime interests.

In an effort to improve efficiency during high hurricane season, terminal and vessel operators are encouraged to provide recommendations or comments on existing Coast Guard policies.

If you have any questions regarding this MSIB, please contact the U. S. Coast Guard Sector Jacksonville Command Center at 904-564-7511.

**P. F. THOMAS
Captain, U.S. Coast Guard
Captain of the Port, Jacksonville, FL**

ANNEX D2

O (DAY)1400Z (MONTH) 07
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//
INFO COGARD STA PORT CANAVERAL FL
COGARD MSU SAVANNAH GA

BT

UNCLAS//N03140//

SUBJ: BROADCAST NOTICE TO MARINERS
SECTOR JACKSONVILLE BNM xxx-08

1. EFFECTIVE AT 10:00 A.M. LOCAL TIME, THE U. S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION WHISKEY (FORMALLY HEIGHTENED FOUR) FOR THE PORT(S) OF JACKSONVILLE, FERNANDINA, AND/OR PORT CANAVERAL. TROPICAL STORM (INSERT NAME) HAS FORMED IN (INSERT LOCATION) AND IS CURRENTLY MOVING (INSERT DIRECTION) AT ABOUT (INSERT SPEED)MPH. CURRENT PREDICTIONS INDICATED THAT THE STORM WILL BUILD TO HURRICANE STRENGTH AND BE IN POSITION TO THREATEN CENTRAL AND NORTHERN FLORIDA BY (INSERT DAY, DATE, MONTH, YEAR). IF THE STORM CONTINUES ON ITS CURRENT TRACK, MARINE INTERESTS SHOULD ANTICIPATE THE CAPTAIN OF THE PORT SETTING HURRICANE CONDITION X-RAY AT ABOUT (INSERT TIME), (INSERT DAY, DATE, MONTH, YEAR) FOR PORT CANAVERAL, AND APPROXIMATELY 10-12 HOURS LATER FOR JACKSONVILLE AND FERNANDINA. ALL COMMERCIAL OCEANGOING VESSELS AND OCEAN GOING BARGES GREATER THAN 500 GROSS TONS INTENDING TO PUT TO SEA MUST DO SO PRIOR TO THE SETTING OF CONDITION YANKEE, 24 HOURS PRIOR TO STORM, OR SUBMIT A REMAINING IN PORT CHECKLIST TO THE CAPTAIN OF THE PORT TO REMAIN IN PORT. PLEASURE CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY NOT BE OPERATING WHEN SUSTAINED WIND SPEEDS REACH 40 MPH OR WHEN EVACUATION IS IN PROGRESS.

BT

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ANNEX D2

P (INSERT DTG MONTH YR)
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//
INFO COGARD MSU SAVANNAH GA
COGARD STA PORT CANAVERAL FL
BT

UNCLAS//N03140//

SUBJ: BROADCAST NOTICE TO MARINERS
SECTOR JACKSONVILLE BNM xxx-08

1. AT (TIME) A.M./P.M. LOCAL TIME, THE U. S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION X-RAY (FORMALLY CONDITION THREE) FOR THE PORT(S) OF (JACKSONVILLE, FERNANDINA AND/OR CANAVERAL). HURRICANE (INSERT NAME) IS EXPECTED TO MAKE LANDFALL ALONG THE NORTHERN AND CENTRAL EAST COAST OF FLORIDA WITHIN 48 HOURS. PLEASURE CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY NOT BE OPERATING WHEN SUSTAINED WIND SPEEDS REACH 40 MPH OR WHEN EVACUATION IS IN PROGRESS. ALL COMMERCIAL OCEANGOING VESSELS AND OCEANGOING BARGES GREATER THAN 500 GROSS TONS ARE TO MAKE PLANS FOR DEPARTING THE PORT AREA 24 HOURS PRIOR TO HURRICAN CONDITION YANKEE OR SOONER AS DIRECTED BY THE CAPTAIN OF THE PORT. VESSELS INTENDING TO REMAIN IN PORT OR UNABLE TO DEPART MUST IMMEDIATELY SUBMIT A REQUEST TO REMAIN IN PORT TO THE CAPTAIN OF THE PORT. VESSELS REQUESTING TO REMAIN IN PORT WILL ALSO BE REQUIRED TO SUBMIT A SAFE MOORING PLAN IN WRITING TO THE CAPTAIN OF THE PORT. VESSELS DEPARTING THE PORT MUST DEPART NOT LATER THAN 24 HOURS PRIOR TO HURRICANE LANDFALL. VESSELS BOUND FOR THIS PORT WHICH ARE UNABLE TO DEPART 24 HOURS PRIOR TO HURRICANE LANDFALL ARE REQUESTED TO SEEK AN ALTERNATIVE DESTINATION.

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ANNEX D2

P (INSERT DTG MONTH YR)
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//
INFO COGARD MSO SAVANNAH, GA
COGARD STA PORT CANAVERAL FL

BT

UNCLAS//N03140//

SUBJ: BROADCAST NOTICE TO MARINERS
SECTOR JACKSONVILLE BNM xxx-08

1. AT (TIME) A.M./P.M. LOCAL TIME, THE U. S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION YANKEE (FORMALLY CONDITION TWO) FOR THE PORT(S) OF (JACKSONVILLE, FERNANDINA AND/OR CANAVERAL). HURRICANE (INSERT NAME) IS EXPECTED TO MAKE LANDFALL ALONG THE NORTHERN AND CENTRAL EAST COAST OF FLORIDA WITHIN 24 HOURS. PLEASURE CRAFT ARE ADVISED TO SEEK SAFE HARBOR. DRAWBRIDGES MAY NOT BE OPERATING WHEN SUSTAINED WIND SPEEDS REACH 40 MPH OR WHEN EVACUATION IS IN PROGRESS. ALL COMMERCIAL OCEANGOING VESSELS AND OCEANGOING BARGES GREATER THAN 500 GROSS TONS INTENDING TO DEPART PORT MUST DO SO AT THIS TIME. VESSELS BOUND FOR THIS PORT SHOULD SEEK AN ALTERNATIVE DESTINATION.

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ANNEX D2

P (INSERT DTG MON YR)
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//
INFO COGARD MSU SAVANNAH, GA
COGARD STA PORT CANAVERAL FL

BT

UNCLAS//N03140//

SUBJ: BROADCAST NOTICE TO MARINERS
SECTOR JACKSONVILLE BNM xxx-08

1. EFFECTIVE AT (INSERT TIME) LOCAL TIME, (INSERT MONTH DATE), THE U. S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION ZULU (FORMALLY CONDITION ONE) IN THE PORTS OF JACKSONVILLE, FERNANDINA AND/OR CAPE CANAVERAL. HURRICANE (INSERT NAME) IS EXPECTED TO IMPACT THESE PORTS WITHIN 12 HOURS. THE CAPTAIN OF THE PORT HAS ESTABLISHED A SAFETY ZONE FOR ALL FEDERAL WATERS WITHIN THE COTP ZONE FROM (INSERT SAFETY ZONE). NO VESSELS MAY ENTER OR TRANSIT WITHIN THIS SAFETY ZONE WITHOUT THE PERMISSION OF THE CAPTAIN OF THE PORT.

BT

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ANNEX D2

P (DAY)5003Z (MONTH) 08
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//
INFO COGARD MSU SAVANNAH, GA
COGARD STA PORT CANAVERAL FL
BT

UNCLAS//N03140//

SUBJ: BROADCAST NOTICE TO MARINERS
SECTOR JACKSONVILLE BNM xxx-08

1. AT (INSERT TIME) THE U. S. COAST GUARD CAPTAIN OF THE PORT HAS SET HURRICANE CONDITION FOUR IN THE PORT(S) OF (JACKSONVILLE, FERNANDINA AND/OR CANAVERAL). (THIS/THESE) PORT(S) (IS/ARE) REOPENED FOR MARINE TRAFFIC AND THE SAFETY ZONES IMPOSED BY PREVIOUS BROADCASTS ARE CANCELLED. MARINERS ARE ADVISED TO EXERVISE CAUTION WHEN TRANSITTING RESTRICTED WATERS DUE TO GUSTY WINDS, HIGH SEAS AND AIDS TO NAVIGATION POSSIBLY BEING OFF STATION AND UNRELIABLE. MOVEMENT OF VESSELS REQUIRING DOCKING MASTERS AND BAR PILOTS MAY BE RESTRICTED SINCE DOCKING MASTERS AND BAR PILOTS GENERALLY DO NOT MOVE VESSELS UNTILS WINDS ABATE BELOW 40 MPH.

BT
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ANNEX D3

P (INSERT DTG MONTH YR)

FM COGARD SECTOR JACKSONVILLE FL

TO CCGDSEVEN MIAMI FL//DRMC//

BT

UNCLAS//N03140//

SUBJ: SECTOR JACKSONVILLE ASSUMES HURRICANE READINESS

CONDITION ONE

A. CCGDSEVEN MIAMI FL 140515Z SEP 99

B. SECTOR JACKSONVILLE HEAVY WEATHER PLAN

1. IAW REF (A) AND (B), HURRICANE CONDITION ONE HAS BEEN SET FOR SECTOR JACKSONVILLE.

2. ASSET STATUS:

A. CG252521 TRAILERED AND MOVED TO VALDOSTA GA. CG142504 IN SHELTER

B. ALL OIL RESPONSE EQUIPMENT AND GOVERNMENT VEHICLES REMAIN AT SECTOR FOR USE IN HARPATS.

C. VOSS EQUIPMENT REMAINS AT NAVAL STATION MAYPORT

D. ALL HIGH VALUE PORTABLE ITEMS SECURED IAW REF (B)

3. PORT STATUS: ALL PORTS ARE IN PORT CONDITION TWO

A. PORT CANAVERAL FL WILL BE IN PORT CONDITION ONE AS OF (INSERT DTG MONTH YR)

B. PORT OF JACKSONVILLE FL WILL BE IN PORT CONDITION ONE AS OF (INSERT DTG MONTH YR)

C. PORTS OF FERNANDINA FL AND KINGSBAY GA WILL BE IN PORT CONDITION ONE AS OF (INSERT DTG MONTH YR)

4. ASSISTANCE REQUIRED: REQUEST DRAT PROVIDE CONTRACT TO MOVE VOSS EQUIPMENT FROM NAVSTA MAYPORT FL TO SAFE REFUGE AT VALDOSTA, GA.

5. FUTURE PLANS:

A. EVACUATE DEPENDENTS TO VALDOSTA, GA.

B. MOVE SECTOR CMD POST TO HITRON.

C. MAN DUVAL COUNTY EOC AND MAINTAIN LIAISON WITH NAVSTA MAYPORT.

BT

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ANNEX D3

P (INSERT DTG MONTH YR)

FM COGARD SECTOR JACKSONVILLE FL

TO CCGDSEVEN MIAMI FL//DRMC//

BT

UNCLAS//N03140//

SUBJ: SECTOR JACKSONVILLE ASSUMES HURRICANE READINESS CONDITION TWO.

- A. SECTOR JACKSONVILLE HEAVY WX PLAN
- 1. IAW (A), HURRICANE UNIT CONDITION II HAS BEEN SET FOR SECTOR JACKSONVILLE.
- 2. STATUS OF ASSETS:
 - A. CG252521 TRAILERED AND WILL BE TRANSPORTED TO VALDOSTA GA. CG142504 IN SHELTER.
 - B. ALL OIL POLLUTION EQUIPMENT AND GOVERNMENT VEHICLES REMAIN AT SECTOR.
 - C. VOSS EQUIPMENT REMAINS AT NAVSTA MAYPORT.
 - D. ALL HIGH VALUE PORTABLE ITEMS SECURED IAW REF (B).
- 3. ALL PORTS REMAIN IN PORT CONDITION THREE.
 - A. PORT CANAVERAL FL WILL BE IN PORT CONDITION TWO AS OF (INSERT DTG MON YR)
 - B. PORT OF JACKSONVILLE FL WILL BE IN PORT CONDITION TWO AS OF (INSERT DTG MON YR).
 - C. PORTS OF FERNANDINA FL AND KINGSBAY GA WILL BE IN PORT CONDITION TWO AS OF (INSERT DTG MON YR).
- 4. ASSISTANCE REQUIRED: REQUEST DRAT PROVIDE CONTRACT TO MOVE VOSS EQUIPMENT FROM NAVSTA MAYPORT FL TO SAFE REFUGE AT CAMP VALDOSTA GA.
- 5. FUTURE PLANS.
 - A. BEGIN PREPARATIONS FOR HURRICANE CONDITION ONE.
 - B. EVACUATE SECTOR PERSONNEL AND DEPENDENTS TO VALDOSTA GA WHEN HURRICANE CONDITION ONE IS SET.
 - C. MOVE REMAINING EQUIPMENT TO VALDOSTA GA.
 - D. CONTINUE MONITORING HURRICANE.
 - E. MAN DUVAL COUNTY EOC AND MAINTAIN LIASON WITH NAVSTA MAYPORT.

BT

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ANNEX D3

P (INSERT DTG MON YR)

FM COGARD SECTOR JACKSONVILLE FL

TO CCGDSEVEN MIAMI FL//DRMC//

BT

UNCLAS//N03140//

SUBJ: SECTOR JACKSONVILLE ASSUMES HURRICANE READINESS

CONDITION THREE

A. CCGDSEVEN OPLAN 9770-95

B. SECTOR JACKSONVILLE HEAVY WEATHER PLAN

1. IAW REF (A) AND (B), HURRICANE CONDITION THREE HAS BEEN SET FOR SECTOR JACKSONVILLE.

2. ASSET STATUS:

A. CG252521 IN WATER

B. CG142504 IN SHELTER

C. OIL RESPONSE EQUIPMENT TRAILERS IN YARDS AT SECTOR AND MSD

D. VOSS REMAINS AT NAVAL STATION MAYPORT

3. PORT STATUS: ALL PORTS IN SECTOR JACKSONVILLE AOR REMAIN IN HURCON FOUR AT THIS TIME

4. NO ASSISTANCE REQUIRED AT THIS TIME

5. FUTURE PLANS:

A. SET PORT CONDITION III BY 0800 13 SEP 08

B. PULL CG252521 IN AM

C. TRACK AND MONITOR HURRICANE FLOYD

D. MAINTAIN LIAISON W/DUVAL COUNTY EOC AND NAVSTA MAYPORT.

BT

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ANNEX D3

P (INSERT DTG MONTH YR)
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//

BT

UNCLAS//N16000//

SUBJ: READINESS, HEAVY WEATHER CONDITION FOUR

- A. CCGDSEVEN MIAMI FL (INSERT DTG MONTH YR)
- B. APPENDIX 21 TO CCGDSEVEN OPLAN 9770-95
- C. SECTOR JACKSONVILLE INST M16600.1
 - 1. IAW REF A, ALL ACTIONS OUTLINED IN REFS B AND C FOR HEAVY WEATHER CONDITION FOUR HAVE BEEN MET.
 - 2. SET CONDITION FOUR
 - 3. UNIT STATUS:
 - A. SECTOR JACKSONVILLE – HURCON FOUR SET.
 - B. ALL GOV'T VECHILES NOT LESS THAN 3/4 FULL.
 - 4. ASSISTANCE REQUIRED:
NONE AT THIS TIME
 - 5. FUTURE PLANS
 - A. TRACK AND MONITOR ALL APPROACHING STORMS
 - B. MAINTAIN LIAISON W/ DUVAL COUNTY EOC AND NAVSTA MAYPORT.

BT

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ANNEX D3

P (INSERT DTG MONTH YR)
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DRMC//

BT

UNCLAS//N16000//

SUBJ: READINESS, HEAVY WEATHER CONDITION FIVE

A. CCGDSEVEN MIAMI FL (INSERT DTG MONTH YR)

B. APPENDIX 21 TO CCGDSEVEN OPLAN 9770-95

C. SECTOR JACKSONVILLE INST M16600.1

1. IAW REF A, ALL ACTIONS OUTLINED IN REFS B AND C FOR HEAVY WEATHER CONDITION FIVE HAVE BEEN MET.

2. SET CONDITION FIVE

3. UNIT STATUS:

A. SECTOR JACKSONVILLE – HURCON FIVE SET.

B. ALL GOV'T VECHILES NOT LESS THAN 3/4 FULL.

4. ASSISTANCE REQUIRED:

NONE AT THIS TIME

5. FUTURE PLANS

A. TRACK AND MONITOR ALL APPROACHING STORMS

B. MAINTAIN LIAISON W/ DUVAL COUNTY EOC AND NAVSTA MAYPORT.

BT

NNNN

ANNEX D4

O (DATE)(TIME)Z (MONTH) 08
FM COGARD SECTOR JACKSONVILLE FL
TO CCGDSEVEN MIAMI FL//DR/DP//
INFO (OTHER UNITS AFFECTED BY EVENT OR NEEDING INFORMATION)
BT

UNCLAS //N03006//

SUBJ: DISASTER RESPONSE SITREP ONE (AND FINAL)

A. (LAST SITREP DTG)

1. SITUATION:

- A. OVERALL SITUATION DESCRIPTION
- B. SUMMARY OF ACTION SINCE LAST REPORT
- C. CURRENT WX AND WX FORECAST
- D. MEDIA COVERAGE

2. OPERATIONS:

A. VESSEL SORTIES:

UNIT	LOCATION	SOR	HRS	P/A	COMMENT
SECTOR JACKSONVILLE	JACKSONVILLE, FL	1	#	#	#
STA		1	#	#	

B. AIRCRAFT SORTIES:

UNIT	LOCATION	SOR	HRS	P/A	COMMENT
CG65**	CITY/STATE	1	#	#	AREA SURVEYED

VEHICLE SORTIES;

UNIT	LOCATION	SOR	HRS	P/A	COMMENT
SECTOR JACKSONVILLE	JACKSONVILLE, FL	1	#	#	SURVEYS, ETC

3. ACTION TAKEN (CHRONOLOGY)

4. PERSONNEL

- A. ACTIVE: (NUMBER ONBOARD/ASSIGNED TO UNIT & TAD)
- B. RESERVES: “
- C. AUXILIARY: “
- D. CIVILIANS: “

5. FUTURE PLANS AND RECOMMENDATIONS

- A. RESOURCE REQUIREMENT PROJECTIONS
- B. RESOURCES RECEIVED (PEOPLE, VESSELS, ETC.)
- C. PLANS (INCL RELEASE OR RESERVES OR TAD, 3)
- D. SPECIFIC DIRECTION NEEDED (I.E. EVACUATION)

BT

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ANNEX E

EMERGENCY CONTACT LIST

Civil Defense / Emergency Management

1. Duval County CD (904) 630-2472
2. Duval County Post (EOC) Coast Guard Rep (904) 630-7951
3. Brevard County EOC (321) 637-6670
4. Brevard County EOC Fax: (321) 633-1738

Coast Guard

1. Sector Jacksonville (904) 564-7500
3. Station Ponce (386) 428-9085
4. Station Canaveral (321) 868-4200
5. D7 Command Center (800) 874-7561

Hospitals

1. Baptist Medical Center Duval (904) 202-2000
2. Baptist Medical Center Beaches (904) 247-2900
3. Clay Memorial Hospital Clay (904) 248-3072
4. Columbia Orange Park Medical Center (904) 276 8580
5. Jacksonville Memorial Hospital (904) 399-6156
6. St Luke's Hospital ER Duval (904) 296-3784
7. St Vincent's Hospital (904) 308-7300
8. Shands of Jacksonville ER (904) 244-2374
9. Cape Canaveral Hospital Brevard ER (321) 799-7150
12. Wuesthoff Memorial Hospital Rockledge Brevard (321) 636-2211

Fire Departments

1. Atlantic Beach Fire Department (904) 249-5606
2. Jacksonville Beach fire Department & Police (904) 246-7331
3. Jacksonville Fire Department (904) 630-0522
4. Jacksonville Fire Department Harbor Fireboats (904) 630-0529 /911
5. Brevard County Fire & Rescue (321) 633-1769/1737
6. Cape Canaveral Volunteer Fire Department (321) 783-4777
7. Cocoa Fire Department (321) 639-7620
8. Rockledge Fire Department (321) 690-3971
10. Port Canaveral Emergency Services Coordinator (321) 783-1250

Police Departments

1. Atlantic Beach Police Department (904) 247-5859
2. Florida Highway Patrol Jacksonville (800) 387-1290
3. Florida Fish & Wildlife Conservation Division (904) 270-2500
4. Jacksonville Police Department (Emergency) 911
5. Jacksonville Police Department (Non-Emergency) (904) 630-0500
6. Jacksonville Police Department (Information) (904) 630-7600
7. Jacksonville Police Department (In Progress) 911
8. Jacksonville Police Department (Complaints etc.) (904) 630-2120
9. Neptune Beach Police Department (904) 270-2411
10. Camden County GA. Sheriff's Office (912) 576-3380
11. Nassau County Sheriff's Office (Emergency) (904) 225-5174
12. Nassau County Sheriff's Office (Non-emergency) (904) 225-0331

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ANNEX E

- | | |
|--------------------------------------|----------------|
| 13. St Johns County Sheriff's Office | (904) 824-8304 |
| 14. Clay County sheriff's Office | (904) 284-7575 |
| 15. Flagler County sheriff's Office | (904) 437-4116 |
| 16. Volusia County Sheriff's Office | (904) 248-1777 |
| 17. Putnam County Sheriff's Office | (904) 329-0800 |
| 18. Brevard County Sheriff's Office | (321) 255-4420 |
| 19. Seminole County Sheriff's Office | (904) 322-5115 |

Pilots

- | | |
|---|----------------------------|
| 1. St Johns' Bar Pilots Association, Jacksonville | (904) 246-6716 /6717-/5631 |
| 2. Florida Docking Masters Association | Fax: (904) 641-3639 |
| 3. Canaveral Pilot's Association | (321) 783-4645 |
| 4. Fernandina Pilot's Association | (904) 261-3158 |

Red Cross

- | | |
|---|----------------|
| 1. American Red Cross, Jacksonville | (904) 358-8091 |
| 2. American Red Cross, Naval Air Station Jacksonville | (904) 772-2426 |
| 3. American Red Cross, Disaster HQ, Brevard | (321) 723-7141 |
| 4. American Red Cross, Melbourne | (321) 723-7141 |

Pollution Control

- | | |
|--|----------------|
| 1. Jacksonville | (904) 355-4164 |
| 2. Moran Environmental | (800)-359-3740 |
| 3. American Boom and Barrier Corp, Brevard | (321) 784-2110 |
| 4. American marine, Inc. Brevard | (321) 636-5783 |
| 5. Containment Systems Inc. Brevard | (321) 723-4033 |
| 6. Port Canaveral Marine, Brevard | (321) 783-5480 |

Bridges

- | | |
|---|---------------------|
| 1. B.B. McCormick (Beach BLVD) | (904) 249-9901 |
| 2. Fuller Warren | (904) 355-5868 |
| 3. Main Street | (904) 353-4438 |
| 4. Ortega River | (904) 389-8377 |
| 5. Sisters Creek | (904) 251-3212 |
| 6. FL East Coast RR | (904) 398-7434 |
| 7. Palm Valley (SR 210) | (904) 285-6594 |
| | (904) 280-3852 |
| 8. Kingsley Creek RR | (904) 261-9545 |
| 9. CCGD7 Bridge Section | (305) 415-6750 |
| 10. Florida DOT (aage.schroder@dot.state.fl.us) | (800) 749-2967 |
| | (904) 918-2939 |
| | Fax: (386) 961-7711 |

Survey Agencies

- | | |
|--------------------------------|----------------------|
| 1. U.S. Army Corp of Engineers | (904) 232-2071 |
| 2. NOAA (LCDR Todd Haupt) | (843) 740-1178 |
| | Cell: (843) 834-4105 |

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ANNEX F

FACILITY SURVEY/DEPTH SURVEY

(UPDATED JUNE 2004)

FACILITY ADDRESS PHONE	FIN # OPA # OSRO # RATED	TYPE OF FACILITY	FAC. SURVEY SUBMITTED TO COTP FOR REVIEW	DEPTH. SURVEY SUBMITTED TO COTP FOR REVIEW
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AMERADA HESS CORP. 2617 Heckscher Dr. Jacksonville, FL. 32218 904-757-4498	JACMS018 OPA-27	Bulk Oil	Yes 28AUG95	
AMOCO OIL CO. 2054 Heckscher Dr. Jacksonville, FL. 32218 904-757-5706	JACMS013 OPA-06	BULK OIL	No Response	
BRITISH PETROLEUM OIL Gulf Products Division 2101 Heckscher Dr. Jacksonville, FL. 32218 904-757-4650	JACMS013 OPA-44	BULK OIL	No	Yes 23JUN95
CHEVRON USA, INC. 3117 Talleyrand Ave. Jacksonville, FL. 32206 904-353-1094	JACSM019 OPA-28	BULK OIL	Yes 30JUN95	Yes 30Jun95
COASTAL FUELS INC. 3529 Talleyrand Ave. Jacksonville, FL. 32206 904-358-6725	JACMS015 OPA-02	BULK OIL	No	Yes 23MAY95
COASTAL FUELS INC. Port Canaveral P.O. Box 613 Cape Canaveral, FL. 32920 407-783-3393	JACMS044 OPA-37	BULK OIL	Canaveral Port Dated	Authority Survey 02JUN95
COMMODORES POINT (NFSY) P.O. Box 53043 Jacksonville, FL. 32201 904-353-0828	JACMS14		Yes 25SEP95	
CONTAINER CORP. North Eighth St. Fernandina Beach, FL. 32034 904-261-5551	JACMS79 OPA-12	BULK OIL	Harbor Engineering Client	No Survey at This time
FLORIDA PETROLEUM CORP. P.O. Box 1405 Fernandina Beach, FL. 32034 904-261-3200	JACMS20 OPA-22	BULK OIL	No	

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FLORIDA POWER CORP. Turner Plant 201 Debary Ave. Deltona, FL. 32725	JACMS21	BULK OIL	No Extension Requested 12MAY95 (15JUL95)	
FLORIDA POWER & LIGHT Cocoa Plant P.O. Box 130 Cocoa, FL. 32923-0130 407-636-1270	JACMS50 OPA-18	BULK OIL	Yes 20JUL95	
FLORIDA POWER & LIGHT Port Canaveral Terminal P.O. Box 331 9032 Flounder St. Cape Canaveral, FL. 32920 407-799-2279	JACMS 63 OPA-17	BULK OIL	Yes 20JUL95	
FLORIDA POWER & LIGHT Putnam Plant P.O. Box 308 East Palatka, FL. 32031-0308 904-325-9061	JACMS062 OPA-20	BULK OIL	Yes 20JUL95	
FLORIDA POWER & LIGHT Sanford Plant P.O. Box 8 Lake Monroe, FL. 32747 407-668-8628	JACMS048 OPA-19	BULK OIL	Yes 20JUL95	
GEORGIA-PACIFIC CORP. P.O. Box 919 Palatka, FL. 32078-0919 904-325-2001	JACMS046 OPA-34	BULK OIL	Yes 28AUG95 (Status Updated in letter 20FEB96)	
GILMAN PAPER COMPANY P.O. Box 878 St. Mary's, GA. 31558-0878 912-882-4241	JACMS45 OPA-36	BULK OIL	No	
INDEPENDENT TERMINAL PIPELINE CO. (ITAPCO) 3721 Talleyrand Ave. Jacksonville, FL. 32206 904-791-8822	JACMS016 OPA-14	BULK OIL	No	
JACKSONVILLE ELECTRIC AUTHORITY Kennedy Station 4215 Talleyrand Ave. Jacksonville, FL. 32206 904-633-4627	JACMS090 OPA-24	BULK OIL	No	

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JACKSONVILLE ELECTRIC AUTHORITY Northside Station 4377 Heckscher Dr. Jacksonville, FL. 32226 904-632-6670	JACMS035 OPA-26	BULK OIL	Yes 25MAY95	
JACKSONVILLE ELECTRIC AUTHORITY Southside Station 801 Colorado Ave. Jacksonville, FL. 32207 904-633-4484	JACMS036 OPA-25	BULK OIL	No	
JACKSONVILLE PORT AUTORITY Blount Island Terminal P.O. Box 3005 Jacksonville, FL. 32226 904-757-7805	JACMS010	PACKAGED HAZMAT	No	
JACKSONVILLE PORT AUTHORITY Talleyrand Docks & Terminal 2831 Talleyrand Ave. Jacksonville, FL. 32206 904-630-3040	JACMS001	PACKAGED HAZMAT	No	
JEFFERSON SMURFIT CORP. 1915 Wigmore St. Jacksonville, FL. 32201 904-353-3611	JACMS033 OPA-07	BULK OIL	Yes 30OCT95	
KERR MCGEE INC. 2470 Talleyrand Ave. Jacksonville, FL. 32206 904-355-8396	JACMS004 OPA-43	BULK OIL	Yes 24APR95	Yes 24APR95
KOCH REFINERIES 1974 Talleyrand Ave. Jacksonville, FL. 32206 904-633-9391	JACMS093 OPA-15	BULK OIL	Yes 24APR95	
NASSAU TERMINAL P.O. Box 1543 Fernandina Beach, FL. 32034 904-261-0753	JACMS027	PACKAGED HAZMAT	Yes 22JUN95	Yes 22JUN95
OCCIDENTAL CHEMICAL CO. Jacksonville Terminal 1301 Wigmore St. Jacksonville, FL. 32206 904-632-3800	JACMS025 OPA-(N/R)	BULK CHEMICAL	Yes 24MAY95	

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ORLANDO UTILITIES COMMISSION Indian River Plant 7800 South US HWY 1 Titusville, FL. 32780 407-267-2155	JACMS047 OPA-41	BULK OIL	No	
ORLANDO UTILITIES COMMISSION Port Canaveral Terminal 9040 Flounder St. Cape Canaveral, FL. 32920 407-799-2279	JACMS65 OPA-46	BULK OIL	No	
PETROLEUM FUEL & TERMINAL 1903 East Adams St. Jacksonville, FL. 32202 904-358-2375	JACMS031 OPA-01	BULK OIL	No	
PORT CANAVERAL PORT AUTHORITY 730 Mullet Rd. Cape Canaveral, FL. 32920	SYS- 96001467	ALL	Yes 02JUN95	
STEUART PETROLEUM CO. 6531 Evergreen Ave. Jacksonville, FL. 32208 904-355-9675	JACMS011 OPA-29	BULK OIL	Yes 27JUN95	Yes 27JUN95
SOUTHEAST TOYOTA DIST. Joyserv Marina Terminal 1751 Talleyrand Ave. Jacksonville, FL. 32206 904-354-5000	JACMS003	WATERFRONT FACILITY	No	
TRUMBULL ASPHALT CO. (Owens Corning) 1151 Talleyrand Ave. Jacksonville, FL. 32206 904-353-7361	JACMS024 OPA-32	BULK ASPAHALT		Yes 20JUN95
UNITED STATES GYPSUM CO. 6825 Evergreen Ave. Jacksonville, FL. 32208 904-768-2501	JACMS026 OPA-39	WATERFRONT FACILITY		Yes 02AUG95
USN – AIR STATION JACKSONVILLE P.O. Box 5 Jacksonville, FL. 32212 904-772-2717	JACMS105 OPA-48	BULK OIL		No

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USN FISC JACKSONVILLE 8808 Somers Rd. Jacksonville, FL. 32218-2600 904-779-3230	JACMS021 OPA-10	BULK OIL		No
USN – NAVAL STAION-MAYPORT Commanding Officer Mayport, FL. 32228 904-270-5401	JACMS68 OPA-47	BULK OIL		No
USN – NAVAL SUB BASE KINGS BAY 1063 USS Tennessee Ave. Kings Bay, GA. 31547 904-673-4700	JACMS64 OPA-30	BULK OIL		No
WESTWAY TRADING CO. 2701 Talleyrand Ave. Jacksonville, FL. 32206 904-356-3311	JACMS002 OPA-16	HAZMAT NLS	No	
WITCO CHEMICAL CORP. 3101 Talleyrand Rd. Jacksonville, FL. 32206 904-353-0580	JACMS020 OPA-16	BULK OIL		No

ANNEX F

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ANNEX G

Vessel Sortie Guidelines

This Vessel Sortie Guideline is to be used by the Prevention Department/Operations Section in making recommendations to the COTP on whether certain vessels may remain in port during a severe weather event.

The decision-making responsibility involving the Coast Guard's heavy weather vessel sortie process is vested with the vessel operators, the Coast Guard, and where appropriate local port authorities. However, the Coast Guard Captain of the Port (COTP) maintains the final decision making authority in accordance with applicable federal statutes and regulations. The overriding goal of the COTP is to protect the safety of life. The COTP should also seek to protect the port's environment and the viability of the Marine Transportation System, including the infrastructure, harbors, and channels. Keep in mind that the COTP shall respect a master's decision and not order a vessel to sea if doing so would unduly hazard the vessel.

- Safety of life is the primary concern when making all decisions.
- Be sensitive to the limiting factors and abilities of tug/barge units and other vessels in severe weather when making decisions to allow vessels to remain in port or make port entry during the approach of heavy weather. Focus on limitations should include but are not limited to watertight integrity and down flooding considerations involving tugs and barges.
- Because of the unpredictable track of hurricanes, industry representatives should be aware that port actions will be initiated and carried out to err on the side of safety. It is possible that storm preparedness actions and port restrictions will occur and the storm may never impact that particular port.
- Vessel operators and companies should be aware of and use applicable appeal procedures when challenging orders issued by the COTP. Operators and companies are encouraged to use oral appeal procedures already in place to expedite the process.
- Vessel operators are responsible for determining and making proper mooring arrangements during the approach of heavy weather. These arrangements will be included in the Remain in Port Request (Annex I) and forwarded to the Coast Guard when requesting to remain in port or requesting to enter port during the approach of heavy weather.
- All heavy weather mooring arrangements are subject to the approval of the COTP. Should a vessel be unable to make satisfactory arrangements, the COTP may require the vessel to depart port.
- Port Authorities and private sector facility owner/operators are important stakeholders during heavy weather contingencies. Vessel operators or company officials must involve these entities in their pre-planning and decision making when desiring to remain in port or make port entry during the approach of heavy weather. The COTP will seek confirmation from terminal/facility owners that vessel Remain in Port Requests can be adequately supported by said terminal/facility.

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16600
June 1, 2008

CAPTAIN OF THE PORT ORDER: 06-xxx

**PORT HURRICANE CONDITION ____ REQUIREMENT
FOR
M/V _____ (IMO# _____)**

Master, Owner, Agent, or Person in Charge:

M/V _____, IMO # _____, (flag)

At _____, Hurricane Condition __ (__-hour warning) was set for the Port of _____.
Members of my staff conducted an inspection of your vessel/facility pursuant to this Condition at
_____ and noted the following discrepancies:

- 1) _____
- 2) _____

In view of the emergent weather conditions and the potential threat to port safety posed by your ship's condition, you are hereby directed to take the following corrective action:

- 1) _____
- 2) _____

Failure to comply with these orders, issued under the provisions of Title 33 U. S. Code, Section 1232, subjects you to a civil penalty of \$27,500 for each day the vessel is in violation. You may also be subject to an additional criminal penalty of not more than \$50,000 or imprisonment of not more than five years or both. This order is issued without prejudice as to the initiation of civil penalty proceedings for violations that may have previously occurred.

Should you be aggrieved by this order, you may appeal to the Commander, Seventh Coast Guard District, through the Captain of the Port Jacksonville, at the above address, in writing, within 30 days of receipt of this order.

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16600
June 1, 2008

M/V _____ (IMO# _____), CAPTAIN OF THE PORT ORDER: 06-xxx

If you have any questions regarding this matter, please contact Coast Guard Sector Jacksonville at (904) 247-7318.

Sincerely

P. F. THOMAS
Captain, U.S. Coast Guard
Captain of the Port
Jacksonville, FL

Receipt acknowledged:

Signature: _____

Typed or printed name: _____

Title: _____

Date _____

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ANNEX I

REMAIN IN PORT REQUEST OCEAN GOING VESSELS OVER 500 GT

1. Vessel Name: _____ Flag: _____
Call Sign: _____ Official # : _____
2. Nationality of the Vessel: _____
3. Name of Master: _____
4. Name of Agent: _____ Phone #: _____
Address of Agent: _____

5. Name of Charter/Operator: _____ Phone#: _____
Address of Charter/Operator: _____

6. Name of Owner: _____ Phone#: _____
Address of Owner: _____

7. Vessel -- Length: _____ Gross Tonnage _____
8. Reason why the vessel cannot leave port: _____

9. Condition of Vessel: _____

10. Number of personnel to remain on the vessel and their qualifications: _____

11. Amount of ballast the vessel may hold: _____
12. Amount of bunkers, lube oil, and diesel oil on board: _____

13. Estimated draft with the vessel ballasted: _____
14. Name of Berth: _____ Location: _____
15. Depth of Water in the vessel's berth at low tide: _____
16. Availability of vessel's main propulsion: _____

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ANNEX I

17. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size of mooring lines or wire _____.

18. Operational status of machinery on board (i.e. engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, etc.) _____

19. Fire fighting capabilities of the vessel: _____

20. Any unusual conditions affecting the vessel's seaworthiness: _____

Name (print) _____ Signature _____

Phone #: _____

Date: _____ Time: _____

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ANNEX I

REMAIN IN PORT CHECKLIST TUG/BARGE UNITS

1. Tug name: _____ Flag: _____
Call Sign: _____ Official #: _____
2. Nationality of the Tug and barge(s): _____
3. Name of Tug's Master: _____
4. Name of Agent: _____ Phone #: _____
Address of Agent: _____

Name of Charter/Operator: _____ Phone#: _____
Address of Charter/Operator: _____

Name of Owner: _____ Phone#: _____
Address of Owner: _____

5. Tug -- Length: _____ Gross Tonnage _____
Barge -- Length: _____ Gross Tonnage _____
6. Reason why the Tug/Barge cannot leave port or wishes to enter port: _____

7. Will the Tug be tending the barge(s) while in port: YES NO
8. Number of personnel to remain on Tug: _____
9. Amount of bunkers, lube oil, and diesel oil on board the Tug: _____

10. Type of cargo onboard the barge(s) and the amount of oil or hazardous material onboard if carried as cargo _____

11. Estimated drafts of Tug and barge(s): _____

12. Name of berth: _____ Location: _____

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13. Operational status of machinery onboard the Tug (i.e. engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, etc.) _____

14. Any unusual conditions affecting either the Tug's or barge(s)' seaworthiness: _____

Name (print) _____ Signature _____
Phone #: _____
Date: _____ Time: _____

ANNEX I

FACILITY PARTICULARS

1. Fendering configuration and condition: (provide diagram and description of available fendering)

2. Has an engineering study been performed to determine the maximum size vessel that could safely be moored at the facility during severe weather, with maximum sustained wind speeds indicated? (YES or NO)

If yes, what year was study done? _____

3. Condition of bollards, dolphins, and deadmen. Are they capable of holding vessel?

4. Shoreside firefighting capabilities? (Briefly describe resources facility has available.)

5. Tugboat assistance available? Have arrangements been made with a tow company? (YES or NO)

If yes, what is company name? _____

6. Distance from berth to closest obstruction that may cause damage to vessel (i.e. cranes, drydocks, buildings, tanks, etc.) _____

7. Distance to nearest oil storage facility, hazardous material facility, oil or hazardous material storage tanks at facility where vessel will be moored, and any oil pipelines).

Name (print) _____ Signature _____

Phone #: _____

Date: _____ Time: _____

NOTE: Facility operators should ensure the open areas of their docks, wharves, and piers are cleared of all missile hazards: Hazardous materials should be removed from areas prone to flooding. Drums should be banded on pallets not more than two tiers high or laid horizontally with secure dunnage.

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ANNEX I

Contingency Information

1. Plans for emergency evacuation of crewmen. (If necessary)

2. Plans for emergency medical services.

3. Plans to contain and remove oil discharges or hazardous material releases into the environment.

Discrepancies:

Name (print) _____ Signature _____

Phone #: _____

Date: _____ Time: _____

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ANNEX J

HURRICANE EVACUATION EQUIPMENT/SUPPLY LIST

1. In the event that Sector Jacksonville must shift operations from Mayport due to Category 3+ Storm, the following materials may be necessary to sustain a support infrastructure for several days in Valdosta, GA.

2. Items listed below need to be acquired/maintained for evacuation to Valdosta, GA, even when evacuation is not necessary, are listed below.

- Street maps of Valdosta, GA vicinity.
- Misc. office supplies (Scissors, rulers, folders, etc.)
- CG Forms for finance/supply and personnel actions.
- Unit credit cards.
- CG Mutual Assistance checks and forms.
- \$30k in traveler's checks.
- Small copier machine with extra ink cartridge.
- Fax machine.
- Printer with paper and extra ink cartridge.
- Laptop computers.
- Surge protectors.

3. Items listed below need to be acquired/maintained for evacuation to the Emergency Operations Center.

- Hurricane Trailer.
- MREs and drinking water.
- Publications:
 - Sector Organization Manual.
 - CCGD7 OPLAN.
 - Marine Safety Manual.
 - Phonebook; HQ, D7, and local (including yellow pages).
- Contingency Plans:
 - Heavy Weather Plan.
 - Continuity of Operations Plan (COOP).
 - Area Contingency Plan (ACP).
 - Area Maritime Security Plan (AMSP).
 - Mass Rescue Operation Plan.
- Navigation charts and publications.
- Photo cameras and film.
- Copies of Status Boards.
- Copies of all COTP administrative orders.
- Copies of all message traffic.
- Communications gear.
- Fax machine.
- Printer with paper and extra ink cartridge.
- Laptop computers.
- Bedding material.

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ANNEX J

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ANNEX K

FACILITY STATUS BOARDS

Fernandina Section

Facilities							
Status	Reassess?	Facility	Vessels at Facility	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Nassau Fertilizer & Oil Co., Lower Wharf. Nassau Fertilizer & Oil Co., Upper Wharf.					
		Jefferson Smurfit Corp., Fernandina Plant Wharf.					
		Port of Fernandina Wharf.					
		Fernandina Seafood Co. Wharf. Tringali Brothers Shrimp Co. Wharf. Island Seafood Co. Wharf. Cook Brothers Wharf.					
		Nassau Fertilizer & Oil Co., Lower Wharf. Nassau Fertilizer & Oil Co., Upper Wharf.					
		Jefferson Smurfit Corp., Fernandina Plant Wharf.					
		Florida Petroleum Corp. Wharf.					
		Rayonier, Fernandina Mill Wharf.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave;							
<input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input type="checkbox"/> Departed Port							

ANNEX K

Fernandina Section

Bridges				
Status	Reassess?	Bridge	Last Assessment	BNTM Issued?
		St. Mary's River Kingsland		
		Atlantic ICW		
		Railroad Bridge over ICW at A1A		
		A1A / 200 Highway Bridge over ICW		
		Lanceford Creek		
		Little St. Marks River Apalachicola		
		Lofton Creek Yulee		
		Nassau River		
		Route 17 Nassau River		
Bridges Status Key: ✓ Open on Demand; X Closed, not opening; ⌚ Opening on Schedule; ☺ Fixed Span				

ANNEX K

Green Cove Springs Section

Facilities							
Status	Reassess?	Facility	Vessels at Facility	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		OTF: Putnam Plant					
		DWF: Sun State Marine Services, Inc.					
		DWF: Georgia Pacific Corp.					
		Clay County Port Authority (All facilities)					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave;							
? In port, ordered to provide plan/intentions; ↓ In port, ordered to move; ☺ Departed Port							

ANNEX K

Bridges				
Status	Reassess?	Bridge	Last Assessment	BNTM Issued?
		Buckman Bridge I-295		
		Shands Bridge SR-16		
		Palatka Bridge US-17		
		Buffalo Bluff RR Bridge Satsuma		
		Black Creek Doctors Inlet		
		Ortega River		
		Governors Creek Green Cove Springs		
		Rice Creek Palatka		
		Palm Valley Bridge SR-210		
		San Sabastian River St. Augustine		
		Bridge of Lions St. Augustine		
Bridges Status Key: ✓ Open on Demand; X Closed, not opening; ⌚ Opening on Schedule; ☺ Fixed Span				

ANNEX K

St. Johns River NORTH Section (*Blount Island and seaward*)

Facilities and Anchorages							
Status	Reassess?	Facility / Anchorage	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Mayport Ferry Slip. Right bank, St. Johns River, approx. 2.4 miles above St. Johns Point.					
		St. Johns Bar Pilot Association Wharf. Right bank, St. Johns River, approx. 2.3 miles above St. Johns Point.					
		Mayport Yacht Basin and Wharves. Right bank, St. Johns River, approx. 3 miles above St. Johns Point.					
		Gerald Peck Wharf. Right bank, St. Johns River, approx. 2.9 miles above St. Johns Point.					
		Monty's Marina Wharf. Right bank, St. Johns River, approx. 2.8 miles above St. Johns Point.					
		Miss Becky Seafood Co. Wharf. Right bank, St. Johns River, approx. 2.8 miles above St. Johns Point.					
		Mat Roland Seafood Co. Wharf. Right bank, St. Johns River, approx. 2.7 miles above St. Johns Point.					
		Atlantic Seafood Co. Wharf. Right bank, St. Johns River, approx. 2.7 miles above St. Johns Point.					
		St. Johns River Ferry Service, Maintenance Yard Dock. Right bank, St. Johns River, approx. 2.7 miles above St. Johns Point.					
		Gilmer Pier. Right bank, St. Johns River, approx. 2.6 miles above St. Johns Point.					
		Leon Beasley Pier. Right bank, St. Johns River, approx. 2.6 miles above St. Johns Point.					
		Roland Ice & Fuel Co. Wharf. Right bank, St. Johns River, approx. 2.5 miles above St. Johns Point.					
Facilities Status Key: ✓ Surveyed, Ready; ✗ Surveyed, Not Ready; ○ Not Yet Surveyed Vessel Status Key: ✓ In port, plans to leave; ⊙ In port, approved request to stay; ✗ In port, ordered to leave; ? In port, ordered to provide plan/intentions; ↓ In port, ordered to move; ☺ Departed Port							

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ANNEX K

Facilities and Anchorages (St. Johns River NORTH)							
Status	Reassess?	Facility / Anchorage	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Singleton's Seafood Shack Wharf. Right bank, St. Johns River, approx. 2.5 miles above St. Johns Point.					
		La Cruise Wharf. Right bank, St. Johns River, approx. 2.4 miles above St. Johns Point.					
		U. S. Coast Guard Base, Mayport Wharf. Right bank, St. Johns River, approx. 3 miles above St. Johns Point.					
		Atlantic Drydock Corp., East Bulkhead Wharf. Left bank, St. Johns River, approx. 400 feet below Sisters Creek (Intracoastal Waterway).					
		Atlantic Drydock Corp., Pier No. 2. Left bank, St. Johns River, approx. 300 feet below Sisters Creek (Intracoastal Waterway).					
		Atlantic Drydock Corp., West Bulkhead Wharf. Left bank, Sisters Creek (Intracoastal Waterway), at junction with St. Johns River.					
		Atlantic Marine Pier. Left bank, Sisters Creek (Intracoastal Waterway), above junction with St. Johns River, 1,300 feet south					
		Gate Maritime Properties, Berth 1. Southwest side, 1,300 feet from inner end of slip (Back River), at east end of Blount Island, left bank,					
		Gate Maritime Properties, Berth 2. Northwest side, at inner end of slip (Back River), at east end of Blount Island, left bank, St. Johns River					
		Gate Maritime Properties, Berth 3. Southwest side, at inner end of slip (Back River), at east end of Blount Island, left bank, St. Johns River					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave;							
? In port, ordered to provide plan/intentions; ↓ In port, ordered to move; ☺ Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River NORTH)							
Status	Reassess?	Facility / Anchorage	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Gate Maritime Properties, Berth 4. Northwest side, 1,300 feet from inner end of slip (Back River), at east end of Blount Island, left bank,					
		Gate Maritime Properties, Berth 5. Southwest side, at outer end of slip (Back River), at east end of Blount Island, left bank, St. Johns River					
		Jacksonville Port Authority, Blount Island Marine Terminal, Berths Left bank, St. Johns River (Dames Point - Fulton Cutoff), approx. 1.8 miles above lower end of Blount Island					
		St. Johns River, Coal Terminal Dock. Left bank, St. Johns River (Dames Point - Fulton Cutoff), approx. 1.4 miles above lower end of Blount Island					
		Jacksonville Port Authority, Blount Island Marine Terminal, Left bank, St. Johns River (Dame Point-Fulton Cutoff), approx. 0.7 mile below the Napoleon Broward					
		Jacksonville Port Authority, Blount Island Marine Terminal, Ro-Ro Left bank, St. Johns River (Dame Point-Fulton Cutoff), approx. 0.4 mile below the Napoleon Broward Bridge					
		Jacksonville Port Authority, Blount Island Marine Terminal, West Way Right bank, St. Johns River (Blount Island Channel West), approx. 0.7 mile below west end of Dames Point					
		The Celotex Corp., Jacksonville Plant Wharf. Left bank, St. Johns River (Blount Island Channel West), approx. 0.4 miles below west end of Dames Point					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input checked="" type="checkbox"/> Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River NORTH)							
Status	Reassess?	Facility / Anchorage	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Jacksonville Electric Authority, Northside Generating Station Wharf Left bank, St. Johns River (Blount Island Channel West), approx. 1.6 miles below west end of Dames Point					
		Jacksonville Port Authority, Blount Island Marine Terminal, West W Right bank, St. Johns River (Blount Island Channel West), approx. 1.2 miles below west end of Dames Point					
		USN Fuel Depot					
		Williams Energy Ventures					
		Mayport Offshore Anchorage A					
		Mayport Offshore Anchorage B					
		Mayport Offshore Anchorage C					
		Mayport Offshore Anchorage D					
		Mayport Destroyer Anchorage 1					
		Mayport Destroyer Anchorage 2					
		Mayport Destroyer Anchorage 3					
		Mayport Destroyer Anchorage 4					
		Mayport Destroyer Anchorage 5					
		Mayport Destroyer Anchorage 6					
Facilities Status Key: ✓ Surveyed, Ready; X Surveyed, Not Ready; O Not Yet Surveyed Vessel Status Key: ✓ In port, plans to leave; ⊙ In port, approved request to stay; X In port, ordered to leave; ? In port, ordered to provide plan/intentions; ↓ In port, ordered to move; ☺ Departed Port							

ANNEX K

Bridges (St. John's River NORTH)				
Status	Reassess?	Bridge	Last Assessment	BNTM Issued?
		Dames Point (Napoleon Bonaparte Broward) Bridge		
		Sisters Creek State Road 105/Heckscher Drive		
		Wonder Wood Bridge ICW		
		Atlantic Blvd SR 10 ICW		
		Beach Blvd US-90 ICW		
		J. Turner Butler Blvd SR-202 ICW		
		Trout River Dinsmore		
Bridges Status Key: ✓ Open on Demand; X Closed, not opening; Ⓢ Opening on Schedule; ☉ Fixed Span				

ANNEX K

St. Johns River SOUTH Section *(Upriver/South of Blount Island)*

Facilities and Anchorages							
Status	Reassess?	Facility	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Commodore's Point Terminal, Mooring Wharf. Left bank, St. Johns River, approx. 0.1 mile above John E. Mathews Bridge.					
		Cross State Towing Co., Arlington Wharf. Right bank, approx. 0.4 mile below John E. Mathews Bridge.					
		Jacksonville Riverfront Development, Pier No. 4. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Crowley American Transport, McGiffen Dock. Left bank, St. Johns River, approx. 0.7 mile below John E. Mathews Bridge.					
		Crowley American Transport, Tri-level Dock. Left bank, St. Johns River, approx. 0.6 mile below John E. Mathews Bridge.					
		The Auchter Co., Equipment Yard Mooring. Left bank, St. Johns River, approx. 0.2 mile below John E. Mathews Bridge.					
		Wood-Hopkins Contracting Co. Wharf. Left bank, St. Johns River, under John E. Mathews Bridge.					
		Commodore's Point Terminal Wharf. Left bank, St. Johns River, approx. 0.4 mile above John E. Mathews Bridge.					
		North Florida Shipyards, Lower Wharf. Left bank, St. Johns River, approx. 0.6 mile above John E. Mathews Bridge.					
		North Florida Shipyard, Upper Wharf. Left bank, St. Johns River, above Isaiah D. Hart Bridge.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input checked="" type="checkbox"/> Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River SOUTH)							
Status	Reassess?	Facility	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Dixie Towing Corp. Wharf. Left bank, St. Johns River, approx. 1,200 feet above Isaiah D. Hart Bridge.					
		Durocher Dock & Dredge, Jacksonville Wharf. Left bank, St. Johns River, approx. 1,400 feet above Isaiah D. Hart Bridge.					
		Cross State Towing Co., Adams Street Yard Wharf. Left bank, St. Johns River, approx. 1,700 feet above Isaiah D. Hart Bridge.					
		Moran Towing of Florida Wharf. Left bank, St. Johns River, approx. 2,100 feet above Isaiah D. Hart Bridge.					
		Jacksonville Riverfront Development, Pier No. 7 Wharf. Left bank, St. Johns River, approx. 0.9 mile below John T. Alsop Bridge.					
		Jacksonville Riverfront Development, Pier No. 1. Left bank, St. Johns River, approx. 0.7 mile below John T. Alsop Bridge.					
		Cuban Caribbean Shipping, Pier No. 2. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Jacksonville Riverfront Development, Pier No. 3. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Jacksonville Port Authority, Toyota Berth. Left bank, St. Johns River, approx. 1.3 miles below John E. Mathews Bridge.					
		Amerada Hess Corp., Jacksonville Terminal Wharf. Left bank, St. Johns River, below mouth of Broward River.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave;							
? In port, ordered to provide plan/intentions; ↓ In port, ordered to move; ☺ Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River SOUTH)							
Status	Reassess?	Facility	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		BP Oil Co., Drummond Point Terminal Wharf. Drummond Point, left bank, St. Johns River, above mouth of Broward River.					
		Gate Concrete Products Co. Wharf. Left bank, Trout River, 2,100 feet above St. Johns River.					
		Gate Concrete Products Co., Barge Slips. Left bank, Trout River, 3,000 feet above St. Johns River.					
		United States Gypsum Co., Jacksonville Plant Pier. Left bank, St. Johns River, 1,300 feet above the mouth of Trout River.					
		ST Services Jacksonville Terminal, Barge Wharf. Left bank, St. Johns River, 2,500 feet above the mouth of Trout River.					
		S T Services Jacksonville Terminal, Tanker Wharf. Left bank, St. Johns River, approx. 0.5 mile above the mouth of Trout River.					
		PCS Phosphate, Jacksonville Bulk Terminal Wharf. Left bank, St. Johns River, along upper side of mouth of Long Branch Creek.					
		Jefferson Smurfit Corp., Jacksonville Plant, Fuel Oil Dock. Left bank, St. Johns River, 2,000 feet above the mouth of Long Branch Creek.					
		Jacksonville Electric Authority, J. Dillon Kennedy Generating Station. Left bank, St. Johns River, approx. 0.6 mile above the mouth of Long Branch Creek.					
		Coastal Fuels Marketing, Jacksonville Terminal Wharf. Left bank, St. Johns River, approx. 0.9 mile above the mouth of Long Branch Creek.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input type="checkbox"/> Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River SOUTH)							
Status	Reassess?	Facility	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Chevron U.S.A., Jacksonville Terminal Wharf. Left bank, St. Johns River, approx. 1.1 miles above the mouth of Long Branch Creek.					
		U. S. Army Corps of Engineers, Jacksonville District Slip. Left bank, St. Johns River, approx. 2 miles below John E. Mathews Bridge.					
		Jacksonville Port Authority, Talleyrand Docks and Terminals, Berth Left bank, St. Johns River, approx. 2 miles below John E. Mathews Bridge.					
		Jacksonville Riverfront Development, Pier No. 4. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Jacksonville Riverfront Development, Pier No. 4. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Jacksonville Port Authority, Talleyrand Docks and Terminals, Berth XX Left bank, St. Johns River, approx. 1.8 miles below John E. Mathews Bridge.					
		Jacksonville Port Authority, Talleyrand Docks and Terminals, Berth XX Left bank, St. Johns River, approximately 1.6 miles below John E. Mathews Bridge.					
		City of Jacksonville, Fireboat Pier. Left bank, St. Johns River, 800 feet above the mouth of Trout River					
		Commodore's Point Terminal, Mooring Wharf. Left bank, St. Johns River, approx. 0.1 mile above John E. Mathews Bridge.					
		Cross State Towing Co., Arlington Wharf. Right bank, approx. 0.4 mile below John E. Mathews Bridge.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input type="checkbox"/> Departed Port							

ANNEX K

Facilities and Anchorages (St. Johns River SOUTH)							
Status	Reassess?	Facility	Vessels at Facility / Anchorage	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Jacksonville Riverfront Development, Pier No. 4. Left bank, St. Johns River, approx. 0.5 mile below John T. Alsop Bridge.					
		Crowley American Transport, McGiffen Dock. Left bank, St. Johns River, approx. 0.7 mile below John E. Mathews Bridge.					
		Crowley American Transport, Tri-level Dock. Left bank, St. Johns River, approx. 0.6 mile below John E. Mathews Bridge.					
		The Aughter Co., Equipment Yard Mooring. Left bank, St. Johns River, approx. 0.2 mile below John E. Mathews Bridge.					
		Wood-Hopkins Contracting Co. Wharf. Left bank, St. Johns River, under John E. Mathews Bridge.					
		Commodore's Point Terminal Wharf. Left bank, St. Johns River, approx. 0.4 mile above John E. Mathews Bridge.					
		North Florida Shipyards, Lower Wharf. Left bank, St. Johns River, approx. 0.6 mile above John E. Mathews Bridge.					
		Informal barge fleeting area St. Johns River north of Exchange Island / Matthews Bridge					
		St. Johns River Temp Anchorage A (Upper Anchorage)					
		St. Johns River Temp Anchorage B (Lower Anchorage)					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave;							
<input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input type="checkbox"/> Departed Port							

ANNEX K

Bridges				
Status	Reassess?	Bridge	Last Assessment	BNTM Issued?
		Acosta Bridge SR-13		
		FEC Rail Road Bridge		
		Main Street Bridge US-1		
		Dames Point Bridge SR-9A		
		John Matthews Bridge US-90 Alt		
		Fuller Warren Bridge I-95		
		Route 17 Trout River		
		Trout River Railroad Bridge		
Bridges Status Key: ✓ Open on Demand; X Closed, not opening; Ⓢ Opening on Schedule; ☉ Fixed Span				

ANNEX K

Canaveral Section

Facilities							
Status	Reassess?	Facility	Vessels at Facility	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Canaveral Port Authority, South Cargo Piers 1, 2, and 3.					
		Canaveral Port Authority, Cruise Terminals Nos. 2 and 3 Wharf.					
		Canaveral Port Authority, Cruise Terminal No. 4 Wharf.					
		Canaveral Port Authority, Tanker Berth No. 1. Canaveral Port Authority, Tanker Berth No. 2.					
		Canaveral Port Authority, South Cargo Pier 4.					
		Sunrise Marina Piers and Mooring Wharf.					
		Canaveral Port Authority, Barge Berth.					
		Sun Cruz Casino Wharf.					
		Miss Cape Canaveral Wharf					
		Pelican Fleet Landing. Puck O'Neal Seafood Wharf. Fleet Marine Wharf.					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> ? In port, ordered to provide plan/intentions; <input type="checkbox"/> ↓ In port, ordered to move; <input type="checkbox"/> ☺ Departed Port							

ANNEX K

Facilities (Canaveral)							
Status	Reassess?	Facility	Vessels at Facility	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		Bluepoints International Fisheries, East Wharf. Bluepoints International Fisheries, West Wharf Cape Canaveral Shrimp Co. Wharf.					
		New Port Marina Pier.					
		Canaveral Port Authority, Cruise Terminals Nos. 9 and 10 Wharf.					
		Canaveral Port Authority, Cruise Terminal No. 8 Wharf.					
		Canaveral Port Authority, Cruise Terminal No. 5 Wharf.					
		Hvide Marine Towing, Port Canaveral Pier.					
		Port Canaveral Maintenance and Fabrication Wharf.					
		U.S. Coast Guard Station, Port Canaveral Wharf.					
		Beyel Brothers, Port Canaveral Wharf.					
		Canaveral Port Authority, Dolphin Road Mooring Wharf					
Facilities Status Key: <input checked="" type="checkbox"/> Surveyed, Ready; <input checked="" type="checkbox"/> Surveyed, Not Ready; <input type="checkbox"/> Not Yet Surveyed							
Vessel Status Key: <input checked="" type="checkbox"/> In port, plans to leave; <input checked="" type="checkbox"/> In port, approved request to stay; <input checked="" type="checkbox"/> In port, ordered to leave; <input type="checkbox"/> In port, ordered to provide plan/intentions; <input type="checkbox"/> In port, ordered to move; <input checked="" type="checkbox"/> Departed Port							

ANNEX K

Facilities (Canaveral)							
Status	Reassess?	Facility	Vessels at Facility	COTP Order			Vessel Status
				OK'd	Verbal	Written	
		CSR Rinker Materials Corp., Port Canaveral North Cargo Pier 4.					
		Canaveral Port Authority, North Cargo Pier 3.					
		Canaveral Port Authority, North Cargo Piers 1 and 2.					
		U.S. Air Force, Cape Canaveral Air Force Station Wharf.					
		Cape Canaveral Air Force Station, Hangar AF Recovery Slip.					
		Kennedy Space Center Barge Dock.					
		Orlando Utilities Commission, Indian River Plant Barge Wharf.					
		Florida Power & Light Co., Cape Canaveral Plant Barge Wharf.					

Facilities Status Key: Surveyed, Ready; Surveyed, Not Ready; Not Yet Surveyed
 Vessel Status Key: In port, plans to leave; In port, approved request to stay; In port, ordered to leave;
 In port, ordered to provide plan/intentions; In port, ordered to move; Departed Port

ANNEX K

Canaveral Section

Bridges				
Status	Reassess?	Bridge	Last Assessment	BNTM Issued?
		Cross Fl Barge Canal Locks - Rodman Reservoir		
		Sanford St. Johns River Bridge (I-4)		
		Christa McAuliffe		
		JFK Causeway		
		Max Brewer Bridge		
		SR 528 Causeway Bridge		
		SR 520 Causeway Bridge		
		SR 404 Pineda Causeway Bridge		
		State Road 401		
		Lansing Island Bridge		
		Tortoise Island Bridge		
		Mathers Bridge		
		NASA Railway Bridge		
		Haulover Canal Bridge		
		Crane Creek Melbourne		
		Tomoka River Ormond Beach		
		NASA Causeway Bridge		

Bridges Status Key: ✓ Open on Demand; X Closed, not opening; ⌚ Opening on Schedule; ☺ Fixed Span

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ANNEX M

SAMPLE SAFETY ZONE LANGUAGE

XXXX-XX-X

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[COTP Jacksonville 0X-123]

RIN 1625-AA00

Safety Zone Regulation: Ports of Jacksonville and Fernandina, FL.

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for the Ports of Jacksonville and Fernandina, FL, and their approaches, until the passage of Hurricane Jeanne. This safety zone is necessary to protect vessels and the ports from navigation hazards associated with vessels anchoring in or transiting restricted waters and channels experiencing high winds and tidal surges during hurricane conditions. All cargo operations shall stop and vessels are prohibited from anchoring in or transiting the prescribed safety zone set unless specifically authorized by the Captain of the Port, Jacksonville, FL.

DATES: This rule is effective from 7 p.m. on September 25, 2004, until 7 a.m. on September 27, 2004.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket COTP Jacksonville 04-123 and are available for inspection or copying at Coast Guard Sector Jacksonville, 4200 Ocean St., Atlantic Beach, Florida, 32233, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: XX at Coast Guard Sector, Jacksonville, FL, tel: (904) 564-XXXX.

SUPPLEMENTARY INFORMATION:

Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553 (b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. Publishing an NPRM, which would incorporate a comment period before a final rule could be issued, and delaying the rule's effective date, are contrary to public safety because immediate action is necessary to protect the public and waters of the United States. Moreover, an NPRM is unnecessary due to the limited amount of time this rule will be in effect.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. Immediate action is necessary to protect the public and waters of the United States. The Coast Guard will issue a broadcast notice to mariners and may place Coast Guard vessels in the vicinity of this zone to advise mariners of the restriction.

Background and Purpose

This rule is necessary to protect the Ports of Jacksonville and Fernandina, FL, and their approaches, from navigation hazards associated with hurricane conditions such as high winds and tidal surges. All vessels are prohibited from conducting cargo operations and from anchoring or transiting restricted waters and channels unless specifically authorized by the Captain of the Port, Jacksonville, FL. This rule does not apply to authorized law enforcement or search and rescue vessels operating within the safety zone. The Captain of a the Port Jacksonville, FL, will issue a Broadcast Notice to Mariners (BNTM) to notify the marine community of the safety zone and the imposed restrictions. A separate BNTM will be issued to notify when the safety zone is no longer in effect.

Regulatory Evaluation

This regulation is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential cost and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS) because these regulations will only be in effect for a short period of time, and the impacts on routine navigation are expected to be minimal.

Small Entities

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ANNEX M

SAMPLE SAFETY ZONE LANGUAGE

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under section 5 U.S.C. 605 (b) that this rule will not have a significant economic impact upon a substantial number of small entities because the public will be made aware of the closure times via broadcast notices to mariners and traffic may be granted permission to enter the zone by the Captain of the Port or his representative if the situation allows.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offer to assist small entities in understanding the rule so that they can better evaluate its effects on them and participate in the rulemaking process. If the rule will affect your small business, organization, or government jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed under FOR FURTHER INFORMATION CONTACT for assistance in understanding this rule.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531 - 1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Although this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or safety that may disproportionately affect children.

Environment

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ANNEX M

SAMPLE SAFETY ZONE LANGUAGE

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(g), of the Instruction, from further environmental documentation. Under figure 2-1, paragraph (34)(g), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

LIST OF SUBJECTS IN 33 CFR PART 165:

Harbors, Marine safety, Navigation (water), Reporting and record keeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR 165 as follows:

PART 165 – REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

1. The authority citation for Part 165 continues to read as follows:

AUTHORITY: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

2. A new temporary § 165.T07-123 is added to read as follows:

§ 165.T07-123 Safety Zone, Ports of Jacksonville and Fernandina, FL.

(a) Regulated area. All waters and channels from the sea buoy to the Port of Jacksonville, FL, and the Port of Fernandina, FL, including all approaches thereto.

(b) Regulations. In accordance with the general regulations in § 165.23 of this part, the waters within the Ports of Jacksonville and Fernandina are closed to vessel traffic and cargo transfer operations shall terminate due to the threat of Hurricane Jeanne. All vessels are prohibited from anchoring in or transiting the waters or channels of the Ports of Jacksonville and Fernandina unless specifically authorized by the Captain of the Port, Jacksonville, FL. This regulation does not apply to law enforcement or search and rescue vessels operating within the safety zone. The Captain of The Port may be contacted on a 24-hour basis by calling the Sector Command Center (SCC) at (904) 247-7318.

(c) Dates. This rule is effective from 7 p.m. on September 25, 200X, until 7 a.m. on September 27, 200X.

Dated:

PAUL F. THOMAS
Captain, U. S. Coast Guard
Captain of the Port
Jacksonville, FL

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ANNEX N

AMERICAN WATERWAYS OPERATORS (AWO) DIRECTORY

A-1 Towing, Inc.
100 Hazel Court
Suite B
P.O. Box 13817
Chesapeake, VA. 23325-0817
PH: (757) 420-4115
FX: (757) 424-5484
Tow
Altow@exis.net

Boston Marine Transport Inc.
Massport Pier 1
S. Breeman Street
East Boston, MA. 02128
P.O. Box 492
PH: (617) 567-6869
FX: (617) 561-1227
Tow & Barge
bmt@bellatlantic.com

Amboy Aggregates
P.O. Box 3223
South Amboy, NJ. 08879
PH: (732) 525-0620
FX: (732) 525-9398
Barge
Bsimek2@hotmail.com

Bouchard Transportation Co.
58 South Service Rd.
Suite 150
Melville, NY. 11747
PH: (631) 390-4900
PH: (631) 390-4945 (Dispatcher)
FX: (631) 390-4955
dispatcher@bouchardtransport.com

Allied Transportation
500 East Indian River Rd.
Norfolk, VA. 23523
P.O. Box 717
Norfolk, VA. 23501
PH: (757) 545-7301
FX: (757) 545-5692
Tow
vickieb@almarine.com

Boston Towing & Transportation Co.
36 New Street
East Boston, MA. 02128
PH: (617) 567-9100
FX: (617) 567-2583
Tug & Tow

ARCO Chemical Company
3801 West Chester Pike
Newtown Square, PA. 19073-2387
PH: (215) 359-2000
FX: (215) 359-2722

Coastal Tug & Barge, Inc.
8700 Flagler Street
Miami, FL. 33174
P.O. Box 25500
Miami, FL. 33102-5500
PH: (305) 551-5380
FX: (305) 220-0224

Bay Towing Corporation
914 Pearl Street
Norfolk, VA. 23523
PH: (757) 545-8416
FX: (757) 545-1242
Tow
www.baytowing.com

Crowley Marine Services
2401 Fourth Avenue
Seattle, WA. 98121
P.O. Box 2287
Seattle, WA. 98111-2287
PH: (206) 443-8100
FX: (206) 443-8621

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Dan Marine Towing
299 Boat Yard Rd.
Chesapeake City, MD. 21915
P.O. Box 250
Chesapeake City, MD 21915
PH: (410) 885-5055
FX: (410) 885-5570
MarkHalliwell@danmarine.com

Hughes Brothers Inc.
Raritan Plaza
One Raritan Center
Edison, NJ. 08837
PH: (732) 225-1212
FX: (732) 225-3999
Tug & Barge
www.hughesmarine.com

Disch Construction
108 Belleview Avenue
Summit, NJ. 07901
P.O. Box 1412
Summit, NJ. 07901
PH: (908) 273-3500
FX: (908) 273-3541

Kens Marine Service
116-20 East 22nd Street
Bayonne, NJ. 07002
P.O. Box 13038
Bayonne, NJ. 07002
PH: (201) 339-0673
FX: (201) 339-8029
kensmarine@aol.com

DONJON Marine Co., Inc.
1250 Liberty Ave.
Hillside, NJ. 07205
PH: (908) 964-8812
FX: (908) 964-7426
inquiry@donjon.com

Kirby Corporation
55 Waugh Dr.
Suite 1000
Houston, TX. 77007
P.O. Box 1745
Houston, TX. 77251
PH: (713) 435-1194 24hr
FX: (713) 435-1453

Eklof Marine Corporation
TC Transportation
3245 Richmond Terrace
Staten Island, NY. 10303
PH: (718) 720-7207
FX: (718) 448-3038

Leevac Marine Inc.
414 North Causeway Blvd.
Morgan City, LA. 70448
PH: (504) 727-2000
FX: (504) 384-4240

Hanover Towing & SE Response
4920 Highway 421 North
Wilmington, NC. 28401
P.O. Box 221
Wilmington, NC. 28402
PH: (910) 763-6274
FX: (910) 763-6132
Tug & Barge
www.serr.com

Maritrans Inc.
West Bank
Schuylkill River & Ft. Mifflin Rd.
Philadelphia, PA. 19153-3889
PH: (215) 492-5868
FX: (215) 492-8113

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Maritrans, Inc.
Two Harbour Place
302 Knights Run Ave.
Suite 1200
Tampa, FL. 33602
PH: (813) 209-0600
FX: (813) 247-4802

cowboats@prexar.com
Providence Steamboat Company
One India Street
Providence, Rhode Island. 02903
PH: (401) 331-1930 24hr
FX: (401) 521-2450
Docking Service and Tow Boats

Mobile Oil Corporation
3225 Gallows Rd. Room 5B021
Fairfax, VA. 22037-0001
PH: (703) 846-1517
FX: (703) 846-1542
FX: (203) 625-7857

Reinauer Transportation Co.
1983 Richmond Terrace
Staten Island, NY. 10302
PH: (718) 816-8167 ext. 428 (days)
Ext. 401 or 402 Dispatch
FX: (718) 816-8922
POC Lenny Kinnear
Tug & Barge
lennyk@reinauer.com

Mobile Oil Corporation
4101 Authur Kill Rd.
Staten Island, NY. 10309
P.O. Box 070-116
Staten Island, NY. 10309
PH: (718) 966-2018

Roehig Maritime
1 School Street
Suite 202
Glen Cove, NY. 11542
PH: (516) 676-8605
FX: (516) 676-2499
PH: (516) 676-2900 24hr
www.roehigmaritime.com

Morgan Towing Corporation
50 Locust Ave.
New Cannan, CT. 06840-4743
PH: (203) 442-2800
FX: (203) 442-2857

Sargeant Marine Inc.
3111 University Dr.
Suite 1000
Coral Springs, FL. 33065
PH: (954) 753-6501
FX: (954) 753-6603

Penn Maritime
263 Tresser Blvd.
Stamford, CT. 06901
PH: (203) 356-0009 24hr.
FX: (203) 462-5031
Marine Trans. Tugs & Barge
VP Operations: James Sweeney
jsweeney@penmaritime.com
www.penmaritime.com

Seabulk International
2200 Eller Dr.
Fort Lauderdale, FL. 33316
P.O. Box 13038
Fort Lauderdale, FL. 33316
PH: (954) 523-2200
FX: (954) 523-8926

Portland Tugboat & Ship Docking Co. Inc.
40 Commercial Street
South Portland, ME 04101
PH: (207) 774-2902 24hr
FX: (207) 338-4750
POC Brian Fournier

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ANNEX N

Sun State Marine Services
1011 Bulkhead Rd.
Reynolds Industrial Park
Green Cove Springs, FL. 32043
PH: (904) 264-6582
FX: (904) 264-6660
Tugs

The Great Lakes Towing Company
1800 Terminal Tower
50 Public Square
Cleveland, OH. 44113-2274
PH: (216) 621-4854
FX: (216) 621-7616
Towing
[glT@thegreatlakegroup.com](mailto:glt@thegreatlakegroup.com)

Thomas J. Brown & Sons Inc.
182 Watchogue Rd.
Staten Island, NY. 10314
P.O. Box 100052
Staten Island, NY. 10310
PH: (718) 698-4600
FX: (718) 698-4601
Towing

Tisbury Towing & Transportation, Inc.
Beach Rd.
Vineyard Haven, MA. 02568
P.O. Box 308
Vineyard Haven, MA. 02568
PH: (508) 693-0990
FX: (508) 693-7244
Towing

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ANNEX P

Evacuation Safe Haven Site Information

Safe haven site for Sector Jacksonville AOR: Valdosta, GA

Per Diem authorized: \$70.00 for lodging \$39.00 for meals and incidentals per day.

Mileage authorized: From home to Valdosta, GA.

- Entitlements for evacuation of Coast Guard families are based on the mandatory evacuation order issued by civil emergency authorities or DOD Base Commanders and are specific to those areas falling under the mandatory zones. It is the evacuee's responsibility to locate hotel accommodations prior to departing, the Local Housing Officer provides a list of hotels with phone numbers located at Valdosta, GA or you can look up hotels in the internet under <http://www.yellowpages.com/>. Under category type hotels, city Valdosta, state GA.
- If the evacuee is unable to locate accommodations, had reservations but hotel gave the rooms to the first person who showed up, or in the rare occasion where an evacuee does not have a credit card and/or cash to pay for a room, the HEAT Team (Pre-Storm Evacuation Concept) will assist the member/family.
- The HEAT Team will be located at a chosen hotel in Valdosta GA as soon as an evacuation order is in effect. If member and dependents decide to not evacuate to Valdosta, GA the per diem for Valdosta, GA still applies. If the member and dependents decide to stay with family, they can be reimbursed meals and incidentals but will not be reimbursed lodging.
- For further information or to find out where the HEAT Team will be located at you can contact either the Local Housing Officer at (904) 545-9515 or your Division Chief/Department Head. It is important that all evacuees regardless of where they stay at must check in with either the HEAT Team (Local Housing Officer) or the Emergency Information Team at 1-800-582-5943.

Post Storm Recovery Concept (HAT):

The purpose for the post-storm recovery team (HAT) is to provide one stop services for members, civilians, and dependents who have been adversely affected by the storm; thus allowing the operational unit to restore operations without the added burden of handling personnel support issues.

The HAT team will provide the following services (depending on the extent of damage):

- Provide check-in process for returning personnel.
- Preparation of orders for evacuees.
- Disbursement of cash advancements on evacuation orders.
- Assessment of damage to homes for all personnel including those on the economy.
- Assist in locating alternative temporary and permanent quarters when home are deemed uninhabitable due to safety concerns. Includes those who are on the economy.
- Inspection and assessment of personnel property damage for those residing in government quarters (family owned, leased, and UPH facilities).
- Assistance in preparation of claims for personnel property damage.
- Adjudication of claims.
- Advance pay of personnel property claims up to a pre-established amount.
- Submittal of personnel property claims to PSC for final payment.
- Provide mutual assistance loans when applicable.
- Provide morale support for personnel.
- Provide work-life assistance to special needs families and those who need emotional assistance.
- Liaison with other government agencies who may provide additional support, i.e. Red Cross, FEMA.
- Disseminate information.
- TONOs to be assigned after the storm.

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ANNEX Q

POST-STORM DAMAGE SURVEY

- Current location
- This report concerns a _____ facility _____ vessel _____ body of water _____ aid to navigation
- (Check one and select appropriate page.)
- List the name of the interest you are reporting.
- List point of contact if known Name _____ Phone Number _____

WATERWAY STATUS:

- Not obstructed _____ Partially obstructed _____ Totally obstructed _____ Can not discern _____
- Buoy / dayboard / channel marker (circle one): missing _____ out of place _____
- (Describe obstruction as best you can.)

ENVIRONMENTAL STATUS:

- (List all suspected, known, or potential oil or hazardous materials spills.)

MAJOR DAMAGE:

- (Describe in as much detail as possible.)

FUTURE PLANS/RECOMMENDATIONS:

- Name: _____ Title: _____ Phone # _____
- Date and time complete _____

Fax Completed form to COTP (904) 564-7519

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ANNEX Q

VESSEL STATUS:

(Commercial, oceangoing, +200 GT ships and barges)

- No damage_____Hull damage_____Fire damage_____
- Machinery damage_____Pollution_____
- (Check all appropriate answers. If damage noted, estimate cost and time for repairs.)
- Number of vessels/barges in fleet._____
- Are all vessels/barges accounted for?_____
- If not, how many are unaccounted for?_____
- Last known position._____

Fax Completed form to COTP (904) 564-7519

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ANNEX R

SECTOR JAX MARINA LIST

<i>JACKSONVILLE</i>	<i>PHONE</i>	<i>FAX</i>
ARLINGTON MARINA 5137 Arlington Rd. Jacksonville, FL 32211	(904) 743-2628	(904) 743-5366
BEACH MARINE 2315 Beach Blvd. Jacksonville Beach, FL 32250 Office@jaxbeachmarine.com	(904) 249-8200	(904) 249-2050
CLAPBOARD CREEK MARINA 6220 Hecksher Drive Jacksonville, FL 32226	(904) 757-1135	
CAUSEWAY MARINE	(904) 247-5267	
DOCTORS LAKE MARINA 3108 U.S. Highway 17 South Orange Park, FL 32073	(904) 264-0505	(904) 264-6626
EDWARD MARINA 451-B Trout River Drive Jacksonville, FL 32208	(904) 764-7022	
EPPING FOREST YACHT CLUB 1830 Epping Forest Dr. Jacksonville, FL 32217 www.efyc.com	(904) 739-7150	(904) 733-0054
FLORIDA YACHT CLUB 5210 Yacht Club Rd. Jacksonville, FL 32210 www.thefloridayachtclub.org	(904) 387-1653	(904) 389-9993
HIDDEN HARBOR MARINA 10 Piawn St. St. Augustine, FL. 32084	(904) 829-0750	(904) 829-0750
MAYPORT MARINE 4852 Ocean St. Mayport, FL 32233	(904) 246-8929	
MULBERRY COVE MARINA	(904) 542-3260	(904) 542-5941
NAS JACKSONVILLE Building 1072 Ranger Rd. Jacksonville dcollins@nasjax.navy.mil		

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ANNEX R

<p>JULINGTON CREEK MARINA 12807 San Jose Blvd. Jacksonville, FL 32223</p>	<p>(904) 268-5117 (904) 268-5023</p>	<p>(904) 260-9416</p>
<p>LAMBS YACHT CENTER 3376 Lakeshore Blvd. Jacksonville, FL 32210 dbrown@lambsyachtcenters.com</p>	<p>(904) 384-5577</p>	<p>(904) 389-8346</p>
<p>LIGHTHOUSE MARINE 5434 San Juan Ave Jacksonville, FL 32210 vivkidavis@lighthousemarinejax.com</p>	<p>(904) 384-6995</p>	<p>(904) 384-2306</p>
<p>MANDARIN HOLIDAY MARINA 12796 San Jose Blvd. Jacksonville, FL 32223</p>	<p>(904) 268-1036</p>	<p>(904) 880-2569</p>
<p>RIVER CITY MARINE (FORMERLY MANDARIN MARINA) 8940 San Jose Blvd. Jacksonville, FL 32217</p>	<p>(904) 733-7502</p>	<p>(904) 733-5726</p>
<p>MONTYS MARINA 4378 Ocean St. Mayport, FL 32233</p>	<p>(904) 246-7575</p>	<p>No FAX</p>
<p>ORTEGA RIVER BOAT YARD 4451 Hershel St. Jacksonville, FL 32210 pcooke@ortegariver.com</p>	<p>(904) 387-5538</p>	<p>(904) 387-6422</p>
<p>ORTEGA RIVER YACHT CLUB 4585 Lakeside Dr. Jacksonville, FL 32210 ortegayachtclub@aol.com</p>	<p>(904) 389-1199</p>	<p>(904) 389-5463</p>
<p>PALM COVE MARINA 14603 Beach Blvd. Jacksonville, FL 32225</p>	<p>(904) 223-4757</p>	<p>(904) 223-6601</p>
<p>RIVER CITY MARINA 835 Museum Circle Jacksonville, FL 32207</p>	<p>(904) 398-7918</p>	<p>(904) 398-2099</p>
<p>RUDDER CLUB OF JACKSONVILLE 8533 Malaga Ave. Orange Park, FL 32073 www.rudderclub.com</p>	<p>(904) 264-4094</p>	<p>Same</p>
<p>SADLER POINT MARINA 4669 Roosevelt Blvd. Jacksonville, FL 32210</p>	<p>(904) 384-1384</p>	<p>(904) 389-5187</p>

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SEAFARERS MARINA

455 Trout River Drive
Jacksonville, FL 32208 (904) 765-8152

TRAVIS BOATING CENTER

8137 N. Main St. (904) 765-9925 (904) 766-8300
Jacksonville, FL 32208

WEEKS MARINE

2652 Blanding Blvd. (904) 387-1440 (904) 387-5055
Jacksonville, FL 32210

WHITNEYS MARINE

3027 Highway 17 (904) 269-0027 (904) 278-0243
Orange Park, FL 32073
sales@whitneymarine.com

ST AUGUSTINE

COMANCHEE COVE YACHT BASIN

3070 Harbor Dr. (904) 829-5676 (904) 829-0396
St. Augustine, FL 32084
comancheecove@se.rr.com
1 800 345 9269

CONCH HOUSE MARINA

57 Camares Ave. (904) 829-8646 (904) 829-5414
St. Augustine, FL 32084 (904) 824-4347 (904) 829-6998
dockmaster@conchhouse.com
(904) 823-7993 Security after hours

FISH ISLAND MARINA

State Rd. 312
St. Augustine, FL 32086 (904) 471-1955 (904) 471-2226
www.fimaug.com

MIKE BLACK MARINA

614 Euclid Ave. (904) 829-8567
St. Augustine, FL 32095

OASIS BOATYARD

256 Riberia St. (904) 824-2520
St. Augustine, FL 32084

OYSTER CREEK MARINA

65 Lewis Blvd. (904) 827-0520
St. Augustine, FL 32084

PACETTI MARINA

6550 State Road 13 North (904) 264-1102 (904) 284-9581
St. Augustine, FL 32092 (904) 501-0351 cell
www.pacettirv.com

SEBASTIAN HARBOR MARINA

975 S. Ponce de Leon Blvd. (904) 826-0061 (904) 826-0971
St. Augustine, FL 32086 (904) 716-4168 cell

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ST. AUGUSTINE MARINE (904) 824-4394 (904) 824-9755
 404 S. Iberia St.
 St. Augustine, FL 32084
 Rick Burrell / Manager (904) 669-7714
jpeters@bellsouth.net

ST. AUGUSTINE MUNICIPAL MARINE (904) 825-1026 (904) 825-1096
 100 Avenida Menendez
 St. Augustine, FL 32034
 Alex Bray Dock Master (904) 669-2625
abray@ci.st.augustine.fl.us

DAYTONA

ADVENTURE YACHT (386) 756-2180 (386) 756-0693
 3948 S. Peninsula Dr.
 Daytona Beach, FL 32127
 Jim Barron Dock Master (386) 547-0524
ayninc@aol.com

DAYTONA MARINA (386) 252-6421 (386) 253-8174
 645 S. Beach St.
 Daytona Beach, FL 32114
 Gary Roberts Dock Master (518) 878-1001
Rpleasuretoo@aol.com

CARIBIAN JACKS MARINA (386) 253-5647 (386) 252-7362
 21 Ballough Rd. (386) 253-5557
 Daytona Beach, FL 32114
jeanette@caribbeanjacks.com

FISHING COVE (386) 428-7827 (386) 428-2428
 111 N. Riverside Dr.
 New Smyrna, FL 32168
 Jimmy Plumn Dock Master (386) 690-9097

HALIFAX HARBOR MARINA (386) 671-3600 (386) 671-3610
 450 Basin St.
 Daytona Beach, FL 32114
phillipsm@codb.us

LIGHTHOUSE BOATYARD (386) 767-0683 (386) 767-8814
 4958 S. Peninsula Dr.
 Ponce Inlet, FL 32127
lighthouseboatyard@yahoo.com

SEVEN SEAS (386) 761-3221 No FAX
 3300 S. Peninsula Dr.
 Daytona Beach, FL 32218

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FERNANDINA

AMELIA ISLAND YACHT BASIN 251 Creekside Dr. Amelia Island, FL 32034 klussier@ameliayacht.com	(904) 277-4615	(904) 277-4025
EGANS CREEK MARINA North 14 th Street Fernandina Beach, FL 32034	(904) 261-3158	No FAX
FERNANDINA BEACH MARINA 1 Front St. Fernandina Beach, FL 32034	(904) 491-2090	(904) 491-2088
TIGER POINT MARINA & BOAT WORKS 112 N.6 th St. Fernandina Beach, FL 32034	(904) 261-3158	(904) 277-3266
TRADEWINDS 1 Front St. Fernandina Beach, FL 32034	(904) 261-9486	No FAX

OTHERS

BOATHOUSE MARINA 329 River St. Palatka, FL 32177	(386) 328-2944	
GIBSON DRYDOCKS P.O. Box 293 San Mateo, FL 32187	(386) 325-5502	No FAX
GREEN COVE MARINA 851 Bulkhead Rd. Green Cove Springs, FL 32034 gcsm@netzero.net	(904) 284-1811	(904) 284-1866
MIDWAY MARINA 25127 Pearl St. Astor, FL 32102	(828) 478-2333	(828) 478-7307
OSPREY COVE CC BOAT DOCKS 123 Osprey Dr. St. Marys, GA 31558 www.ospreycove.com smpollick@landmargroup.com	(912) 882-5555	(912) 882-4004
PALM COAST MARINA 200 Club House Dr. Palm Coast, FL 32137 www.palmcoastresort.com	(386) 446-6370	(386) 445-9563

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SANFORD BOAT WORKS & MARINA
4130 Celery Ave.
Sanford, FL 32771

(407) 322-6613

(407) 322-6616

SHELL HARBOR MARINA
140 Shell Harbour Rd.
Satsuma, FL 32189
www.shellharborresort.com

(407) 467-2330

(407) 467-7100

LAST UPDATED 20MAY 04

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ANNEX S

Financial Guidance

Recently, there has been a funding policy change for procuring routine, preparatory unit hurricane readiness items per DCS direction. Effective immediately, D7 units are responsible for purchasing items in preparation for hurricane season out of their unit funds, which includes items to stock up their hurricane lockers. Units are instructed to use unit accounting lines without guarantee of additional funding from District. This will include items purchased that will bring a unit back into compliance prior to hurricane season.

The D7 contingency accounting string will only be authorized when a hurricane evacuation order has been issued by the District Commander and/or for post hurricane costs that are above and beyond a normal course of business. The accounting line for contingency costs is: **2/7/*01/107/30/0/CP/79872** (* is the last digit of the current fiscal year, i.e. "8" for FY 2008).

Once an evacuation has been issued or post hurricane costs that are above and beyond a normal course of business has been established, all financial documents initiated must be entered in FPD using the unit OPFAC as the project number. Ms. Celina Cuevas or LCDR Stacey Mersel should be included in the funds manager block. Either Ms. Cuevas or LCDR Mersel will approve/disapprove electronically as necessary, no need to email or call for prior approval unless it's an exorbitant amount or a unique situation.

Remember the above accounting line is not a funded accounting line. Funds may later be reimbursed by HQ only if a state of emergency is issued in the areas affected and if funds are available. Otherwise, the program manager (ISC Miami (fp)) will reprogram excess unit funds to back-fill this account if the District is unable to absorb the cost.

If the unit does not have a credit card that cites this accounting string, the unit may submit a request to ISC Miami (fp). If an additional card is needed, contact ISC Miami (fp) and have them temporarily change the accounting string of an existing card until you buy the items necessary.

Purchases of supplies for hurricane kits are authorized but should be maintained for hurricane purposes only. As a reminder, cost associated with a hurricane/disaster is a cost that:

1. Would not have been incurred but for this incident.
2. Is for additional services (transportation, contracted services, additional security precautions etc.).
3. Actions above and beyond a normal course of business.
4. Is for extra maintenance required due to extraordinary facility use or abuse.
5. Is for any special equipment purchased solely for the purpose of this incident.
6. Is required to bring the unit back into compliance.

The purchase of water is authorized but must meet the following criteria:

Bottled water can be purchased and stocked as emergency hurricane preparedness supplies prior to hurricane season. Once stocked, the water must be accounted for similar to OM&S materiel. There should be an inventory taken once stocked and checked periodically with special attention to the expiration date. Bottled water typically has a shelf life of approximately three years and should not be purchased annually. Work with the COCO prior to purchasing bottled water for hurricane preparedness to ensure the procurement file is properly documented.

Again, bottled water cannot be purchased for routine consumption unless a local (non-CG) health official certifies the water at a CG facility is unfit due to medical or sanitary reasons. Bottled water for boat crews is not authorized using appropriated funds.

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ANNEX T

DUVAL COUNTY EOC LIAISON STANDARD OPERATING PROCEDURE

OPERATING SERVICES GROUP – Chief, Prevention Department, U. S. Coast Guard Sector Jacksonville

Functional Responsibilities:

- ❑ Primary - Report to the EOC on notification that a hurricane warning for Duval County has been issued or when notice is given that the EOC has been activated for a disaster/emergency.
- ❑ Primary - Coordinate U. S. Coast Guard actions of the local bases with those of the local government through the Executive and Operating Service Groups of the EOC.
- ❑ Primary - Maintain Communications with the Captain of the Port.
- ❑ Secondary - Assist in development of lists of available resources that could be used to help local government during recovery.

Responsibilities: Ensure participation of all necessary emergency agencies; Civil Defense, Health, Fire Protection, Law Enforcement, Public Works, Public Utilities, Community Services, American Red Cross, Duval County School Board, and others (see Personnel Organization Roster).

Hurricane Activities:

- ❑ Alert Conditions:
Review Plan and Procedures
Notify Captain of the Port
- ❑ Watch Actions:
Maintain continuous liaison with the Staff Advisory Group.
Alert all local Coast Guard Commands and ensure they are prepared.
- ❑ Warning Actions:
Convene at EOC.
Meeting Place: Operations EOC (Adjacent to Sheriff's Dispatch Center) Police Memorial Building.
Establish communication With Captain of the Port.
Determine status of local waterways.
- ❑ Landfall Actions:
Coordinate/execute emergency activities as directed by the Executive Group.
- ❑ Recovery Actions:
Coordinate/execute recovery activities for the Port of Jacksonville.
- ❑ Command and Control:
Represent Coast Guard and Captain of the Port interests at EOC.
- ❑ Coordination and Liaison:
Sector Commander & Deputy
Executive Group

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ANNEX U

Evacuation Preparedness and Contact Information

U.S. Coast Guard Sector Jacksonville Member Family Disaster Plan		
<i>Military Member's Last Name</i>	<i>Military Member's First Name</i>	<i>Middle Initial</i>
<i>Employee ID Number</i>	<i>USCG Component</i> <input type="checkbox"/> ACDU <input type="checkbox"/> SELRES <input type="checkbox"/> CIV <input type="checkbox"/> AUX	<i>Employee Rank</i>
<i>List of Family Members, Full Names and Ages</i>	<i>Your Family Home Address:</i>	
	<i>Our Home is in Evacuation Zone:</i>	<i>Our County Evacuation Route is:</i>
Evacuation Plan Information:		
Primary Evacuation Site (see the reverse for your <i>secondary</i> or <i>fall-back</i> evacuation site info): <input type="checkbox"/> USCG Valdosta, GA site <input type="checkbox"/> We have another plan outlined below:		
<i>We intend to evacuate to: (Name of Hotel, Relative, and address)</i>	<i>Our Family Rally Point (meeting point) is:</i>	
	<i>Phone Numbers(2 minimum) at our Primary Evacuation Site:</i>	
<i>Arrangements for our Pets (include number and type of pets):</i>	Emergency Evacuation Checklist: <ul style="list-style-type: none"> <input type="checkbox"/> Listen to a battery-operated radio or television for hurricane progress reports. <input type="checkbox"/> Check emergency supplies. <input type="checkbox"/> Fuel car. <input type="checkbox"/> Bring in outdoor objects such as lawn furniture, toys, and garden tools and anchor objects that cannot be brought inside. <input type="checkbox"/> Secure buildings by closing and boarding up windows. Remove outside antennas. <input type="checkbox"/> Turn refrigerator and freezer to coldest settings. Open only when absolutely necessary and close quickly. <input type="checkbox"/> Store drinking water in clean bathtubs, jugs, bottles, and cooking utensils. <input type="checkbox"/> Store valuables and personal papers in a waterproof container on the highest level of your home (or bring them with you). <input type="checkbox"/> Be ready to drive 20 to 50 miles inland. <input type="checkbox"/> Disaster kit, road maps, extra shoes <input type="checkbox"/> Flashlight and extra batteries <input type="checkbox"/> Portable, battery-operated radio and extra batteries <input type="checkbox"/> First aid kit and manual <input type="checkbox"/> Emergency food and water <input type="checkbox"/> Non-electric can opener <input type="checkbox"/> Essential medicines for several days <input type="checkbox"/> Cash and credit cards <input type="checkbox"/> Games for Children 	
<i>In case family members are separated from one another during a disaster (a real possibility during the day when adults are at work and children are at school), have a plan for getting back together:</i>		
<i>Ask an out-of-state relative or friend to serve as the "family contact." After a disaster, it's often easier to call long distance. Make sure everyone in the family knows the name, address, and phone number of the contact person:</i>		

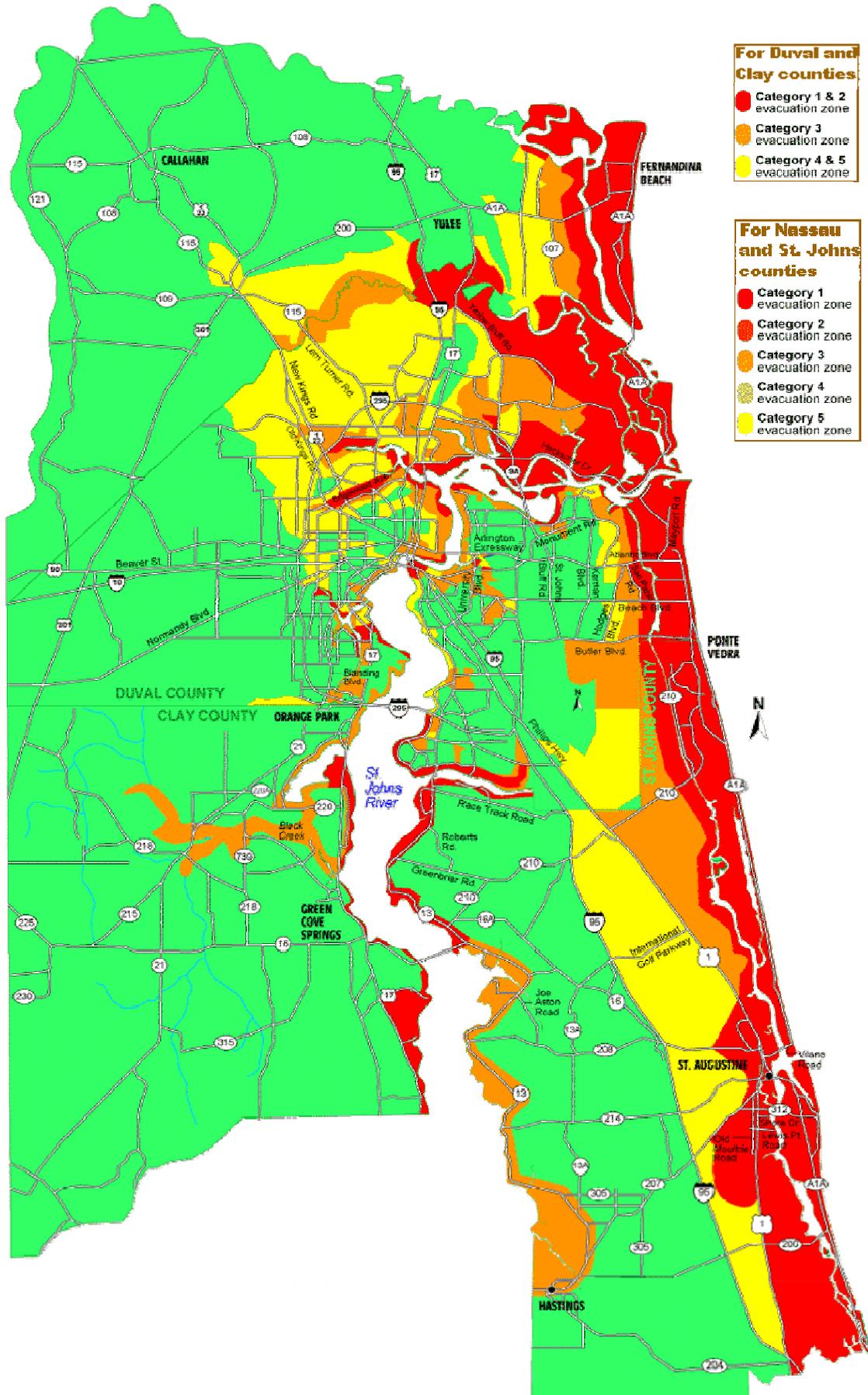
ANNEX U

Evacuation Preparedness and Contact Information

Secondary Evacuation Site <input type="checkbox"/> USCG Valdosta, GA site <input type="checkbox"/> We have another plan outlined below:	
<i>We intend to evacuate to: (Name of Hotel, Relative, and address OTHER than primary site):</i>	<i>Phone Numbers (2 minimum) at our Secondary Evacuation Site:</i>
	<i>Arrangements for our Pets (include number and type of pets):</i>
Additional Considerations:	
HOME PREPARATION TIPS: <input type="checkbox"/> Store valuables/irreplaceable treasures in your empty appliances - washer, dryer, dishwasher, oven, microwave. <input type="checkbox"/> Pack some dry clothes in plastic bags, <input type="checkbox"/> Put plastic bags over TV's, lamps, computers, etc. <input type="checkbox"/> Keep a set of tools with you during the storm.	PET SURVIVAL KIT: <input type="checkbox"/> Proper ID collar and rabies tag/license. <input type="checkbox"/> Carrier or cage <input type="checkbox"/> Leash. <input type="checkbox"/> Ample food and water supply (at least two weeks). <input type="checkbox"/> Water/food bowls. <input type="checkbox"/> Any necessary medication(s). <input type="checkbox"/> Specific care instructions. <input type="checkbox"/> Newspapers, cat litter, scoop, plastic trash bags for handling waste. <input type="checkbox"/> Proper ID on all belongings. <input type="checkbox"/> Non-electric can opener.

ANNEX U

Jacksonville Area Evacuation Zones



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ANNEX U

Port Canaveral Area Evacuation Routes

Hurricane Guide 2005

Evacuation Routes

North of 520

520 south to 192

South of 192

Indian River County

Here are the shelters and evacuation routes by region in Brevard and Indian River counties. People who live in high-risk areas, such as the barrier islands and manufactured-home communities, should stay with relatives, friends or in a hotel or motel on the mainland. Shelters should be used only as a last resort. There is room for 30,000 people in Brevard shelters and 12,930 in Indian River shelters.

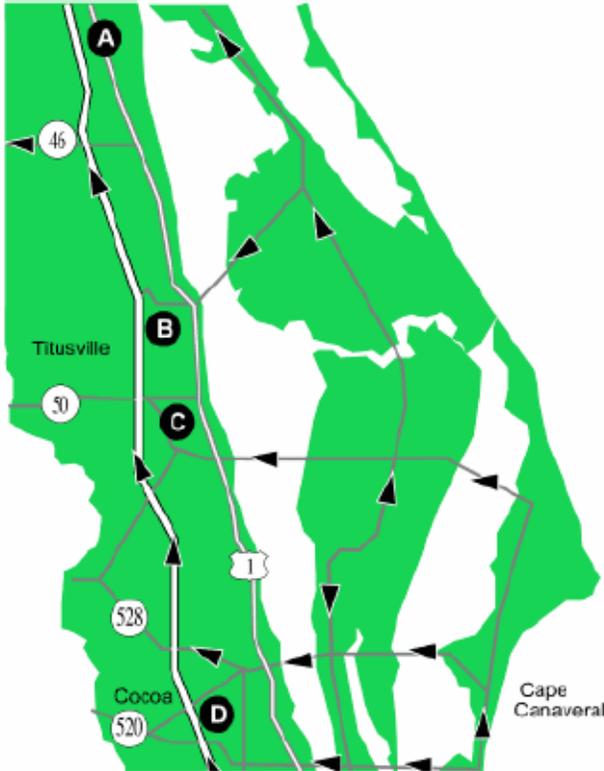
Special-needs shelter registration information:

Brevard: 637-6670

Indian River: 772-567-8000 ext. 535

Pet-friendly shelter registration:

Brevard: 633-2024



Brevard County primary shelters

- A Pinewood Elementary**
3757 Old Dixie Highway
North Mims
- B Apollo Elementary**
3085 Knox McRae Drive
Titusville
- C Imperial Estates Elementary**
900 Imperial Estates Lane
Titusville
- D Brevard Community College**
Cocoa Campus
1519 Clearlake Road
Cocoa

◀ Evacuation route



- E Andersen Elementary**
3011 S. Fiske Blvd.
Rockledge
- F Manatee Elementary**
3425 Solerno Blvd.
Viera
- G Brevard Community College**
Melbourne Campus
3865 N. Wickham Road
Melbourne
- H Eau Gallie High**
1400 Commodore Blvd., Melbourne
- I Melbourne High**
74 Bulldog Blvd.
Melbourne

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ANNEX V

Auxiliary Support Plan

USCGA -DIVISION 14 PRE-STORM SUPPORT PLAN

Background:

The provisions of this support plan are to be enacted prior to the onset of sustained Gale Force winds when hurricane conditions are expected or predicted to follow within 72 hours (Port Hurricane Condition Whiskey). The purpose of the plan is to ensure all appropriate steps have been taken by the marinas to minimize damage to property, environment impact and neighboring channels via a positive response communication system.

The maritime community affected by this support plan includes all public and private marinas in 14, and contained within Sector Jacksonville's AOR (Addendum2). It is possible that the predicted track of the storm would involve only a portion of the AOR.

Concept of Operation:

At notification from the Prevention Department of Sector Jacksonville, this plan will activate. The Prevention Department, will notify the Auxiliary Division 14 Captain, who has AOR responsibility, or the designated alternate contact person. The Division Captain will then initiate action by a Chain of Communication noted in Addendum 1. The complete chain utilizes redundant members responsible for (a) Area of Responsibility (b) Area Coordinators, (c) Team Leaders, and (4) Marina Contact Person to insure reliability.

Operation-- Unit and Port Condition 4

Under Port Condition 4 (effective 01June) all marina contact persons will contact their respective marinas and confirm the existence of a Marina Hurricane Plan, verification of emergency marina contact information and any additional information provided by the Marina for hurricane preparation. The team member will make note of all findings and report finding to the Division Captain or his/her designee via the Chain of Communication.

Operation-- Port Condition Whiskey:

Under Port Condition Whiskey, team members, upon receiving notice to activate will begin making contact with their assigned marinas and report every 2 hours the status of the Marina contacts to the respective team leader. The team leader will report to the Area Coordinator their findings every 3 hours. The Area Coordinators shown in Addendum 1 will report status to the Prevention Department at 6 hour and 12 hour after activation. The contacts are to be completed within 12 hours of activation. (If activation occurs after 1700 hours, the contacts should be completed by 1200 the following day).

Note: **It is imperative that the Sector be advised of successful marina contact for all marinas within their area of responsibility.**

Team members will use the Marina Check List (Addendum 3) as a check list of information to be provided during the Marina contact. However, because marinas vary in size and complexity, judgment should be used in what information is relevant to each Marina.

Operation- Post Port Condition Whiskey:

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ANNEX V

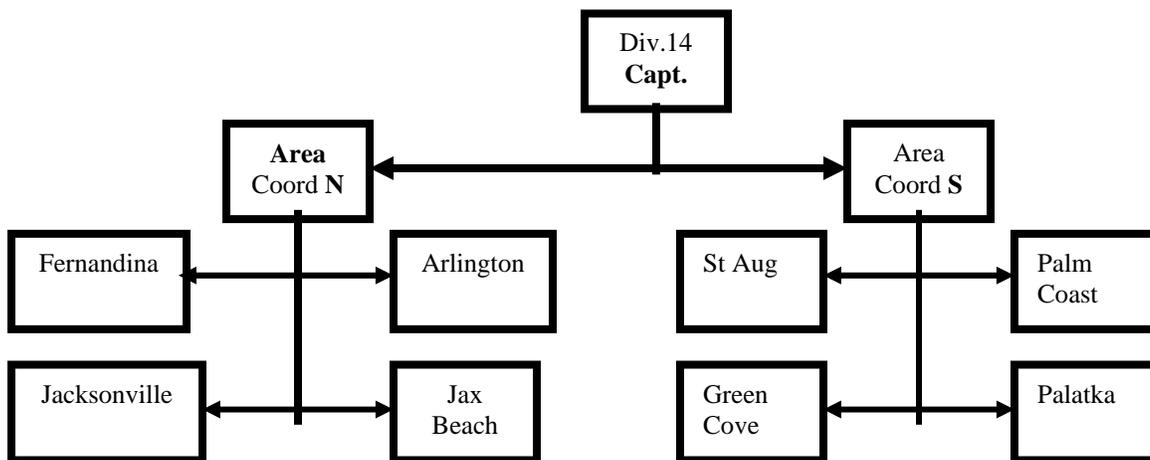
Upon notification that Port Condition Whiskey has ended, team members will contact their assigned

	Primary		Second		Third	
Position	Name	Telephone	Name	Telephone	Name	Telephone
Division 14 Captain	R.M. Funk	904-284-8301(h) 904-237-6433©	Jessie Stevens	904-696-7596	Maurice Beal	904-997-7155
Area Coordinator - North	Robert D. Strong	904-721-7828	Tom Hayden	912-729-8195	Maurice Beal	904-997-7155
Area Coordinator - South	David Cecil	904-461-8969	David Boyle	904-797-4262	Phillip Fernandes	904-522-0555

marinas to obtain a brief assessment of marina condition with particular emphasis on environmental concerns, sunken vessels, or vessels that have broken their mooring. The assessment will be summarized into a post-storm information report and sent to the Sector via the Chain of Communication. Regardless of the level of damage, a positive report will be made on conditions in the marina AOR by team members.

Addendum 1

Table of Organization & Contact Information
Division 14



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ANNEX V

Addendum 2 - List of Marinas Div 14

USCGAUX -DIV 14 PORT HURRICANE WHISKEY –MARINA ASSIGNMENTS

FERNANDINA

Marina	Location	Tele#	Primary	Second	Third
Amelia Island Yacht Basin	251 Creek side Dr. Fernandina, Fl.	(904)-277-4615	Bob Lauber 904 277-4065	R. G. Trollope 904-491-1403	Wayne Lawson (904) 321-1767
Egan Creek	Fernandina Beach, Fl 32034	904-261-3158	Bob Lauber 904 277-4065	R. G. Trollope 904-491-1403	Wayne Lawson (904) 321-1767
Fernandina Bch Marina	#1 Front Street Ln. Fernandina, Fl.	(904)-261-0355	Bob Lauber 904 277-4065	R. G. Trollope 904-491-1403	Wayne Lawson (904) 321-1767
Tiger Point	997 Egans Creek Ln, Fernandina, Fl.	(904)-277-2720	Bob Lauber 904 277-4065	R. G. Trollope 904-491-1403	Wayne Lawson (904) 321-1767
Langs	307 St. Mary's St., St. Mary's, Georgia	(912)-882-4432	T. Hayden 912-729-8195	R.C. Conklin 912-673-9678	Ron Knauss (912)576-2248

ARLINGTON

Marina	Location	Tele#	Primary	Second	Third
Arlington Marina	Arlington Rd. Boat Ramp, Arlington Rd, Jax, Fl 32003	(904) 743-2628	J. Stevens 904-696-7596	M. Hendricks 904-359-0660	H. L. Hertle 904-221-0802
Clapboard Creek Marina	6233 Heckscher Drive, Jax, Fl 32005	(904) 757-1135	J. Stevens 904-696-7596	M. Hendricks 904-359-0660	H. L. Hertle 904-221-0802
The Fisherman's Marina LLC	451 Trout River Drive, Jax, Fl 32208	(904) 764-7022	J. Stevens 904-696-7596	M. Hendricks 904-359-0660	H. L. Hertle 904-221-0802
Pier 68 Marina	Closed will open in about one year				
Seafarers Marina	455 Trout River Drive Jax FL 32208	904-765-9925	J. Stevens 904-696-7596	M. Hendricks 904-359-0660	H. L. Hertle 904-221-0802
River City Brewing Co, Marina	835 Museum Circle. Jax Fl 32207	904-398-7918	J. Stevens 904-696-7596	M. Hendricks 904-359-0660	H. L. Hertle 904-221-0802

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PALM COAST

Marina	Location	Tele#	Primary	Second	Third
Palm Coast Marina	200 Palm Harbor Parkway., Palm Coast, FI ,32137	(386) 446-6370	H.T. Graves 386-446-3032	R. Fallon 386-446-5208	H. Avery (386)-447-2238
Yacht Harbor Marina	200 Clubhouse Dr., Palm Coast, FI	(386) 597-5030	H. T. Graves 386-446-3032	R. Fallon 386-446-5208	H. Avery (386)-447-2238

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JACKSONVILLE BEACH

Marina	Location	Tele#	Primary	Second	Third
Beach Marine	2315 Beach Blvd., Jacksonville, FL	(904) 249-8200	E.J. Cornell 904-821-1840	Phillips, Carroll 904-221-6097	Davis, John 904-821-9692
Harbortown Marina	13846 Atlantic Blvd Jacksonville, FL	(904) 220-3600	E.J. Cornell 904-821-1840	Phillips, Carroll 904-221-6097	Davis, John 904-821-9692
Palm Cove Marina	13846 Atlantic Blvd Jacksonville, FL	(904) 223-4757	E.J. Cornell 904-821-1840	Phillips, Carroll 904-221-6097	Davis, John 904-821-9692
Queen's Harbor Yacht Club	238 Queens Harbor Blvd Jacksonville, FL	(904)-221-8865	E.J. Cornell 904-821-1840	Phillips, Carroll 904-221-6097	Davis, John 904-821-9692
Jacksonville Marina	4852 Ocean St., Jacksonville, FL.	(904) 246-8929	E.J. Cornell 904-821-1840	Phillips, Carroll 904-221-6097	Davis, John 904-821-9692

GREEN COVE SPRINGS

Marina	Location	Tele#	Primary	Second	Third
Doctors Lake Marina	3108 U.S. Highway 17 South, Orange Park	904-264-0505	Al RICKER 904-269-4240	Neely Inlow 904-529-8681	John Russette 904-278-1811
Whitney's Marina	3027 Highway 17 South, Orange Park	904-269-0027	Al RICKER 904-269-4240	Claire Bailey 904-291-4888	Neely Inlow 904-529-8681
Whitey's Fish Camp	2032 Hwy 220, Orange Park	904-269-0027	Claire Bailey 904-291-4888	Neely Inlow 904-529-8681	John Russette 904-278-1811
Green Cove Marina	851 Bulkhead Road, Green Cove Springs	904-284-1811	Neely Inlow 904-529-8681	Claire Bailey 904-291-4888	Al RICKER 904-269-4240
Knight's Marina	1472 River Lane, Green Cove Springs	904-284-7088	John Russette 904-278-1811	Claire Bailey 904-291-4888	Al RICKER 904-269-4240
Holland Marine	1011 Bulkhead Rd. Green Cove Spring	904-284-3349	Neely Inlow 904-529-8681	Al RICKER 904-269-4240	Claire Bailey 904-291-4888
Pacetti Marina	Pacetti's Marina, 6550 St. Rt. 13 North, St. Augustine, FL	(904)-284-5356	Neely Inlow 904-529-8681	Al RICKER 904-269-4240	Claire Bailey 904-291-4888

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ST AUGUSTINE

Marina	Location	Tele#	Primary	Second	Third
Comachee Cove	3070 Harbor Dr, St. Augustine, Fl, 32095	(800)-345- 9269	Ann Ping 904-824- 1573	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555
Conch House Marina	57 Comares Ave., St. Augustine, Fl 32084	(904)-829- 8646	Ann Ping 904-824- 1573	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555
Oasis Marina	256 Riberia ST., St. Augustine, Fl. 32084	(904)-824- 2520	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555	Ann Ping 904-824- 1573
Oyster Creek	65 Lewis Blvd., St. Augustine, Fl. 32084	(904)-827- 0520	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555	Ann Ping 904-824- 1573
Sebastian Harbor	975 Ponce de Leon Blvd. ST. Augustine, Fl	(904)-826- 0061	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555	Ann Ping 904-824- 1573
St. Augustine Marina	300 Vilano Road, St. Augustine, Fl, 32608	(904)-824- 4394	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555	Ann Ping 904-824- 1573
St Augustine Municipal	100 Avenida Menendez, St. Augustine, Fl 32084	(904)-825- 1026	Ann Ping 904-824- 1573	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555
Anchor Inn	1 Dolphin Drive, St. Augustine, Fl 32095	(904)-829- 9041	Ann Ping 904-824- 1573	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555
English Landing	509 S.Ponce deLeon Blvd, ST. Augustine	(904)-814- 7168	H.Bradt 904-794- 7311	H.Bradt 904-794- 7311	K. Beccard 904-522- 0555

JACKSONVILLE

Marina	Location	Tele#	Primary	Second	Third
Epping Forest Yacht Club	1830 Epping Forest Drive	904-739- 7150	Ralph Little 904-880- 7540	C. Smith 904-541- 1660	J. Holler 904-268- 5117
Florida Yacht Club	5210 Yacht Club Road	904-387- 1653	Ralph Little 904-880- 7540	C. Smith 904-541- 1660	J. Holler 904-268- 5117
Mulberry Cove Marina - NAS	1072 Ranger Road	904-542- 3260	C. Smith 904-541- 1660	Ralph Little 904-880- 7540	Ralph Little 904-880- 7540
Jullington Creek Marina	12807 San Jose Blvd.	904-268- 5117	J. Holler 904-268- 5117	R. Strong 904—721- 7828	Ralph Little 904-880- 7540
Lambs Light House	3376 Lake Shore Blvd.	904-384- 5577	R. Strong 904—721-	J. Holler 904-268-	Ralph Little 904-880-

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			7828	5117	7540
Mandarin Holiday Marina	12796 San Jose Blvd	904-268-1036	J. Holler 904-268-5117	R. Strong 904—721-7828	C. Smith 904-541-1660
Ortega River Yacht Club & Boat Yard	4585 Lakeside Dr.	904-389-1199	R. Strong 904—721-7828	J. Holler 904-268-5117	C. Smith 904-541-1660
Palm Cove Marina	4669 Roosevelt Blvd.	904-384-1384	R. Strong 904—721-7828	J. Holler 904-268-5117	C. Smith 904-541-1660
Jullington Creek Pier 3 Marina	11036 San Jose Blvd.	904-268-9724	J. Holler 904-268-5117	R. Strong 904—721-7828	Ralph Little 904-880-7540
Goodbye's Creek Marina	8940 San Jose Blvd.	904-733-7502	J. Holler 904-268-5117	R. Strong 904—721-7828	C. Smith 904-541-1660
Florida Tackle and Gun Club	9010 San Jose Blvd.	904-733-0541	Ralph Little 904-880-7540	C. Smith 904-541-1660	J. Holler 904-268-5117
Jeff's Outboard Marina	2044 Lake Shore Blvd.	904-387-9779	R. Strong 904—721-7828	J. Holler 904-268-5117	C. Smith 904-541-1660
Freedom Boat Club	3324 Lake Shore Blvd.	904-381-0010	R. Strong 904—721-7828	J. Holler 904-268-5117	C. Smith 904-541-1660
Lake Shore	3326 Lake Shore Blvd.	904-384-6447	R. Strong 904—721-7828	J. Holler 904-268-5117	C. Smith 904-541-1660
Rudder Club Of Jacksonville – (North of Buckman)	8533 Malaga Ave. Orange Park	904-264-4094	C. Smith 904-541-1660	Ralph Little 904-880-7540	Ralph Little 904-880-7540

PALATKA

Marina	Location	Tele#	Primary	Second	Third
Crystal Cove	121 Crystal Cove Complex, Palatka, Fl.	(386)-325-1055	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	R Truluck 352-381-3969
River Adventure	1472 River Lane, Welaka, Fl.	(386)-328-1447	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	R Truluck 352-381-3969
Acosta Creek	3027 Highway 17 South, Satsuma, Fl	(386)-467-2229	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	R Truluck 352-381-3969
Georgia Boys	Fish Camp Road, Satsuma, Florida	(386)-467-2002	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	R Truluck 352-381-3969

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St. Johns River Club	436 South Highway 17, East Palatka, Fl.,	(866)-619-2837	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	R Truluck 352-381-3969
Trail Boss Marina	Trail Boss Fish Camp, Front Street, Welaka, Fl.	(386)-467-2319	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Florida Sports Club (owned by Bass World)	122 Florida Club Road,, Welaka, Fl.	(386)-467-2181	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Bass World Marina	Bass World Lodge and Marina, 209 Brown's Fish Camp Rd., Georgetown	(386)-467-2267	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Georgetown Marina	1533 CR 309, Georgetown	(386)-467-2002	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Scuffy's RV & Boats	Scrufty's Riverwood RV Village, 1393 CR 309, Georgetown	(386)467-7147	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Leonard's Landing	Lake Crescent, 100 Grove Avenue, Crescent City, Fl.,	(386)-698-2485	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Porky's Landing	Marina-Restaurant, Georgetown Rd., Georgetown	(386)-467-2310	C. Langston (386) 649-5669	R. Sliter (386) 326-9431	R Truluck 352-381-3969
Boat House Marina	River Lane, Welaka, Fl.	(386)328-2944	R. Sliter (386) 326-9431	C. Langston (386) 649-5669	

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Addendum 3 – Marina Check List

- ✓ Boats on Trailers and trailers stored in the open environment should be equipped with adequate tie-down.
- ✓ Notify the Marina Operators that it is imperative for any vessel intended to evacuate the ICW or the St. Johns to evacuate early to avoid being blocked by bridges being locked down. Bridges are locked down eight hours prior to the predicted arrival of sustained gale force winds.
- ✓ Decks of vessels, docks, and the surrounding land area should clear all potential hazards and missile material.
- ✓ Vessels that can be trailed for removal, should do so as soon as possible. Vessels evacuating port should be aware that the ICW and the St. Johns River are not safe havens for small craft.

Florida Statute 327.59 states that Marinas could not require vessels to be removed from Marinas. This statute has been altered allowing marina operators to secure all vessels in order to protect the vessel, and any damage that the vessel may cause to the marina. The Marina can charge the owner a fee to perform this service

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