

U.S. Department of
Homeland Security

United States
Coast Guard



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CCGD8INST 3006.1C

EIGHTH DISTRICT INSTRUCTION 3006.1C

Subj: SEVERE WEATHER PLAN

Ref: (a) National Response Plan
(b) MLCLANT NATURAL DISASTER SUPPORT PLAN 9700-97
(c) D8STAFFINST 1601.6D Crisis Staffing Procedures
(d) COMDTINST 3120.14 Incident Command System
(e) CCDG8INST 3010 (Series) Disaster Assistance Response Team for Flooding Response
(f) COMDTINST 3100.8A Critical Incident Communications
(g) LANTAREAINST 16601.1A Atlantic Area Port Operations Hurricane Guidance
(h) CCGD8INST 3010.1C Continuity of Operations (COOP)

1. **PURPOSE.** This instruction establishes the severe weather preparedness and response plan for the Eighth Coast District Area of Responsibility (AOR). Incident Command System (ICS) principles will be used within the Eighth Coast Guard District to prepare for and respond to Coastal Heavy Weather events.
2. **ACTION.** All Eighth District Commands and those Atlantic Area and Headquarters Commands within the Eighth District Coastal region shall comply with the provisions of this instruction.
3. **DIRECTIVES AFFECTED.** CCGD8INST 3006.1B is cancelled.
4. **DISCUSSION.**
 - a. **INCIDENT COMMANDER (IC):** The Sector Commander within each respective Incident Command Area of Responsibility (AOR) is designated as the Incident Commander within each AOR.
 - b. **DEPUTY INCIDENT COMMANDER (DIC):** The Prevention Branch Chief within each affected Incident Command AOR is designated as the Deputy IC. The decision to have more than one Deputy IC will be at the discretion of the IC.
 - c. The following Incident Commands (ICs) will be activated as conditions require and will be composed of the following units:

- (1) AREA INCIDENT COMMANDER (AIC): Commander, Eighth Coast Guard District.
- (2) D8 Incident Management Team (IMT): Comprised of District Staff and ISC New Orleans personnel. Its purpose is to supervise Incident Commands, monitor multiple and or large-scale incidents, broker assets among affected AORs, and provide information to the District Commander, Atlantic Area Commander, and Commandant.
- (3) INCIDENT COMMAND MOBILE: Consists of Sector Mobile, ATC Mobile, Coast Guard Auxiliary Divisions I & III, and all subordinate units.
- (4) INCIDENT COMMAND NEW ORLEANS: Consists of Sector New Orleans, Air Station New Orleans, Marine Safety Unit Morgan City, Marine Safety Unit Baton Rouge, Marine Safety Unit Houma, Coast Guard Auxiliary Divisions III & IV, and all subordinate units.
- (5) INCIDENT COMMAND HOUSTON-GALVESTON: Consists of Sector Houston/Galveston, Marine Safety Unit Port Arthur, Marine Safety Unit Lake Charles, Marine Safety Unit Galveston, Air Station Houston, Coast Guard Auxiliary Division VI, and all subordinate units.
- (5) INCIDENT COMMAND CORPUS CHRISTI: Consists of Sector Corpus Christi, Coast Guard Auxiliary Division VII, and all subordinate units.

5. SITUATION.

- a. General. The coastal operating area of the Eighth District is subject to hurricanes, tropical storms, and severe weather that can cause major damage from storm surge, high winds and heavy rainfall. This plan covers actions required in advance of severe weather, preparations 1 to 4 days prior to hurricane or tropical storm landfall, initial response actions (damage assessment) following the storm, and recovery (rebuilding, reconstitution) from a major catastrophic storm. Assets or personnel from any Coast Guard unit within the Eighth District boundaries may be used as needed. The entire district-wide organization or any portion thereof may be activated to meet the particular contingency threat. District units shall CHOP to the appropriate Incident Command (IC) when directed by the IC/District. The District Commander may request to take OPCON of LANTAREA and MLCLANT units permanently assigned within the D8 AOR if circumstances dictate. LANTAREA units chopped to the Eighth District before the hurricane or severe weather strikes will usually remain under the operational control (OPCON) of the Eighth District throughout contingency response and recovery.
 - (1) Each Sector IC is responsible for coordination between the Coast Guard and other agencies involved in port response and recovery operations following severe weather or hurricane. Because the Coast Guard is not the only agency

responding to a hurricane, the Sector IC shall act as the Coast Guard representative within the local civilian incident command organization. The Sector IC may delegate this responsibility to another officer only with the permission of the District Commander.

- (2) Units within the Sector IC's AOR will conduct emergency search and rescue (SAR), aids to navigation (ATON), pollution response, and waterways management to ensure timely and complete coordination of emergency operations in support of the Sector IC. The Sector IC will report directly to the Incident Management Team (IMT), if activated.
- b. Incident. Severe weather can cause extensive damage to the infrastructure of the impacted area. Coast Guard fixed facilities, housing, and communications systems could be heavily damaged or destroyed. Community utility systems, schools, civil law enforcement capability, medical facilities, and the economy in general could be seriously affected or incapacitated.
 - c. Pre-Incident Preparations. Eighth District Coast Guard units shall have hurricane or severe weather plans primarily designed to prepare and protect the unit and its assets from damage and to preserve operational capability. This plan addresses preparatory actions necessary to properly execute timely and effective post-storm relief efforts. In addition, Sectors shall continue outreach with other Federal, state, and local partners to ensure a coordinated effort during pre- and post-storm operations.
 - d. Non-Coast Guard Agencies Involved.
 - (1) Due to the widespread effect of a hurricane or severe weather, some or all Eighth District units may find themselves in both supporting and supported roles with other Federal, state, and local law enforcement and relief agencies while engaged in disaster response operations.
 - (2) Specific Tasks and Responsibilities.
 - (a) U.S. Army Corps of Engineers (ACOE). ACOE publishes information about river stages, flood prevention operations, evacuation procedures and predicted flood crests. They also conduct channel depth surveys after the storm has passed and restore channels to charted depths through dredging. Reliable local information can be obtained from local ACOE District personnel.
 - (b) National Weather Service (NWS). NWS publishes weather forecasts, frontal movements, and precipitation accumulations, as well as projected storm paths.

- (c) National Hurricane Center, Coral Gables, FL. Publishes hurricane forecasts and projected paths, frontal movements, and precipitation accumulations.
- (d) Federal Emergency Management Agency (FEMA). These federal organizations have statutory emergency response and coordination responsibilities during emergencies. FEMA, as directed by Executive Order 12148, "Federal Emergency Management", is responsible for planning, managing, and coordinating federal responses to all emergencies. FEMA may provide financial assistance to state and local governments and supply mobile emergency communications centers, supplies and equipment. FEMA also can provide emergency legal, financial, feeding, and housing assistance to victims of a disaster. Coordinated through FEMA, the DOT EO is tasked by Executive and DOT orders with marshalling, regulating, and facilitating the use of transportation resources (commercial and private air, rail, highway, and maritime transport) to support disaster relief. The National Response Plan uses a functional approach to the types of federal assistance a state is most likely to need under the 15 Emergency Support Functions (ESFs). ESFs are the primary mechanisms to bring federal response as necessary. Federal assistance will be provided to the affected state under the overall coordination of the Joint Field Office (JFO) appointed by the Director of FEMA, on behalf of the President. DOT EO, under reference (c), is responsible for ESF 1, the coordination of federal transportation support following a disaster. DOT EO is also a supporting agency for ESF 10, oil and hazardous materials response.
- (e) Adjutant General/Office of Emergency Services. The Officer-in-Charge of Military Support to Civil Authorities (MSCA) is attached to the Adjutant General's office of the state national guard in peacetime. The Eighth District shall make early contact with the Adjutant General's office (Office of Emergency Services in some states) to prevent duplication of efforts.
- (f) American Red Cross. The Red Cross is a private agency that has a statutory role in responding to natural disasters once the area is secure. Red Cross personnel will often be on-scene setting up operations in anticipation of a natural disaster. The Red Cross can provide local and emergency information, assist with coordination and communications, and help arrange berthing and messing for Coast Guard personnel. The Red Cross is a primary agency for ESF 6, Mass Care, under reference (a).
- (g) Local Officials. Local government officials, especially those representing county or city disaster relief agencies, may be the first to notify the Coast Guard of a disaster and to request assistance. Response to requests for assistance from local officials in an area without Coast Guard resources

may be made with approval of the Area Incident Commander (AIC) or the Eighth District Chief of Staff in lieu of an IC. Community leaders will help to evacuate and determine the potential impact of a hurricane. Community officials and local police will usually know where Coast Guard assistance is most needed.

e. Local/State/Federal Plans.

- (1) State, county (parish), and city emergency operations plans and departments are set up to notify the public, supervise pre-storm evacuations, and to coordinate response and recovery operations. State and selected city/county (parish) points of contact (POCs) are in enclosure (1).
- (2) The city, county, and state command, control, and communications (C3) systems should be in control for post-catastrophic storm relief, response, and recovery operations. They are supported by Federal funds and assistance coordinated by FEMA through the Joint Field Office (JFO). The JFO is the primary field location in each affected state for the coordination of Federal response and recovery operations. It houses the Federal Coordinating Officer (FCO) and staff. **JFOs are not authorized to assist until the President has issued a Disaster Declaration.** Each governor must request federal assistance before the President can declare a major disaster or emergency. In the interim, for disasters with some warning, DHS/EPR/FEMA and various Federal agencies form an Emergency Response Team – Advanced (ERT-A) of 15-30 people detailed to the appropriate state Emergency Operations Center (EOC) until a suitable JFO site is selected.

f. FEMA Regions.

- (1) FEMA Region III covers: DE, MD, PA, VA, WV, & Washington DC
- (2) FEMA Region IV covers: AL, FL, GA, KY, MS, NC, SC, & TN
- (3) FEMA Region V covers: IL, IN, MI, MN, OH, & WI
- (4) FEMA Region VI covers: AR, LA, NM, OK, & TX
- (5) FEMA Region VII covers: IA, KS, MO, & NE
- (6) FEMA Region VIII covers: CO, MT, ND, SD, UT, & WY

g. Assumptions.

- (1) The ability to recover from a major storm will be beyond the ability of the local Coast Guard units and communities affected.

- (2) LANTAREA and MLCLANT will provide assets and logistics support whenever district resources are inadequate.
- (3) Additional funding will be provided as necessary for response and recovery operations.
- (4) Coast Guard Reserve personnel will be recalled to active duty involuntarily as required by the District Commander.
- (5) The state and local governments of the affected area will retain primary responsibility for providing disaster relief.
- (6) The civilian populace and affected Coast Guard Units within the Eighth District AOR will generally have access to weather information and forecasts.
- (7) Flooding will likely result from the hurricane or other heavy weather.
- (8) The severe weather will likely adversely impact land transportation by destroying roads and bridges, thereby hindering response.
- (9) Heavy precipitation, high winds, and other heavy weather will likely affect air and maritime transportation.
- (10) Civilian populace will incur casualties depending on the location of the storm.
- (11) Severe weather will likely cause significant loss of usual services. These include, but are not limited to, electricity, fuel delivery, landline and cellular communications, and street/highway access.
- (12) During a multi-state event, several requests for staffing and response assistance may be made by other government agencies. The Eighth District may request senior staff from unaffected units to fill these positions.
- (13) The Eighth Coast Guard District will be called upon to support references (a) and (b), if implemented.
- (14) The JFO and/or EOC could be in the same location. An Interim Operating Facility (IOF) temporary field facility may be established if the DHS/EPR/FEMA-led ERT cannot operate at the State EOC due to space limitations or other reasons, and the JFO is not yet established. After the storm makes landfall, the JFO may move to a location closer to the impacted area.

- (15) Various Marine Environment Pollution (mep) incidents will likely occur as a result of flooding and wind damage.
 - (16) Coast Guard forces will seek appropriate shelter for personnel and assets to avoid storm damage but will reconstitute as soon as is practical in order to begin response operations.
 - (17) Eighth District units will base their severe weather readiness conditions based on the anticipated arrival of tropical storm force winds (34 knots).
- h. **Legal Considerations.** Procedures within this instruction will be carried out under the authority of the Robert T. Stafford and Emergency Assistance Act P.L. (42 USC 5121), 14 U.S.C. 88, other applicable statutes, and CG regulations. The Stafford Act allows federal agencies to be reimbursed for their costs, if the expenses were incurred during a FEMA pre-approved response operation relating to a declared disaster. It is imperative units carefully document and track all expenditures pursuant to heavy weather or hurricane response as they occur, rather than after the fact. FEMA will not fund ESF 10 functions, which covers hazardous material and oil spill response if the response is unrelated to the natural disaster. These costs may be reimbursed with the Oil Spill Liability Trust Fund or CERCLA. The requirement for cost documentation applies.
6. **MISSION.** Eighth District units shall initiate severe weather response operations. They will provide search and rescue support, restore essential aids to navigation, facilitate waterways reopening, respond to hazardous material spills, provide transportation of victims, provide essential maritime and airborne logistical support, deliver vital supplies and materials, and provide access to storm damaged areas to key response personnel. These operations will be in support of the Emergency Response Plan. Upon execution of this instruction, Eighth District units will:
- a. Perform any and all acts necessary to rescue and aid persons, and to protect and save property. A risk assessment shall be conducted prior to conducting any mission to ensure the safety of Coast Guard personnel and to minimize possible damage to equipment and assets.
 - b. Take charge of and protect all property saved by the Coast Guard from disasters, until such property is claimed by persons legally authorized to receive it or until otherwise disposed of in accordance with law or applicable regulations. Safeguard bodies of victims, as conditions permit.
 - c. Furnish clothing, food, lodging, medical care, and other necessary supplies and services to persons assisted by the Coast Guard. As able, provide assistance to civil authorities, in disaster cases where relief requirements may exceed the capabilities of local authorities and established civil agencies. State and local authorities are primarily responsible for the protection of life and property and for maintaining law and order within their jurisdiction.

7. EXECUTION.

- a. Concept of Operations. Upon execution of this instruction, Eighth District forces will take actions to protect themselves, mobilize and deploy resources as necessary, and assist the state(s) and local governments in their lifesaving response efforts. Since disaster response is not a primary mission of any one unit, nor are units staffed for disaster response, it becomes an all-hands event. Eighth District units shall allocate their personnel to disaster response. Local, active duty assets will be activated first. The Sector ICs shall request additional resources as needed. The Area Incident Command (AIC) will acquire, activate, and allocate resources as requested by the Sector ICs. Each unit shall conduct Coast Guard statutory missions, assist other agencies in disaster response operations, and operate vehicles, boats, and cutters. Responding units will focus on the following support areas:

- (1) Self-Preservation. Coast Guard assets and personnel shall be deployed in order to protect them from heavy weather effects and to reconstitute efficiently. Actions will be taken to:

- (a) Enhance unit security to prevent loss of equipment due to pilferage, and protect records and equipment from high water. Where feasible, use expeditionary equipment to transport all essential equipment to a safe and secure location protected from wind damage and potential flooding. Institute measures to protect structures from storm-related damage.
- (b) When directed, implement an evacuation plan to the designated safe haven (listed in enclosure (8)) for Coast Guard personnel and dependents. Provide timely notification for dependents' preparation for evacuation. Designate a qualified person as liaison with safe haven and state and local authorities to ensure the safety and well being of Coast Guard dependents.
- (c) Provide timely notification to the D8 IMT of the whereabouts of active duty, reserve, civilian personnel and dependents. Each Coast Guard member will provide a written, accurate evacuation plan to their supervisor.
- (d) Stockpile general supplies including emergency lighting, rations, and drinking water for unit personnel.
- (e) Notify D8 IMT of proposed safe haven for surface vessels.

- (2) Lifesaving. The IC may provide the following services:

- (a) Initial response activities aimed solely at saving or protecting lives, to include evacuating people from the affected area. Persons temporarily sheltered at Coast Guard units should be referred to local civilian shelters as soon as practicable.
 - (b) Support state and local government lifesaving services as able.
- (3) **Reconstitution.** All necessary steps shall be taken to reconstitute Coast Guard operating assets as rapidly as possible.
- (a) **Assessment.** All Sector units shall immediately assess their damage and submit consolidated damage assessment reports to the IC by the fastest means available. Sector ICs should submit a detailed Coast Guard message to the AIC as soon as practicable. These reports shall include an assessment of the units' operating capabilities.
 - 1. Unaffected Eighth District units may be required to provide assets and personnel to the affected area.
 - 2. The Eighth District (IMT) will provide financial, logistical, and operational assistance to affected operational areas. Eighth District personnel may be deployed to speed reconstitution efforts. The Eighth District will request assistance from LANTAREA and MLCLANT as required.
 - 3. As directed by LANTAREA, MLCLANT will dispatch Damage Assessment Teams (DATs) to the Eighth District to determine the short-term repairs needed to make the unit operational. DATs will prioritize needed repairs or determine if the facilities are beyond economical repair. As a secondary function, DATs will submit a full report outlining the units' long-term repair needs to CEU Miami via MLCLANT.
 - 4. As directed by LANTAREA, MLCLANT will provide Emergency Response Teams (ERTs) to assist affected units regain their operational capabilities. ERTs consist of reconstruction, subsistence assistance, medical support teams, claims settlement officers, chaplains, and contracting officers.
 - (b) **Statutory Response.** Statutory mission areas will be prioritized based upon the damage in the AOR. The following priority list is based on the assumption that a military contingency load-out is not in progress. All statutory responses will be secondary to lifesaving and self-preservation. The missions are prioritized below:

1. Enforce Laws and Treaties. All enforcement activity shall be conducted in accordance with the policies and procedures set forth in the Maritime Law Enforcement Manual. Further, activity will be limited to those areas in which the Coast Guard has authority to act.
 2. Respond to hazardous materials/pollution spills that interfere with lifesaving or restoration of aids to navigation.
 3. Restore Coast Guard maintained short-range aids to navigation necessary to facilitate flood recovery operations (including Vessel Traffic Services).
 4. Maintain the flow of critical fuel supplies within the affected area.
 5. Port safety and security.
 6. Commercial vessel safety.
- (c) Provide Assistance. Eighth District units can reasonably be expected to provide assistance to Federal, state, and other agencies under ESF 1 and ESF 10 of the National Response Plan. This assistance can be expected in the form of the following:
1. Search and Rescue via surface or air.
 2. Coast Guard communications net.
 3. Waterborne security for CI (Critical Infrastructure)/KA (Key Assets)/HVA (High Value Assets).
 4. Oil and Hazardous materials response.
- (d) Recovery. The IMT must communicate to federal, state, and local authorities the missions appropriate for Coast Guard response and the availability of their resources to support these missions. Any unit may be required to provide assets for reconnaissance and disaster relief support operations.
1. Reference (a) discusses the reimbursement process for Coast Guard funds expended for FEMA disaster relief efforts under a valid Mission Assignment (MA). Requests for assistance (mission assignments) shall come through the Regional

Response Coordination Center (RRCC). All non-emergent requests for assistance must be processed through the District IMT prior to being executed. The decision to immediately support an emergent request is delegated to the Coast Guard ICs; however, these emergent requests should be reported to the District IMT as soon as possible. Coast Guard ICs are authorized to support requests with valid MAs, as resources and safety permit.

2. In order to ensure proper reimbursements for MAs, appropriate documentation must be maintained. Special care must be taken throughout the emergency response period to maintain logs, formal records, and file copies of all expenditures to show clear and reasonable accountability for reimbursement.
- (e) Deployment. Each Eighth District unit not affected by the hurricane shall identify personnel and equipment that may be deployed to the affected area and provide that information to the IC when requested.

b. Tasks.

(1) Eighth District Staff/Incident Management Team shall:

- (a) Implement the Incident Management procedures as per reference (c).
- (b) Issue changes to hurricane conditions and monitor attainment by all district units.
- (c) Prepare response plan for pre-positioning and immediate post storm deployment of aircraft, vessels, and special teams into the impacted area.
- (d) Monitor field unit operational status and requirements.
- (e) Provide assets and personnel as needed from less affected areas to restore Coast Guard operations and meet the needs of impacted field units. Maintain a log of individuals deploying to other agencies and units.
- (f) Coordinate SAR operations requiring district action.
- (g) Request additional assets as needed from LANTAREA/MLCLANT.
- (h) Keep LANTAREA and COMDT informed.

- (i) Monitor number of reservists on voluntary activation. Request involuntary recall authority if the voluntary recall ceiling of 10 officers and 100 enlisted must be exceeded. Activate Reservists in accordance with enclosure (5).
- (j) When requested, assign personnel to the DHS/EPA/FEMA Joint Field Office (JFO). These personnel should report to the assigned JFO 12 to 24 hours in advance of storm landfall. The pre-designated D8 JFO Team will be deployed. Additional JFO Teams can be request through LANTAREA. Location of the JFO will vary upon location and intensity of the storm. These personnel should report to the affected state EOC pending establishment of the JFO location. The location may be obtained from FEMA as listed in enclosure (1).
- (k) Request Disaster Assistance Teams (DATs) from MLCLANT.
- (l) Request Emergency Response Teams (ERTs) from MLCLANT.
- (m) Activate Disaster Assistance Response Teams (DARTs) for post storm deployment as detailed in reference (e).
- (n) Establish public affairs response team to manage coverage of the impacted area and provide personnel to the Joint Information Center (JIC) of the JFO.
- (o) Prepare emergency communications plans and initiate deployment of emergency communications equipment with LANTAREA.
 - (1) If the process of tracking expenditures and preserving an archive of IMT activity becomes too labor intensive, consider activating the Coast Guard's documentation team.
- (p) The IMT shall track and consolidate hurricane related expenditures from the various ICs and request reimbursement from MLCLANT and COMDT. It is imperative that costs are recorded as they are incurred, rather than attempting to reconstruct expenses after the storm. Expenses related directly to preparing for and recovering from the storm may be reimbursable from Commandant, but no reimbursement will occur without documentation. The IMT/District will provide TONOs and fund personnel TAD costs pre-approved by the D8(IMT).

(2) Sector ICs shall:

- (a) Ensure an effective, timely, and smooth transition to ICS through appropriate planning, training, and exercising the incident response organization.
- (b) Assume and delegate appropriate OPCON of assets assigned in the AOR and any other additional assets/personnel from MLCLANT or the Eighth District.
- (c) From primary or evacuation location during severe weather, report hourly conditions and status of preparations beginning 6 hours before predicted landfall and for 6 hours after landfall. Telephone calls are preferred, however report by any means available the damage, immediate needs, and operational capability as soon as possible after storm passage. Provide updates as additional needs arise. Report for all affected assets and units within the AOR. Prioritize needs. Report any circumstances that may prevent relief forces from being effective in meeting needs, e.g. transportation impediments, power and water outages, housing damage, traffic disruptions, etc.
 - (1) Maintain a file of all documents, paper and electronic, related to IMT activity including, but not limited to: IAPs, NIIMS-ICS forms, situation reports, weather reports, personnel status reports and requests, watch, quarter and station bills, message traffic, planning documents, marine safety information broadcasts and other advisories to the field and public, logistics and safety information and watch-relief pass-down notes.
- (d) Conduct relief, response, and recovery operations in the AOR as capabilities allow.
- (e) Identify additional personnel requirements and submit request to the IMT/Eighth District (Active Duty, Reserve, Auxiliary).
- (f) Request DARTs from IMT/District when appropriate and coordinate deployment of DARTs.
- (g) To maintain operational readiness, DICs shall provide the IC with a list of any personnel who need to be replaced due to personal or family injuries or loss of housing. If they have already been replaced with Reserve and/or Auxiliary personnel, report it.
- (h) Provide Coast Guard representation to the local or state EOC as appropriate.

- (i) Accurately track expenditures as they are incurred. Expenses directly related to preparing for and recovering from the storm may be reimbursable from COMDT or MLC. Units will use their normal accounts with authority to exceed their operating targets when this plan is employed. Documentation with adequate explanation/justification is required for reimbursement.
 - (j) Determine when it is safe for active duty and dependent evacuees to return to station/local area and direct them accordingly.
 - (1) If the process of tracking expenditures and preserving an archive of IMT activity becomes too labor intensive, consider activating the Coast Guard's documentation team.
 - (3) District ATON units will CHOP to the appropriate IC for response and recovery operations when directed by D8 (IMT).
 - (4) MLCLANT shore units shall provide support to affected areas per reference (b).
- c. Coordinating Instructions. Severe weather preparations are coordinated with local and state organizations. Response and recovery operations are closely coordinated with local, state, and federal agencies and a host of other relief organizations. Eighth District field units will liaison and may operate jointly with city, parish/county, and state agencies through the local and state EOCs. Eighth District coordination will generally be with Federal JFOs. ICs will coordinate with state and local governments.

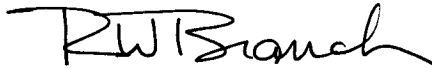
8. ADMINISTRATION AND LOGISTICS.

- a. Concept of Support. Inadequate personnel, support, and logistics often limit response and recovery operations. The need for support must be identified by the affected commands and the relief obtained from unaffected units and support commands. Replacement personnel, assets, and operational equipment and supplies from other units will be coordinated through the IMT. MLC will provide all aspects of logistics support to affected units beyond the District's resources in accordance with reference (b).
- b. Logistics. Normal administrative and logistics support forces may not be ready for the pace and volume of required logistical needs. Normal transportation and communications systems may be interrupted. Also, delivery schedules will likely need to be accelerated.
 - (1) Integrated Support Command NOLA will augment the Eighth District IMT with appropriate personnel for administrative and logistic support in accordance with reference (c).

- (2) MLC, as per reference (b), will organize three mobile ERTs to assist in logistics as described below.
 - (a) Primary responsibility is to restore the Eighth District's operational capability.
 - (b) Secondary responsibility is to determine the extent of damage to Coast Guard installations and units. Establish operational priorities for repair. Coordinate with the ISC and the servicing CEU.
 - (c) Tertiary responsibility is to assist affected units in regaining their normal operational capabilities. Support required may include reconstruction, subsistence assistance, medical, claims settlement, chaplain services, and contracting officer services.
 - (d) It is the responsibility of the providing command to ensure that any assistance team sent into the disaster area is self-supporting. Additional logistics guidance is found in enclosure (3) of this instruction.
- c. Personnel. After a major disaster, a number of personnel may be incapacitated by their own or their family's injuries, or due to destruction of their homes. The first source of personnel relief should come from unaffected personnel already attached to the impacted command and qualified to assist. IC will request personnel needs and required skills from the IMT Planning Section. Reservists and Auxiliarists can be follow-on resources to backfill for deployed active duty personnel.
- d. Public Affairs. During any contingency operation, a proactive public affairs program is critical. Immediately following a major coastal storm, the Coast Guard will likely be the first on-scene agency with C4 and operational capability. Media will aggressively seek videotape of initial damage assessments. Eighth District public affairs personnel should be pre-positioned as near to the scene as safety permits in order to document and report the initial situation and to assist the IC in public affairs matters. In the event PAs are not alongside operational response teams, field commands should ensure their first responders have both still and video camera gear, and with a plan in place to review, edit, and release imagery to the media in a timely fashion. Appropriate video equipment will accompany initial damage assessment flights. As soon as the FEMA JFO is established, and the DHS/EPR/FEMA Joint Information Center (JIC) is set up, it will coordinate public affairs. The public affairs office will provide all possible support as the videos are an important part of damage assessment. Public affairs will not interfere with emergent events such as self-preservation, SAR, and pollution response, but will be given a high priority.
- e. Funding. All units must accurately track expenditures as they are incurred.

9. COMMAND AND CONTROL.

- a. Command Relationships. Upon setting Severe Weather Readiness Condition Three, the IC will normally be designated to oversee preparatory, response, and recovery operations within its AOR, or a portion of its AOR as appropriate. The IC may be activated earlier by the District Commander or at the discretion of the affected commands. Otherwise, standard command relations for Coast Guard Operations apply. Major response and recovery operations for the general public are controlled by local, county (parish), and state governments, agencies through the EOCs, and federal assistance coordinated through the Federal JFO. A list of these governments and agencies is contained in enclosure (1). Eighth District's representation at either an EOC or JFO is to coordinate Eighth District assets in support of local relief operations.
- b. Command Posts.
- (1) For Coast Guard operations, normal District and Sector command locations will be used unless rendered inoperative by the storm. The local commands, which form the IC for the AOR, must pre-determine the primary location of the IC's Command Post and notify D8 no later than 01 May of each year. Additionally, each shore unit shall designate an alternate command site in their plan. The Eighth District alternate command site is ISC St. Louis, MO.
 - (2) For joint response and recovery operations, each city, county (parish), and state may have an EOC at a pre-designated site. DHS/EPR/FEMA will establish JFOs as necessary, usually one in each state involved.
- c. Command, Control, Communications, and Computer Systems (C4). Surviving communications systems will be augmented with emergency systems and equipment, e.g. WMECs, TMICC/TMACC, INMARSAT, cellular phones, etc. The IC must ensure there is adequate C4 through the use of the best existing C4 systems.



R. W. BRANCH
Chief of Staff

- Encl: (1) Coast Guard, State, Federal, and Selected Local Points of Contact
 (2) Severe Weather/Port Status and Specific Tasking
 (3) Logistics Preparation Plan
 (4) Evacuation Guidance and Procedures
 (5) Selected Reserve Call-up Procedures
 (6) Incident Communications Plan
 (7) Execution Checklist
 (8) Safe Havens

- (9) Personnel Claims and Legal Assistance
- (10) Storm Preparedness Planning For Oceangoing Vessels “Remaining In Port Checklist”
- (11) Personnel Protective Equipment (PPE)
- (12) Sample SITREP

Enclosure 1 to CCGD8INST 3006.1C Severe Weather Plan

COAST GUARD, STATE, FEDERAL AND SELECTED LOCAL POINTS OF CONTACT:

Eighth Coast Guard District Command Center		504-589-6225 800-787-8724
Sector Mobile, AL	24hr	251-441-5976
Sector New Orleans, LA	24 hr	504-589-6261
- Morgan City, LA	General Info	985-380-5320
- New Orleans, LA	COMCEN	504-846-6160
- Airsta	OPCEN	504-393-6033
- Houma, LA	General Info	985-665-2440
- Baton Rouge	General Info	225-298-5400
Sector Houston-Galveston, TX	OPCEN	713-678-9057
- Port Arthur, TX	OPCEN	409-723-6500
- Galveston, TX	Admin	409-766-5621
- Airsta	OPCEN	713-578-3006
Sector Corpus Christi, TX	OPCEN (SAR only)	361-939-6200
- Corpus Christi, TX	Prevention	361-888-3162
ATC Mobile, AL	OPCEN	251-441-6861

STATES

ALABAMA - Emergency Management Agency (24 hrs)	205-280-2200
FLORIDA - Division of Emergency Management (24 hrs)	850-413-9911
LOUISIANA -Office of Emergency Preparedness (24 hrs)	225-925-7500
MISSISSIPPI - Office of Emergency Services (24hrs)	601-352-9100
TEXAS – Center for Awareness and Response (24 hrs)	512-424-2000

FEMA

FEMA National Emergency Coord Center	301-209-4000
FEMA Region III (DE, MD, PA, VA, WV, & Washington DC)	215-931-5757

FEMA Region IV (AL, FL, GA, KY, MS, NC, SC, & TN)	229-225-4783
FEMA Region V (IL, IN, MI, MN, OH, & WI)	312-408-5501
FEMA Region VI (AR, LA, NM, OK, & TX)	940-898-5570
FEMA Region VII (IA, KS, MO, & NE)	816-283-7025
FEMA Region VIII (CO, MT, ND, SD, UT, & WY)	303-235-4800

Enclosure 2 to CCGD8INST 3006.1C Severe Weather Plan

SEVERE WEATHER/PORT STATUS AND SPECIFIC TASKING

1. **PURPOSE.** To specify required/recommended actions to be accomplished by Coast Guard units within the Eighth District before a tropical storm/hurricane actually makes landfall.
2. **GENERAL INFORMATION.** The hurricane season is 1 June through 30 November. This enclosure prescribes minimum action that must be taken when severe weather conditions are set. Commanding Officers and Officers-in-Charge shall take additional measures as warranted.
3. **PLANNING.**
 - a. Each Sector IC/DIC shall prepare and keep a current severe weather instruction with all requirements listed in paragraph 4.c. of this enclosure on a flash drive. Subordinate unit plans must be tailored to the individual area and facility, and support the parent Sector IC plan. The effectiveness of the plan is dependent upon the initiative and foresight of unit Commanding Officers and Officers-in-Charge who have detailed knowledge of the area and can ensure necessary arrangements and protective measures are included in their plans.
 - b. Units shall exercise their hurricane plans and provide hurricane season training to all hands on an annual basis. During unit training, commands should strongly encourage members to purchase homeowner's, renter's, and flood insurance even for houses not considered in a "flood zone" in preparation for the upcoming hurricane season.
 - (1) D8 (dxc) shall conduct an annual hurricane exercise for all Sector ICs before the start of hurricane season.
 - (2) The Eighth District Command Center shall provide annual hurricane season preparedness training to the Eighth District Staff.
 - c. Units shall liaison with local emergency service personnel to prepare for hurricane season.
 - d. The IC shall coordinate the planning efforts of Sectors and Air Stations within their AOR using the IC System. ICs will liaison with their state(s) EOC(s) and emergency management personnel.

4. **SEVERE WEATHER READINESS CONDITIONS.** Normally, the Eighth District Chief of Response will set heavy weather conditions for the district or parts of the district. However, Commanding Officers and Officers-in-Charge are authorized and expected to set heavy weather conditions at any time when conditions warrant and shall notify their operational commander accordingly.

a. **Definitions of Severe Weather Readiness Conditions of Readiness.**

- (1) **CONDITION FIVE** - A seasonal condition automatically set by all units on 1 June each year and extending through 30 November.
- (2) **CONDITION FOUR** - The readiness condition set not later than the point in time when tropical storm force winds are probable to reach landfall within seventy-two (72) hours or when deemed necessary to increase the overall readiness of the District.
- (3) **CONDITION THREE** - The readiness condition set not later than the point in time when tropical storm force winds are probable within forty-eight (48) hours or when deemed necessary to increase the overall readiness of the District.
- (4) **CONDITION TWO** - The warning condition. Set not later than the point in time when tropical storm force winds are probable within twenty-four (24) hours or when deemed necessary to increase the overall readiness of the District.
- (5) **CONDITION ONE** - The danger condition. Set not later than the point in time when tropical storm force winds are probable within twelve (12) hours or when deemed necessary to increase the overall readiness of the District.
- (6) **POST HEAVY WEATHER RECOVERY** - The storm is no longer a threat to the area; however, major damage has occurred and recovery ops are required.

b. **Disaster Potential Scale for Atlantic Hurricanes.** As described by the National Hurricane Tracking Center in Coral Gables, Fl., category definitions are:

- (1) **CATEGORY 1:** Sustained winds of 74-95 MPH can produce a storm surge 4-5 feet above normal with low-lying coastal roads inundated, minor pier damage, some small craft in exposed anchorage break moorings, no real damage to building structures and some damage to poorly constructed signs.
- (2) **CATEGORY II:** Sustained winds of 96-110 MPH can produce a storm surge 6-8 feet above normal with coastal roads and low-lying escape routes inland cut by rising waters 2-4 hours before arrival of the center, considerable pier damage, marinas flooded, some trees blown down, major

structural damage to exposed mobile homes, some damage to roofing material, windows and doors, but no major damage to building structures.

- (3) **CATEGORY III:** Sustained winds of 111-130 MPH can produce a storm surge 9-12 feet above normal, serious flooding along the coast, with many smaller structures near the coast destroyed, larger structures damaged by battering of floating debris, low-lying escape routes inland cut by rising water 3-5 hours before the center arrives, some structural damage to small residences and utility buildings and mobile homes destroyed.
 - (4) **CATEGORY IV:** Sustained winds of 131-150 MPH can produce a storm surge 13-18 feet above normal with major damage to lower floors of structures due to flooding and battering action, low-lying escape routes inland cut by rising water 3-5 hours before the center arrives, extensive roofing material damage, extensive window and door damage and complete failure of roof structures on many small residences.
 - (5) **CATEGORY V:** Sustained winds of greater than 150 MPH can produce a storm surge greater than 18 feet above normal, shrubs and trees down, considerable roofing damage, all signs down, very heavy and extensive window and door damage, complete failure of roof structures on many residences and industrial buildings, extensive glass failures, some complete building failures, small buildings overturned and blown over or away and complete destruction of mobile homes.
- c. **Planning Guidance.** Sector Severe Weather Plans should contain an “action check-off list” of specific actions to be taken for each heavy weather condition. Subordinate units will submit their plan to the Sector Commander for review and approval. Sectors shall prepare and forward a copy of their severe weather plan to the Eighth District Command Center (drmc) and D8 (dxc). Specific port conditions specify “gale force winds”. The speed of gale force winds are similar to tropical storm force winds (39-73 mph).
- (1) All ICs shall provide for the following in their heavy weather plans, as appropriate:
 - (a) Adequate logistical preparations.
 - (b) Cooperation and liaison with local emergency management authorities, Coast Guard Reserve and Auxiliary, Red Cross, and Weather Service. Keep a current list of all official heavy weather shelters, local, military, Red Cross, etc.
 - (c) A recall telephone number or point of contact list where all personnel may be reached at any time.

- (d) Security and protection of records and equipment against high tides and strong winds.
- (e) Emergency rations and drinking water.
- (f) Plans for boarding up and reinforcing structures.
- (g) Contingency plans for evacuating civilian and military personnel and their dependents. Use safe havens designated in enclosure (8).
- (h) Emergency sources of electrical power.
- (i) Survey of government and civilian damage after the storm.

(2) Sectors Response Divisions within the IC's AOR.

- (a) Warn shipping, fishing interests, small craft, and residents in exposed areas, using official National Weather Service advisories.
- (b) Assist small craft in seeking safe moorings.
- (c) Fuel CG vehicles, boats, and aircraft to maximum practicable capacity.
- (d) Pre-select refuge moorings for vessels under 65 ft. Small boats including 41 foot UTBs and 55 foot ANBs should be secured at appropriate hurricane moorings and not be manned during the heavy weather event. An alternative may be to remove small boats from the water and secure inside a building. Notify D8 IMT of the location of these surface vessel locations.
- (e) Officers-in-charge of Coast Guard stations should have a "last minute" rescue boat available for emergency use. This boat should be strategically located and kept in a ready status as long as practicable in accordance with unit experience with high water and wind conditions.

- (3) Cutters. ICs shall determine the best place to seek mooring during severe weather conditions after considering safety of the vessel and maintaining mission readiness. The unit must arrange the anchorage or mooring well in advance. Each vessel in the Eighth District shall have three mooring sites identified in the event of severe weather conditions. One site will be for the storm heading directly for the vessel, one site will be for the storm passing

west of the vessel and one site will be for the storm passing east of the vessel location. Consider the competition for moorings from numerous other vessels. When arrangements are finalized, submit a copy of the plan to the Eighth District Command Center and a copy to D8 (dxc).

- (4) **Air Stations.** In addition to the actions below, Air Stations shall provide for heavy weather evacuation (HWE) of aircraft in accordance with the COMLANTAREA SOP and the Joint Military Aircraft Hurricane Evacuation Plan (JMAHEP). Air Stations shall include plans for HUREVAC in their hurricane plans, or maintain a separate HUREVAC Plan.

- (a) HWE messages required by JMAHEP shall be sent to the Eighth District Command Center and the refuge base, info to COMLANTAREA, COMDT, and Langley Air Force Base.
- (b) If adequate shelter exists at the present location, no evacuation is required. For purposes of determining adequacy, it should be assumed that the full force of the storm would strike the station. The decision as to whether shelter is adequate shall be made for each storm.

- (5) **Sector Prevention Divisions within the IC's AOR.**

- (a) Warn shipping interests.
- (b) Ensure major pier areas are clear of explosives, dangerous substances, potential pollutants, and that adequate controls are in place for these materials for the duration of the storm.
- (c) Monitor port areas for pollution, debris, etc., after passage of the storm.
- (d) Close port and critical waterways as necessary (i.e. Gulf Intra-coastal Waterway (GICW)).

5. **PORT STATUS.** COTPs set port heavy weather conditions when preparing for the arrival of a hurricane or similar heavy weather as per reference (g). The overriding goal of the COTP is the protection of life, including vessel crews, facility personnel, and the general public. The COTP shall also communicate with neighboring COTPs to coordinate actions and vessel movement plans.

a. **Definitions of Port Status.**

- (1) **Port status WHISKEY.** Set when gale force winds from a hurricane force storm are expected to arrive at the port within 72 hours.

- (a) Port status: open to all commercial traffic.
 - (b) Establish a safety zone that requires:
 - (i) All self-propelled oceangoing vessels over 500 gross ton and all oceangoing barges and their supporting tugs to report their intention to depart or remain in port.
 - (ii) All self-propelled oceangoing vessels over 500 gross ton and all oceangoing barges and their supporting tugs remaining in port to complete a REMAINING IN PORT CHECKLIST (enclosure 10) and submit to the COTP within 24 hours for approval.
 - (c) Advise port of intentions for setting next port status (X-RAY)
- (2) Port status X-RAY. Normally set when gale force winds from a hurricane force storm are expected to arrive at the port within 48 hours.
- (a) Port status: open to all commercial traffic.
 - (b) All REMAINING IN PORT CHECKLISTs submitted to the COTP for approval.
 - (c) Individually assess vessels desiring to remain in port, issue COTP orders as appropriate.
 - (d) Advise port of intentions for setting next port status (YANKEE), including degree of vessel control.
- (3) Port status YANKEE. Normally set when gale force winds from a hurricane force storm are expected to arrive at the port within 24 hours and as soon as practical after the storm passes.
- (a) Port status: vessel traffic control measures in effect.
 - (b) Establish a safety zone controlling vessel movements and activities as appropriate.
 - (c) COTP approve or direct, as necessary, final mooring arrangements for vessels remaining in port.
- (4) Port status ZULU: Normally set when gale force winds from a hurricane force storm are expected to arrive at the port within 12 hours.

- (a) Port status: closed to all vessel traffic except for vessel movements and activities specifically authorized by the COTP.
 - (b) Establish a safety zone prohibiting vessel movement and activities.
- 6. **SPECIFIC ASSIGNMENTS.** The following specific tasks must be accomplished for the various severe weather conditions.
 - a. **Severe Weather Readiness Condition Five (Seasonal Alert).** All units review severe weather plans and check preliminary preparations. Maintain a plot of storm track and keep abreast of the latest National Weather Service advisories when a storm is within 96 hours of landfall; alert all hands to condition and review plans for quartering and safety of dependents. Consider reduction in liberty and leave and plan to recall essential personnel to meet the requirements of Conditions Four, Three, Two, and One.
 - b. **Severe Weather Readiness Condition Four (Tropical storm force winds within 72 hours of landfall).** All units ensure that actions required for Condition Five have been completed. Review personnel liberty schedule and take necessary steps for positive recall of essential personnel for physical safety of the unit and to meet the requirements of Conditions Three, Two, and One. Make preparations to evacuate non-essential personnel and dependents, make evacuation recommendations to the IC for District Commander review and approval. When granting liberty, as heavy weather conditions are set, establish a positive means by which to contact personnel on liberty. Advise operational commander upon attainment of Condition Four. Make preparations to stand-up an Incident Command structure.
 - (1) Fuel vessels in port to maximum capacity.
 - (2) Shore units maintain at least 75% fuel supply and keep all boats, vehicles, and generators fueled to capacity. Check condition and operation of generators used for emergency power.
 - (3) Replenish commissary provisions as necessary.
 - c. **Severe Weather Readiness Condition Three (Tropical storm force winds within 48 hours of landfall).** Stand up IC for affected areas. All units ensure that actions required for Condition Four have been completed. Recall/evacuate all personnel. Recall those personnel from liberty as may be required to maintain the unit's necessary readiness status. Advise operational commander upon attainment of Condition Three.

- (1) Cutters in port assume B-2 status if possible. Vessels in CHARLIE status, other than shipyard availability, commence action to attain a B-2 status and advise their operational commander of the estimated time to reach B-2. Upon reaching B-2 status, advise operational commander and include any specific limitations. Vessels in shipyard availability may remain in CHARLIE status, but must make preparations for protection. Depending on the nature of the storm and its projected track and intensity, the decision to proceed to sea should often be made at Condition Three.
 - (2) Cutters at sea shall proceed to homeport or nearest safe port unless prudent seamanship indicates it appears more advisable to evade the storm.
 - (3) Aviation units prepare aircraft for evacuation, hangaring as many planes as practicable for post-hurricane use; review latest Joint Military Aircraft Hurricane Evacuation Plan and Coast Guard directives on the subject.
 - (4) All shore units (including aviation units): fuel boats and vehicles to capacity and check readiness to proceed on missions; verify readiness of emergency sources of power and emergency communications equipment, including backup systems; broadcast advisory warnings, provision own unit; verify readiness for boarding up windows and securing buildings; evacuate all rolling stock and trailerable boats with expeditionary supplies.
- d. Severe Weather Readiness Condition Two (Warning; Tropical storm winds within 24 hours). All units ensure actions required for Condition Three have been met. Advise operational commander upon attainment of Condition Two.
- (1) All vessels in port shall have completed fueling and provisioning and ensure general readiness. Proceed to prescribed sheltered moorings or anchorage, or proceed to sea for storm evasion if deemed prudent. Set continuous communications watch. Take all precautions necessary to ensure the safety of the vessel.
 - (2) Cutters at sea shall maneuver to evade the storm well prior to the arrival of the storm.
 - (3) Aviation units shall complete security preparations; ensure suitable aircraft are available to conduct searches of pre-designated storm patrol areas established by the Eighth District Command Center to warn shipping and small craft of the approaching storm; evacuate aircraft during daylight and VFR conditions if possible; hangar

remaining aircraft. ATC Mobile will CHOP to Commander, Eighth Coast Guard District.

- (4) All shore units (including aviation units) continue as before. Set continuous communications watch. Report estimate of persons remaining in unprotected areas. Take all necessary precautions to safeguard all persons and property within jurisdiction. Recommended measures are: board up windows, tie down flimsy roofs, remove screen doors, allow for air circulation in all buildings, take precautions against fire and high water, secure boats and vehicles, fill available containers with potable water, provide emergency lighting and shelter for Coast Guard personnel in isolated areas.
- (5) All ICs establish VHF-FM communications nets with their shore units using low-level antennas. Communications may be direct or by VHF-FM relay to distant units. This emergency communications net will be used in the event of partial or total landline failure caused by the storm. The high level sites are usually controlled by landlines and therefore cannot be relied upon during a complete landline outage. Keep the D8 IMT advised of unit capabilities.
- (6) All units within the affected AOR or predicted storm path shall submit SITREPs to their operational commander in the same manner as established for acknowledgment report in paragraph 6.a. All Sector ICs shall submit SITREPs to the D8 IMT.

a. The first SITREP shall be submitted at attainment of Condition Two. Additional SITREPs shall be submitted IAW LANTAREA battle rhythm each day and shall be serially numbered with final SITREP so noted. Significant changes shall initially be reported by the most expedient means available and included in the next SITREP. SITREPs will include information in the following order:

1. Situation
2. Status
3. Sorties
4. Port Status
5. Waterway/Aton Status
6. Navigation Hazards

7. Commercial Vessel Status
8. Lock and Bridge Status
9. Commercial Fuel Status
10. Communications
11. Environmental Response
12. Public Affairs
13. Logistics
14. Auxiliary
15. Damage
16. Future Plans

(7) The D8 IMT will submit SITREPs to LANTAREA, info copy to Commandant when Condition Two is set. Additional SITREPs will be sent as dictated by the situation. A sample D8 IMT SITREP to LANTAREA is included in enclosure (12).

- e. Severe Weather Readiness Condition One (Danger; Tropical storm force winds within 12 hours). All units should have actions required for Condition Two completed. Send warnings to shipping and small craft. From the time this condition is set until the storm has passed, extreme caution shall be used in dispatching any forces on assistance missions.
- (1) All units shall continue to submit SITREPs.
 - (2) ICs and CAMSLANT Chesapeake establish emergency communications net on 2676.4KHz or 5423.9KHz as appropriate for the time of day. This communications net will be used in the event of partial or total landline failure caused by the storm. ICs shall report the status of their respective intra-command VHF-FM nets when checking in with CAMSLANT, who shall combine these reports and provide a consolidated report of emergency net establishment to the AIC/District.
- f. Severe Weather Recovery (Storm Passed). This condition set by the IMT based on damage assessment and field unit operational capability.

- (1) AORs with relatively minor damage and ICs with a high degree of operational capability will return to Condition Five. AORs with major damage and/or ICs with a reduced operational capability will be placed in this recovery condition.
- (2) ICs shall survey their areas of responsibility and continue to submit daily SITREPS until all waterways are opened, ATON damage is repaired, and Coast Guard units are operational. Repair and return all Coast Guard equipment and property to operation as practicable. Render assistance as possible. Return to evacuated facilities as soon as safety permits. Release personnel from duty as situation permits. All cutters that sortie to sea or safe anchorage shall report readiness to conduct operations to their operational commander.
- (3) Aviation units advise the D8 IMT of capability to reconnoiter storm area, survey damages, inspect aids to navigation and provide photographic and video coverage.
- (4) On an individual basis, as each IC either reverts to Severe Weather Recovery Condition with landlines intact or regains full landline service after storm damage is repaired, CAMSLANT shall release ICs from the emergency communication net and secure the net. Advise D8 IMT accordingly.

7. COMMUNICATIONS.

- a. Setting Severe Weather Readiness Conditions. Severe weather conditions will be set by Commander, Eighth District via an ALCOGARDEIGHT message. Units may set severe weather conditions more aggressively as appropriate. Independent units located within the area will be included as information addressees as necessary. Messages originated by Eighth District will include COMLANTAREA COGARD, MLCLANT, and COMDT COGARD as information addressees.

For example:

O -
FM CCGDEIGHT NEW ORLEANS LA //D/DRMC/IMT/DXC//
TO ALLCOGARDEIGHT
INFO COMLANTAREA PORTSMOUTH VA//AOC//
COMDT COGARD WASHINGTON DC//G-TGC//
BT
UNCLAS//NO3140//
SUBJ: STORM (NAME)
A. CCGDEIGHTINST 3010.1(SERIES)
1. SET SEVERE WEATHER READINESS CONDITION _____

BT

- b. Relay of Severe Weather Advisories. In the interest of keeping communications circuits clear, weather advisories will not normally be passed to all units until Heavy Weather Condition Three is set. ICs may pass to units at their discretion. Independent units may obtain the advisories by a request to Eighth District Command Center. As soon as Condition Three is set, Eighth District Command Center will originate a message to ALLCOGARDEIGHT disseminating the latest storm advisory via message. The text of the message will be the complete advisory as published by the National Weather Service. The advisories will continue to be disseminated as they are received until Heavy Weather Recovery or Condition Five is set/reset. Upon setting Condition Three, and until Heavy Weather Recovery Condition is set, the advisories will be broadcast by CAMSLANT CHESAPEAKE and each IC communications center as directed in broadcast instructions. The advisory relay and broadcast instructions will be sent in the following format:

P

FM CCGDEIGHT NEW ORLEANS LA //DRMC/IMT/DXC//
TO ALLCOGARDEIGHT

BT

UNCLAS//NO3140//

SUBJ: SAFETY BROADCAST NOTICE TO MARINERS

THEN SCHEDULE BROADCASTS UNTIL CANCELLED

CAMSLANT CHESAPEAKE BROADCAST ON (HF/VHF) ON RECEIPT
(AND AT HOUR INTERVALS UNTIL SECTORS (NEW ORLEANS),
(GALVESTON), (CORPUS CHRISTI), (MOBILE) BROADCAST HEAVY
WEATHER ADVISORY ON HF UPON RECEIPT (AND AT ___ HOUR
INTERVALS UNTIL (TIME)(DATE).

TEXT OF NATIONAL WEATHER SERVICE ADVISORY.

BT

- c. Acknowledgments.

- (1) Each Coast Guard unit, after setting the specified condition, shall report accordingly to their operational commander. Operational commanders are authorized to designate "reporting units" within their commands to alleviate the vast influx of traffic to them during heavy weather conditions.
- (2) Cutters out of their normal AOR shall report to the operational commander within whose boundaries they are located, e.g. Sector New Orleans vessel in a Mobile shipyard reports to IC Mobile.

- (3) Each moored District vessel and District shore station shall report directly to the operational commander or IC within whose geographic area it is located or to the "reporting unit" as designated by the IC.
- (4) Each operational commander/IC shall submit a consolidated report in accordance with the above to the IC.
- (5) Each District and LANTAREA vessel underway shall report directly to the District. Upon mooring, reports shall be submitted in accordance with instructions to moored district vessels, paragraph 4.c. (3) of this enclosure.
- (6) ATC Mobile shall report directly to the District until such time as ATC Mobile may be assigned to an IC.

For example, this message means that Sector New Orleans has received reports from all subordinate units, except vessels underway, that the heavy weather condition is set:

P

FM SECTOR NEW ORLEANS LA
TO CCGDEIGHT NEW ORLEANS LA//DRMC//IMT//DXC//
INFO COGARD AIRSTA NEW ORLEANS LA
COGARD MSO MORGAN CITY LA
COGARD INTSUPRTCOM NEW ORLEANS LA

BT

UNCLAS//NO3140//

SUBJ: STORM (NAME)

A. CCGD8 NEW ORLEANS LA Z

1. SEVERE WEATHER READINESS CONDITION (FIVE/FOUR) SET FOR SECTOR AND ALL SUBORDINATE UNITS.

BT

This message means that IC New Orleans has received reports from all subordinate units, except vessels underway, that the heavy weather condition is set.

P

FM SECTOR NEW ORLEANS LA
COGARD AIRSTA NEW ORLEANS LA
COGARD MSO MORGAN CITY LA
TO CCGDEIGHT NEW ORLEANS LA//DRMC//IMT//DXC//
INFO COGARD INTSUPRTCOM NEW ORLEANS LA

BT

UNCLAS//NO3140//

SUBJ: STORM (NAME)

A. CCGD8 NEW ORLEANS LA Z

1. SEVERE WEATHER READINESS CONDITION (THREE/TWO/ONE) SET FOR INCIDENT COMMAND NEW ORLEANS AND ALL SUBORDINATE UNITS.

BT

Enclosure 3 to CCGD8INST 3006.1C Severe Weather Plan

LOGISTICS PREPARATION PLAN

1. **GENERAL INSTRUCTIONS.** Thorough, periodic checks of emergency teams, equipment and facilities must be made. Ensure that "Severe Weather Kits" are completely stocked with usable materials. Check emergency sources of electrical power, emergency communications plans, assignment of portable FM equipment and increased inventory of spare dry batteries. Pay particular attention to portable auxiliary lighting equipment and replace materials necessary to affect elementary repairs to electrical lighting and power installations, plumbing, water, and fire fighting systems.
 - a. **Rations.** Provide for three days of emergency rations, drinking water, and medical supplies for own personnel and for possible emergency evacuees.
 - b. **Fuel.** Fuel vehicles and boats to maximum capacity possible, but not less than 75%. Aircraft should be fueled as directed by unit Commanding Officer.
 - c. **Ventilation.** Provide instructions with regard to the proper method of venting enclosed buildings and structures by use of windows, storm shutters, and similar means. Plan to board up and reinforce structures.
 - d. **Physical Security.** Provide for security and protection of records and equipment against high water and winds.
 - e. **Physical Inspection.** Make a careful inspection of buildings and surrounding areas in order to detect potential sources of danger such as:
 - (1) Damaged, worn, or improperly secured doors, windows, and ventilation openings.
 - (2) Structural weakness resulting from worn or weather-beaten supports, wooden light poles, and similar objects.
 - (3) Clogged or inoperable gutter and drainpipes, storm drains, sewers

- g. Protected Storage. Locate protected or “high ground” parking for vehicles and equipment in advance. Some of the automotive equipment may have to be used during storm conditions, therefore make sure that drivers’ compartments and cabs are as weather-tight as possible, windshield wipers are fully operative, and towing wires and chains are available in advance.
- h. Clean-up Materials. Prepare and strategically place clean up materials including disinfectants, wet weather gear, and first aid materials.

2. PERSONNEL.

- a. Prior to hurricane season, conduct annual training with all personnel and dependents. Examples of items to be covered are:
 - (1) Personal severe weather preparedness.
 - (2) Severe Weather Readiness Conditions of readiness.
 - (3) Hurricane classifications and type of damage that can be expected.
 - (4) Recall & check-in procedures.
 - (5) Evacuation procedures and designated unit “safe haven” for dependents.
- b. Approaching storm: Brief all personnel on expected course of storm and expected follow up actions to combat damages. Refresh expectations for personnel accountability prior to a go/no-go evacuation decision being made.
- c. All new PCS arrivals should be provided with a heavy weather briefing as part of their unit check-in process.

Enclosure 4 to CCGD8INST 3006.1C Severe Weather Plan

EVACUATION GUIDANCE AND PROCEDURES

Ref: (a) Joint Federal Travel Regulations, Chap 6

(b) Civilian Travel Management Program, COMDTINST 12570.4

(c) 5 CFR 550.401-408

(d) Coast Guard Supplement to JFTR, Chapter 6

1. **DISCUSSION:** As per reference (a), evacuations must be caused by unusual or emergency circumstances such as natural or national disasters. Evacuations are authorized by the District Commander after considering advice by local authorities (FEMA, Civil Defense, etc.) to do so. Entitlements end after the District Commander determines it is safe for evacuees to return after travel time from the safe haven. The District Commander will identify safe havens and enter into appropriate agreements to facilitate orderly evacuations.
2. **DEFINITIONS:**
 - a. **Safe Haven:** The designated point of evacuation (which may be Government quarters), determined to be suitable by the District Commander, where members/dependents are directed to relocate on a temporary basis to await a decision to either return to the unit or proceed to a designated place. The safe haven will usually be the location listed in enclosure (8), but will also be designated in the Evacuation Order.
 - b. **Limited Evacuation:** The movement of members/dependents from their residences to the safe haven (which may be government quarters), when authorized or ordered by the District Commander. This is primarily used for the temporary avoidance of heavy weather.
 - c. **Evacuation Order:** Issued by the District Commander. It will designate a safe haven, and may designate an alternate safe haven. The order will provide an effective date to begin the evacuation and estimated duration. This will normally be issued by message.
 - d. **Transportation Entitlements:** Entitlements are the same as those authorized for PCS. Dependents, who are at or in the vicinity of the member's unit when the evacuation is authorized or ordered, are entitled to transportation to a safe haven or a designated place if the District Commander directs such travel. See reference (a) for additional information.
 - e. **Per Diem Allowances:** See reference (a). Allowances terminate the day transportation is first made available to the dependents to return to the unit unless a competent authority authorizes a further delay as being unavoidable and for reasons beyond the individual's control.

3. ELIGIBILITY.

- a. Dependents of Active Duty Personnel: As per reference (a), members are eligible for reimbursement of dependent's travel expenses (per diem, mileage and lodging) due to authorized evacuations.
- b. Dependents of Reservists: Dependents of Reservists recalled to active duty are eligible for reimbursement of their travel expenses due to authorized evacuations, provided dependents are located within the evacuation region. Dependents of reservists become ineligible for reimbursement for travel expenses associated with the evacuation once the member exits active duty and returns to a selected reserve or inactive reserve status.
- c. Dependents of civilian employees: Per references (b) and (c), dependents of civilian employees are eligible for reimbursement of their travel expenses due to authorized evacuations.

4. PROCEDURES.

- a. The evacuation will commence as described in the diagram on page 5 of this enclosure.
- b. The Unit Commander (UC) will request authorization to evacuate personnel. This request may be made by the most efficient means available. This request should include:
 - (1) Estimated duration of evacuation.
 - (2) Number of dependent TONOs required.
 - (3) Information regarding local evacuations, i.e. voluntary or mandatory evacuations issued by local governments or recommendations of emergency management/civil defense personnel.
 - (4) Number of personnel and dependents evacuating to the designated safe haven and their estimated time of arrival (ETA).
- c. If the UC has sufficient reservations about the safety of sending unit personnel to the unit's designated safe haven listed in enclosure (8), the UC should request permission from the District Commander to designate an alternate safe haven. This request must include what site would be used as the alternate safe haven and what specific reason prompted the request. Reasons to evacuate to any place other than the designated safe haven must be significant and clearly articulated. The District

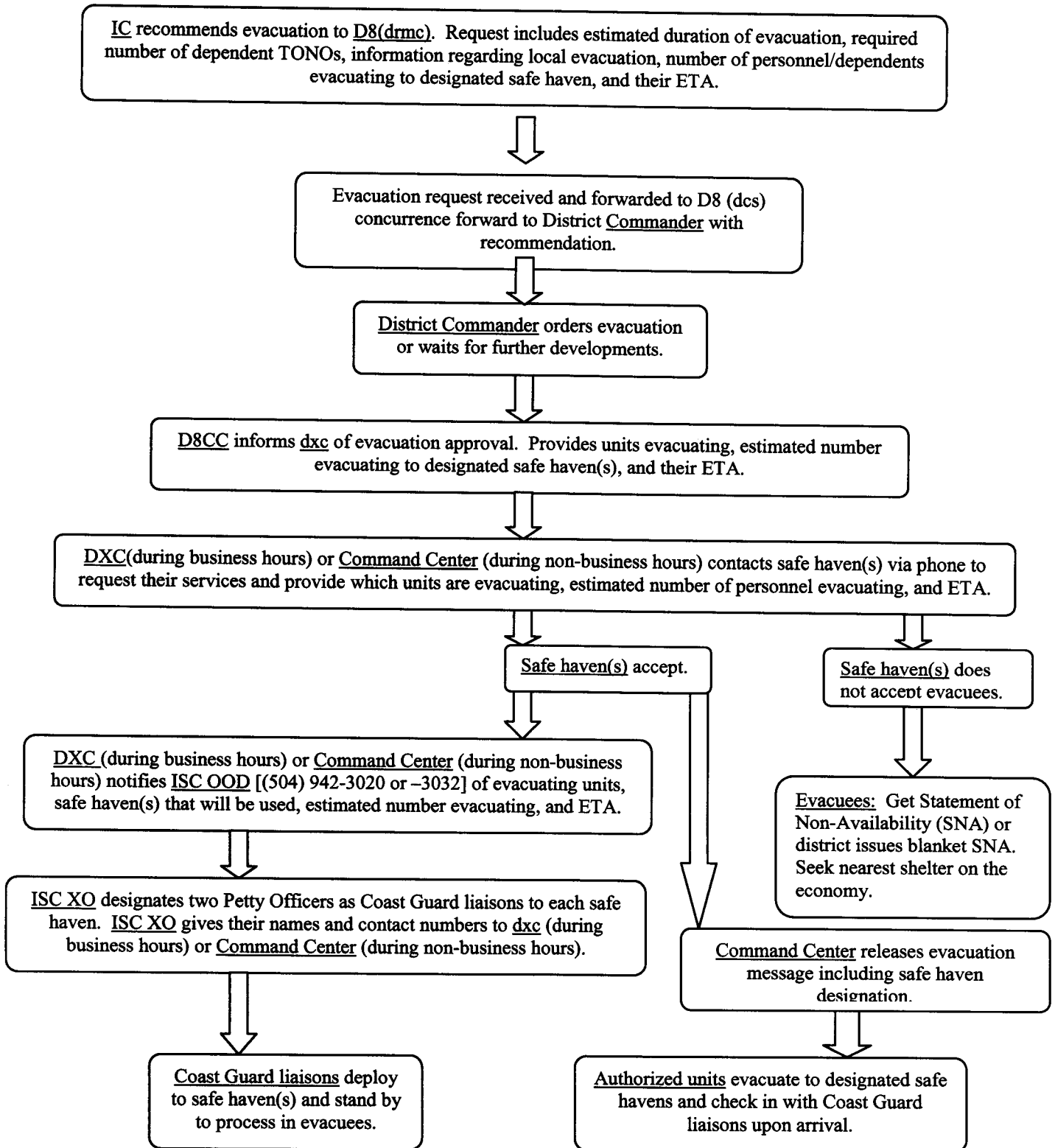
Commander's decision to designate an alternate site will be based on safety issues including travel time, security, lodging availability, services, and cost issues. Requests will be reviewed and considered on a case-by-case basis. The District Commander's permission to evacuate to an alternate safe haven is required to ensure proper reimbursement.

- d. The IMT will issue the evacuation order via message. All Atlantic Area, MLC, and Headquarters commands within the affected area, as well as the designated safe havens, will be info addressees on the message.
- e. The IMT - SPO/Finance - will provide TDY TONOs to D8 staff members and evacuation orders for their dependents, funding all associated expenses from the local AFC30 account utilizing the designated disaster cost center. District Eight will submit a single request for reimbursement for the dependent travel expenses to CG-832 within 30 days of the termination of the evacuation order. Affected field units will provide and fund their own TDY travel expenses for their active duty personnel and evacuation orders for their dependents out of their AFC30 accounts using the designated disaster cost center and may be reimbursed at a later date. Members will be reimbursed for travel expenses to and from the safe haven designated by the District Commander. If members choose to evacuate elsewhere, they will only be reimbursed up to the expenses incurred had they evacuated to the safe haven designated by the District Commander. If circumstances warrant, the safe haven designation may be amended by the District Commander.
- f. In the event individual personnel cannot reach the designated safe haven when ordered to evacuate, reimbursement for expenses incurred at an alternate safe haven will be carefully reviewed by D8(rf) on a case-by-case basis. Reasons to independently seek an alternate safe haven include medical emergency, vehicle breakdown, or other significant safety concerns. Barring these emergencies, all efforts should be made to reach the designated safe haven.
- g. Accounting String Format: In order to properly track evacuation expenses, the following accounting string and TONO information will be used **BY D8 UNITS ONLY**:

2/8/*01/108/30/0/**/79872/2108
TONO: 11/**/23/*/8/**/**
- h. For active duty and civilian personnel: Any active duty member ordered to vacate their PDS will be issued doc-type 11 TONO/ACCT (TDY) travel orders.
- i. Travel orders should contain the following data:

- (1) Evacuation Authorization: Cite message.
 - (2) Reason evacuation ordered.
 - (3) Effective date.
 - (4) Termination date.
 - (5) Designated safe haven locality, including city, state and/or county.
 - (6) Authorized dependent travelers, their ages, and relationship to member.
 - (7) Authorized mode of travel.
 - (8) Any special instructions.
- j. When evacuees arrive at their safe haven, they must check in with the Coast Guard liaisons. These CG liaisons will be personnel from ISC New Orleans and from the unit evacuating. The liaisons may have cash on hand to distribute to the evacuees in case other means of obtaining cash are unavailable. They will maintain a list of all CG personnel at the safe haven, assist the host DOD command with directing evacuees to their quarters, messing, etc., assist evacuees with any emergency needs such as Mutual Assistance Loans, and liaison with the district staff.
- k. Refer to Enclosure (8) for information regarding pet evacuations and pet provisions available at designated safe havens.
- l. Following completion of travel, units must ensure claimants use the most current version of the travel claim. Include original copy of orders and statement of non-availability as applicable. The sponsor's social security number should be used for voucher settlement. If both the members and dependents were evacuated, and issued separate TONOs, separate travel vouchers must be submitted for each TONO issued. If possible, the travel vouchers should be submitted together. Receipts are required for all lodging expenses and any other claimed expenses in the amount of \$75.00 or over. Units need to carefully track and monitor travel claim submission. Copies of dependent travel orders and vouchers should be sent to D8 (da).

Severe Weather Evacuation Process



Enclosure 5 to CCGD8INST 3006.1C Severe Weather Plan

SELECTED RESERVE CALL-UP PROCEDURES

Ref: (a) Coast Guard Manpower Mobilization and Support Plan, COMDTINST M3061 (series).

1. **Reserve Call-Up**. The number of reservists recalled to active duty is based on the size and scope of the response required. The IMT is responsible for coordinating requests for all reserve support, including requests for reservists located outside the District's area of responsibility.
 - a. **Voluntary Recall Authority**.
 - (1) When severe weather response requires additional personnel with specific skills, individuals in the Selected Reserve possessing those skills may be polled to ascertain their availability to volunteer for the response. At anytime, an authority designated by the Secretary may order a reservist to active duty, with the consent of the member. This authority is granted under 10 USC 12301(d). District Commanders are delegated the authority to recall reservists under their command to active duty, with their consent, for emergency active duty under the following conditions:
 - (a) Any one district for any one emergency may use a maximum of 300 officer days and 3000 enlisted days. Under this specific authority, a maximum of 10 officers and 100 enlisted may be on active duty at any one time; an individual reservist may not serve for more than 30 days.
 - (b) If outside district support is required it will be requested from LANTAREA. MLC Atlantic will act on the request after approval. Reservists voluntarily recalled from other districts count against the limits of the affected district.
 - (c) Voluntary authority will normally not be used simultaneously with involuntary authority for the same emergency. Once involuntary authority has been granted for a specific emergency, reservists should be ordered to Active Duty under the involuntary authority.
 - b. **Involuntary Recall Authority**.
 - (1) An involuntary recall may be invoked if there is an inadequate number of volunteers. If that is the case, the IMT, with input from the various units requesting additional support, will request authority to involuntarily recall reservists. The Secretary of Homeland Security may order members of the Ready Reserve to Active Duty, without their consent for emergency augmentation of Regular Coast Guard Forces. This authority is limited by 14 USC 712 to not more than 30 days in any one 4-month period and for not more than 60 days in any 2-year period for each member ordered to Active Duty under this section.

2. Procedure.

- a. Upon the occurrence or the firm prediction of a severe weather event and the determination by the IMT that a recall of Ready Reservists will enhance the response operation, the IMT will request authority for either a voluntary or involuntary recall of reservists in accordance with the procedures in reference (a). This request may be made prior to the storm actually making landfall (Example 1).
- b. Once district units/IC determine that additional personnel are required, a request shall be submitted to the IMT. The request shall include the specific number of personnel needed, requested reporting date, anticipated duration, and skills required (Example 2).
- c. The IMT will evaluate and approve the request and task specific district units with providing personnel. Due to the potential impact of reservists living in the affected area, every effort will be made to recall reservists who have not been directly affected by the storm. The IMT will request MLC assistance if requirements cannot be met from district units.

3. Reporting Requirements. In cases involving the voluntary or involuntary recall of reservists, units receiving the Reservists will include the number of officer and enlisted reservist recalled and number reported in their daily SITREP:

Example 1

Message from unit to IMT requesting recall authority

O (DTG)

FM COMCOGARD SECTOR _____
TO CCGDEIGHT NEW ORLEANS LA//DRMC//IMT//DXC//
INFO COGARD INTSUPRTCOM NEW ORLEANS LA //PF//
COGARD INTSUPRTCOM ST LOUIS MO//PF//

BT

UNCLAS //NO1130//

SUBJ: REQUEST FOR INVOLUNTARY RECALL OF READY RESERVISTS

A. CG MANPOWER MOB AND SUPPORT PLAN, COMDTINST M3060.1

B. TITLE 14 USC 712

1. PER REFS A AND B, REQ AUTH TO INVOLUNTARILY RECALL ___ OFFICERS AND ___ ENLISTED RESERVISTS TO ACDU FOR POST HEAVY WEATHER RECOVERY EFFORTS IN AOR.

2. REQUEST:

SECTOR _____

1 SK AND 1 YN REPORT 0800 (DTG) ADMIN SUPPORT

2 COX/2 ENG/2 CREW REPORT 0800 (DTG)

(LIST ALL PERSONNEL REQUIREMENT BY UNIT)

BT

NNNN

Example 2

Message from IMT to LANTAREA requesting involuntary recall authority

O (DTG)

FM CCGDEIGHT NEW ORLEANS LA//DRMC/IMT/DXC//
TO COMLANTAREA COGARD PORTSMOUTH VA//A//
INFO COMDT COGARD WASHINGTON DC//G-CCS/CG-2/CG-13//
COGARD INTSUPRTCOM NEW ORLEANS LA//P/PF//
COGARD INTSUPRTCOM ST LOUIS MO//PF//

BT

UNCLAS //N01130//

SUBJ: REQUEST FOR INVOLUNTARY RECALL OF READY RESERVISTS

A. COAST GUARD MANPOWER MOBILIZATION AND SUPPORT PLAN, COMDTINST M3061.1

B. TITLE 14 USC 712

1. PER REFS A AND B, AS REQ BY COMMANDER, EIGHTH COAST GUARD DISTRICT, REQ AUTH TO INVOLUNTARILY CALL ___ OFFICERS AND ___ ENLISTED RESERVISTS TO ACDU, AS NEEDED, IN OUR ONGOING RESPONSE TO THE SEVERE WEATHER RELIEF EFFORT.
2. THIS ACTION WILL SIGNIFICANTLY ENHANCE OUR ABILITY TO MEET MISSION REQUIREMENTS WHILE RECOVERING FROM THE EFFECTS OF STORM _____. WHILE WE DO NOT ANTICIPATE NEEDING MORE RESERVISTS AT THIS TIME, THE SITUATION WILL BECOME MORE CLEARLY DEFINED ON A DAILY BASIS.
3. EXISTING ACTIVE COMPONENT FORCES HAVE BEEN REDEPLOYED IN SUPPORT OF RELIEF EFFORTS.
4. REQ REPORT DATE _____.

BT

NNNN

Enclosure 6 to CCGD8INST 3006.1C Severe Weather Plan

INCIDENT COMMUNICATIONS PLAN

Ref: (a) COMDTINST M2400.1 (series), Radio Frequency Plan

1. The Eighth District Disaster Control Network.

a. This is a non-directed net using frequencies contained in reference (a). This network is designed to enhance coordination between Eighth District units during disaster response and recovery operations. Call signs used on this net are standard international voice call signs.

b. The frequencies are:

(1) Primary: 5321.4 MHz (window 5320) – daytime only

(2) Secondary: 2700.4 MHz (window 2699)

(3) Tertiary: 2684.4 MHz (window 2683)

2. Communicating with the IMT.

a. Once the District Commander has activated the IMT, the D8 Command Center should be called for SAR and initial POLREP cases **ONLY**. All other requests and or communications should be directed to the IMT. Communicating with the IMT will principally be done via e-mails or phone calls.

b. Phone numbers in effect once the IMT is activated:

(1) (504) 671-2310/2311/2312

(2) (504) 671-2313/2314/2315

(3) (504) 671-2316/2317/2318

(4) (504) 671-2319/2320/2321

(5) (504) 671-2322/2325

(6) (504) 671-2323 (Fax)

c. IMT e-mail address in effect once the IMT is activated:

(1) D08-DG-District-IMTWatch

3. Communicating with District Eight Staff.

a. District staff, O5 and above shall have cellular communications from two providers with one having an out of area, area code, and one having push to talk capabilities.

Enclosure 7 to CCGD8INST 3006.1C Severe Weather Plan

**D8 STAFF HEAVY WEATHER CONDITION
EXECUTION CHECKLIST**

SEVERE WEATHER READINESS CONDITION FOUR:
TROPICAL STORM FORCE WINDS POSSIBLE WITHIN 72 HOURS)

DTG
SIGNATURE

1. BRIEF D/DCS/DR/DX/DP/DW/DL. (drmc) _____
2. REVIEW CCGD8INST 30006.1C, Coastal Severe Weather Plan(drmc)_____
3. DRMC STORM TRACK- PROVIDE CHART OF STORM TRACK EVERY 6 HRS. _____
4. INITIATE BNTM AS NEEDED (dpb). DIRECT SECTORS TO BROADCAST ENGLISH, SPANISH AND VIETNAMESE VERSIONS. _____
5. SEND ALCOGARDEIGHT READINESS CONDITION FOUR MSG. (drmc) BEGIN MONITORING ATTAINMENT. _____
6. SEND CAA SITREP. (drmc) _____
7. ACTIVATE/COMMS CHECK EMERGENCY COMMUNICATIONS NETWORK. (dmt) _____
8. CONTACT MINERAL MANAGEMENT SERVICE TO UPDATE STATUS OF THE EVACUATION OF OFFSHORE PLATFORMS. (dp) _____
9. VERIFY READINESS OF EMERGENCY EQUIPMENT AND SUPPLIES (i.e. FLASHLIGHT, WATER, FOOD STORES, GSB-900, VHF-FM, ETC). (drmc) _____
10. MAKE RECOMMENDATION TO DCS FOR IMT ACTIVATION. (Senior Staff) _____
11. VERIFY LIST OF CELLULAR PHONES. (drmc) ACTIVATE CELL PHONES OUTSIDE AREA CODE. _____
12. SENIOR STAFF MEET WITH ALL DIVISION CHIEFS DISCUSS POSSIBLE IMT ACTIVATION, ANTICIPATED LEVEL, AND EARLY EVAC OF NON-ESSENTIALS (dcs) _____
13. PLAN AND EXECUTE PRE STORM OVERFLIGHTS. (dr/drmc) _____
14. BRIEF DCS ON PLANS TO IMPLEMENT THE CASCADE PLAN. _____
15. DISCUSS DEPLOYMENT OF AWAY TEAM. MAKE INITIAL DETERMINATION. _____

SEVERE WEATHER READINESS CONDITION THREE
(TROPICAL STORM FORCE WINDS POSSIBLE WITHIN 48 HOURS)

DTG
SIGNATURE

1. BRIEF D/DCS/DR/DX/DP/DW/DL. (drmc) _____
2. SEND ALCOGARDEIGHT CONDITION THREE MSG. (drmc) _____
3. SEND CAA SITREP. (INCLUDE REQ TO CAA FOR AIRCRAFT TRANSPORTATION OF TMICC/TMACC. REMIND SECTOR/GROUPS: SELECT 1 (IT/OS) WATCHSTANDER TO AUGMENT TMICC/TMACC IN THE EVENT OF DEPLOYMENT. (IF TRACK OF STORM APPROACHES NEW ORLEANS, DESIGNATE ALTERNATE D8 COMMAND CENTER. IF ALTERNATE IS DESIGNATED, ENSURE SUBJ UNIT IS INFO ON ALL FURTHER STORM RELATED MSG TRAFFIC AS APPROPRIATE.)(drmc) _____
4. DCS/D DEPLOY AWAY TEAM AS REQUIRED _____
5. SEND BNTM CONCERNING POSSIBLE STORM RELATED NAVAID DISCREPANCIES. (dpb) _____
6. CHECK WITH AIRSTAS TO DETERMINE WHEN/WHERE EVACUATED AIRCRAFT WILL BE LOCATED. ESTABLISH POC (AT SAFE REFUGE LOCATION). (drmc) _____

EVAC LOCATION	POC	
ATC MOBILE	_____	_____
_____	_____	_____
AIRSTA NOLA	_____	_____
_____	_____	_____
AIRSTA HOUSTON	_____	_____
_____	_____	_____
AIRSTA CORPUS	_____	_____
_____	_____	_____
_____	_____	_____

7. PLAN POST-STORM OVERFLIGHTS AS NECESSARY. SEND MSG. (drmc/drm) _____
8. HELO PRECAUTIONARY D8(dxo) FLIGHTS OF MAJOR SHIP CHANNELS/RIVERS. (drm) _____
9. NOTIFY D8(drm) & SENIOR CONTROLLER. MAKE PLANS TO AUGMENT THE WATCH. (drmc) _____
10. IDENTIFY ESSENTIAL PERSONNEL AND DESIGNATE ADDITIONAL COMMAND CENTER WATCHSTANDERS, AS NEEDED. (drm) _____
11. D/DCS CONTACT LANTAREA TO REQUEST AUTHORIZATION FOR TITLE 10 ORDERS, AS NEEDED. _____
12. CONTACT ISC NOLA COCO TO ACTIVATE IMT BERTHING/PARKING. (dxc) _____
13. D/DCS MAKE DECISION TO EVACUATE DISTRICT STAFF AS NECESSARY. _____
14. CHECK EVACUATION STATUS OF UNITS. EVACUATE ALL DEPENDENTS AND NON-ESSENTIAL PERSONNEL AS PER ENCL (4). (IMT) _____
15. CONFIRM OPCON OF ATC MOBILE. (drmc) _____
16. ALERT LANTAREA AS APPROPRIATE OF POTENTIAL VESSEL ASSISTANCE AND ATON MATERIALS ANTICIPATED FOR POST STORM ATON SUPPORT. (drm) _____
17. CONTACT GSA/ROSEMARK TO REQUEST HBFB STATUS OF A/C, ELEVATORS, SECURITY, ETC. (dxc) _____
18. ENSURE ESU NOLA/RAY BOUDREAUX HAS DISABLED TREO/SWSIII INBOX LIMITS.(drmc) _____
19. REQUEST IMAT FROM CAA (AS NEEDED) UNDER TITLE X AUTHORITY (drmc/imt) _____

SEVERE WEATHER READINESS CONDITION TWO
(TROPICAL STORM FORCE WINDS POSSIBLE WITHIN 24 HOURS)

DTG
SIGNATURE

1. BRIEF D/DCS/DE/DR/DX/DP/DW/DL. (drmc) _____
2. SEND ALCOGARDEIGHT CONDITION TWO MSG. (drmc) _____
3. SEND CAA SITREP. (drm) _____
4. PLACE (2) HU25A, (1) HH60J, (1) HH65A
IN B-0 AT ATC MOBILE. (drmc) _____
5. EXECUTE ADDITIONAL PRE-STORM
OVERFLIGHTS AS NEC.(drmc) _____
6. PRE-POSITION THE TMICC/TMACC AND CREW
AS NECESSARY.(IMT) _____
7. CONFER WITH D8 (dcs/dmt) ON MSG REQUESTING
COAST GUARD WIDE MINIMIZE FOR D8 BOUND
MSG TRFC. _____
8. DEPLOY LIAISON WITH NEW ORLEANS DEPARTMENT
OF EMERGENCY MANAGEMENT, AS NECESSARY. (drmc) _____
9. CONFIRM D8 (dmt) HAS ACTIVATED CCGD8
COMMUNICATION CASUALTY RADIO NETWORK. TEST. _____
10. CONTACT AFFECTED SECTORS AND ASCERTAIN STATUS
OF VESSELS WITH HAZARDOUS CARGO IN PORT.(IMT) _____
11. CONTACT AFFECTED SECTORS AND ASCERTAIN STATUS
OF BARGE FLEETING AREA WITHIN RESPECTIVE AOR.(IMT) _____

SEVERE WEATHER READINESS CONDITION ONE
(TROPICAL STORM FORCE WINDS POSSIBLE WITHIN 12 HOURS)

DTG
SIGNATURE

1. BRIEF D/DCS/DR/DX/DP/DW/DL. (drmc) _____
2. SEND ALCOGARDEIGHT CONDITION ONE MSG. (drmc) _____
3. SEND CAA SITREP. _____
4. RECEIVE WEATHER REPORTS FROM UNITS IN AFFECTED AREAS WHEN WIND REPORTS ARE OVER 48 KNOTS. _____

SEVERE WEATHER RECOVERY

DTG
SIGNATURE

1. BRIEF D/DCS/DR/DX/DP/DW/DL. (drmc) _____
2. SUBMIT CAA SITREP AND RETURN TO CONDITION FIVE. _____
3. ASSESS CATEGORY ALPHA AND BRAVO DAMAGE FROM OUTLYING UNITS. MAKE NOTIFICATION TO APPROPRIATE SUPPORT COMMANDS.(IMT) _____
4. EXECUTE POST STORM OVERFLIGHTS TO DETERMINE DAMAGE AND SEARCH FOR SURVIVORS. _____
5. FORWARD ANY REQUESTS FOR RESERVE AUGMENTATION IN EXCESS OF VOLUNTARY RECALL LIMITS FOR CLEAN-UP OR RECOVERY OPERATIONS TO LANTAREA/MLC(IMT). _____
6. COORDINATE TASKING OF DISTRICT COAST GUARD RESOURCES AND OTHER AGENCY SUPPORT OF SAR/ATON.(IMT) _____
7. SUBMIT LESSONS LEARNED TO D8(dxc) (IMT, STAFF) _____

STAND DOWN OPERATIONS

**DTG
SIGNATURE**

1. SEND MESSAGES CANCELLING REQUEST FOR THE FOLLOWING:

A. TMICC/TMACC AND CAA AIRCRAFT REQUEST.(IMT)

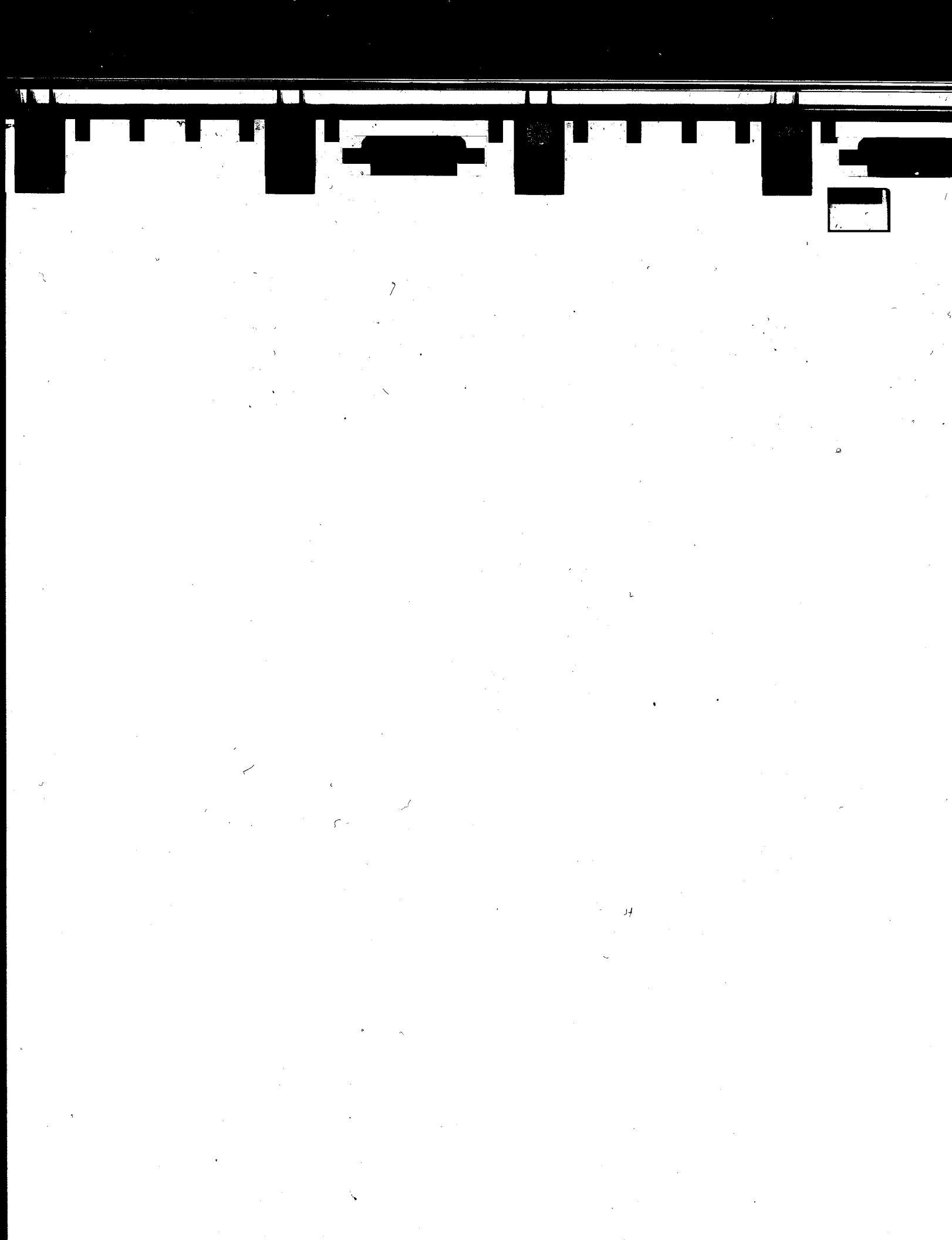
B. RELINQUISH OPCON OF ATC MOBILE.(IMT)

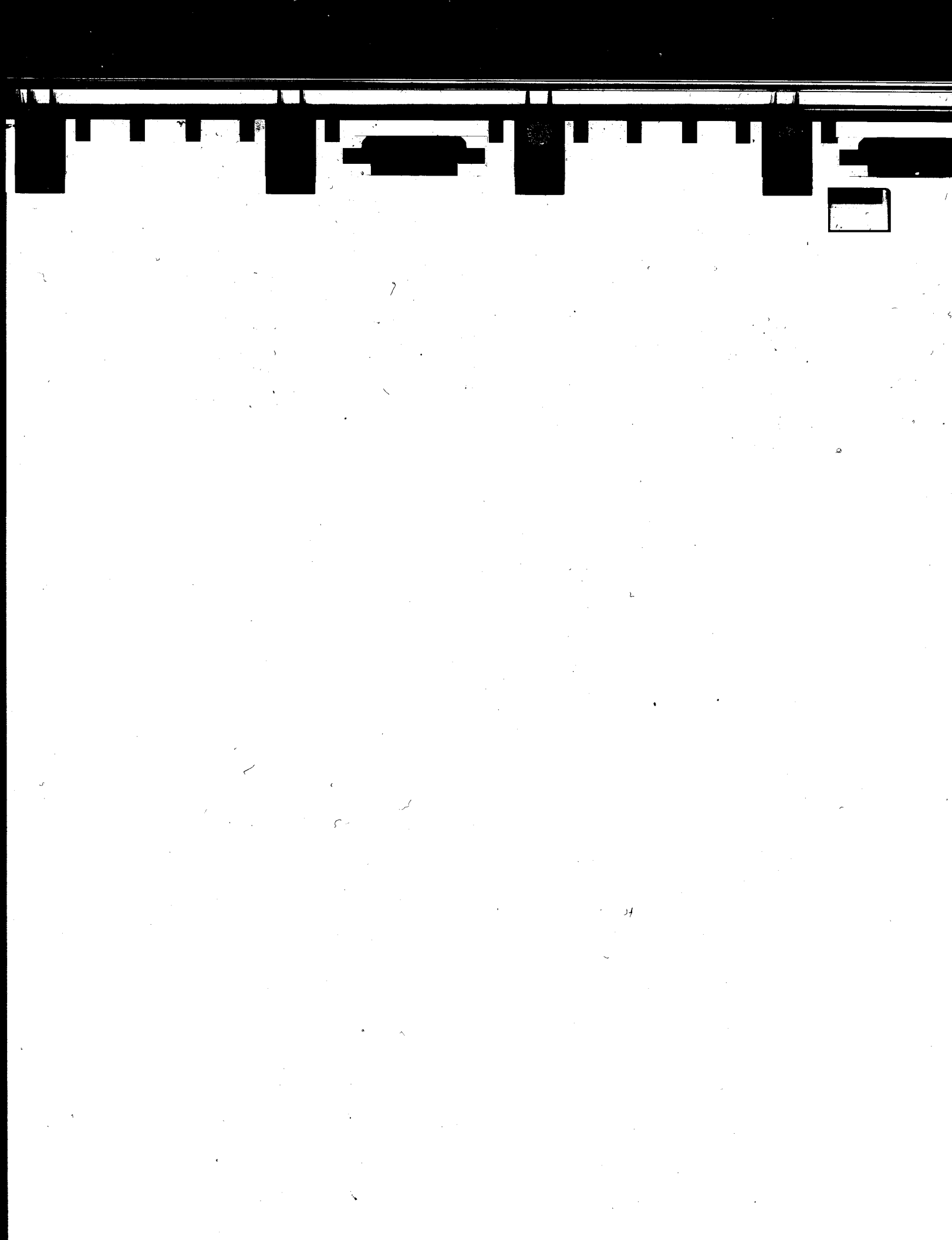
C. END MINIMIZE IN THE EIGHTH DISTRICT.(IMT)

D. SUBMIT FINAL CAA SITREP.(IMT)

E. NOTIFY ALL OTHER AGENCIES INVOLVED IN SUPPORT OPERATIONS. (IMT)

F. CANCEL BNTM. (DRMC)





Enclosure 8 to CCGD8INST 3006.1C Severe Weather Plan

SAFE HAVENS

The following locations will be used as safe havens when the District Commander orders an evacuation:

1. On the economy, McAllen, TX – for units located geographically from the US/Mexico border in Texas to South of Corpus Christi, TX.
2. Lackland AFB, San Antonio, TX (LAFB) – for units located geographically from Corpus Christi, TX to East of Houston/Galveston, including units in the Houston/Galveston area.
3. Barksdale AFB, LA (BAFB) – for units located geographically from East of Houston/Galveston to West of New Orleans, Louisiana, including MSU Morgan City, MSU Houma, and PRO Lockport
4. Meridian NAS, Meridian, MS – for units located geographically from West of New Orleans, Louisiana (including units in New Orleans) to the Mississippi/Alabama border.
5. Maxwell AFB, Montgomery, AL (MAFB)– for units located geographically in Alabama and Florida.

For all safe havens, please note the following points:

- Each evacuation is different. The safe havens plan for our arrival in an evacuation, but cannot reasonably anticipate every need presented in an emergency situation. Please be open minded, flexible, and willing to work with our hosts.
- Do not rely on the safe haven to satisfy all of your needs. Plan ahead for an evacuation and bring everything you think you will need for a few days.
- Checking in. DoD personnel, a Coast Guard liaison, and your unit's Evacuation Officer will process you and your family into the safe haven. They will direct you to parking, berthing, galley(s), and any other facilities or services you may need. Ensure you check in with your unit's Evacuation Officer so that you and your family are properly accounted for.
- Berthing. Quality of berthing could range from BOQ rooms to cots in a gym, to a floor in an open bay, depending on the situation. Whatever the accommodations, these safe havens are meant for temporary refuge. Accommodations are usually on a first come, first serve basis with the highest quality accommodations being assigned first. Plan for the possibility of sleeping on a floor by bringing cots, linens, pillows, and sleeping bags for you and your family.

- If the safe haven runs out of all available sleeping quarters, members will be given a Statement of Non-Availability (SNA) and will be directed to available lodging off base in another military facility or at a commercial hotel.
- Facilities. Members will have access to all regular facilities on base. These facilities include commissary, exchange, gym, medical, childcare, and galley(s).
- Pets. NAS Meridian and Maxwell AFB are the only safe havens that will accept pets, as long as they are in cages. However, owners are responsible for taking care of their pets. Pet owners must bring kennels, food, and all other necessary supplies. A vet's statement of good health and a shot record is required. Pets will not be allowed in evacuee shelters. Pets will be housed in a designated pet area and owners are responsible to walk and clean up after their pets. Pet owners may be required to stand watch at the pet area. Coast Guard liaisons will assign personnel to pet area watch. Pet owners should consider leaving their pets at a vet or boarding facility. BAFB and LAFB will not accept pets.
- Firearms: Members are strongly advised not to bring personally owned firearms to the safe haven. However, owners are required to report any firearms in their possession upon reporting to the safe haven. Safe haven security personnel will secure firearms in the base armory until the evacuee departs the safe haven.
- Phone calls. Members should bring calling cards and cell phones to make phone calls.
- Funding.
 - If members choose to go elsewhere, they will be reimbursed for the amount of travel they would have received had they have gone to their designated safe haven.
 - If members receive a Statement of Non-Availability (SNA) from the designated safe haven and are directed to another military base or hotel, they will be reimbursed for the additional expense incurred at the location to which they are directed.
 - In the case an exception to the normally designated safe haven is granted by the District Commander, members will be reimbursed for expenses incurred at the new safe haven.

- Memorandum of Agreement. A signed memorandum of agreement exists only with NAS Meridian. Barksdale, Lackland, and Maxwell AFBs will accept military personnel and their dependents on a space available basis. Civilian personnel and their dependents are granted a blanket waiver of non-availability. Emergency service personnel from these bases indicate the likelihood of being turned away is extremely remote. Due to the limited availability of berthing at BAFB, evacuees will likely be provided contracted lodging in the Shreveport area. If D8 is able to obtain a statement of non-availability from BAFB early enough, evacuees may not need to travel to Shreveport. BAFB updates will be provided regularly on the hurricane information recording.

Base Information:

Lackland AFB
210-671-1110
Lackland AFB, TX 78236-5157
www.lackland.af.mil

Barksdale AFB
318-456-1110
Barksdale AFB, LA 71110
www.barksdale.af.mil

NAS Meridian
601-679-2658
Meridian, MS 39309
www.cnet.navy.mil/meridian

Maxwell AFB
334-953-7333
Maxwell AFB, AL 36112-6335
www.au.af.mil/

Enclosure 9 to CCGD8INST 3006.1C Severe Weather Plan

PERSONNEL CLAIMS AND LEGAL ASSISTANCE

Ref: (a) Claims and Litigation Manual, COMDTINST M5890.9
(b) Legal Assistance Program, COMDTINST M5801.4C

1. **DISCUSSION.** Coast Guard members and employees working or residing in areas impacted by heavy weather or other natural disasters may suffer damage to, or loss of, their personal property, dwellings or personal vehicles. Such losses have obvious direct impacts on both personal and unit effectiveness. Various support programs are available to help members and employees cope with these losses. Incident Commanders (ICs), as well as Commanding Officers and Officers-in-Charge must be aware of these programs and shall survey their personnel and promptly report unit needs in the wake of heavy weather or other natural disasters so appropriate resources may be dispatched.

2. **MILITARY PERSONNEL AND CIVILIAN EMPLOYEES CLAIMS ACT (MPCECA) PROGRAM.**
 - a. The MPCECA provides statutory authority for the settlement of claims for the loss of, or damage to, certain property of military members and civilian employees occurring incident to their service. MLC LANT (1c) has primary responsibility for processing and settling MPCECA claims other than those arising out of household goods shipments under permanent change of station orders. The Eighth District Legal Office is responsible for monitoring post heavy weather MPCECA claims and finding additional resources as necessary.

 - b. The MPCECA program can compensate members and employees for damage to personal property, including personal vehicles, under certain circumstances. Chapter 6 of reference (a) outlines the program and describes what types of claims are covered. In general:
 - (1) Members living in government owned or government leased housing may be eligible to submit claims for damage to personal property caused by natural disasters. The personal property must have been located in government owned or government leased housing at the time of the damage. Covered property includes, but is not limited to, furniture, clothing, appliances and food items.

- (2) Members and employees whose personal vehicles are damaged by a natural disaster while parked in designated areas may also be entitled to file claims. Designated areas may include designated parking lots on government installations at which the member or employee was required to be, parking places at government owned or government leased housing and other designated places at which the member or employee was required to be. Chapter 6 of reference (a) governs and contains some restrictions.
 - (3) The MPCECA program does not cover damage to personal property located in the dwellings owned by the member or leased directly by the member.
 - (4) Damage or loss that is due to the member's or employee's own negligence or misconduct is not covered. Members and employees must first file claims with their private insurance companies. In addition, depreciation rules and reimbursement caps contained in reference (a) apply.
- c. The District Legal Office can establish expedited claims procedures or dispatch claim assistance personnel to affected areas if the level of expected MPCECA claims warrants.

3. LEGAL ASSISTANCE PROGRAM.

- a. Pursuant to reference (b), the District Legal Office has an established legal assistance program to help Coast Guard members, dependents, and retirees with their personal legal affairs (civilian employees are not covered by this program). In the aftermath of a heavy weather event, members with damage to their property may need legal assistance in dealing with insurance companies, contractors and others. These matters fall under the general scope of the existing legal assistance program.
- b. The Eighth District Legal Assistance Program is managed by a designated legal assistance manager assigned to the District Legal Office. Active duty, Reserve, and Auxiliary legal assistance officers located throughout the Eighth District are available to provide legal assistance to individual members. In general, members needing legal assistance may make arrangements by calling the District Legal Office at (504) 589-6188 during normal working hours.
- c. In the aftermath of a heavy weather event or other natural disaster, the District Legal Office will evaluate the need for legal assistance in the affected areas. Based on this evaluation, legal assistance personnel may be dispatched to render on site assistance. For major disasters requiring extended periods of legal assistance resources, the District Legal Office may activate a Legal Assistance Emergency Response Team (LAERT) consisting of reserve attorneys.

4. ACTION.

- a. As soon as practical after passage of the heavy weather event or natural disaster, ICs shall ensure that all units survey their personnel for damage to personal property, dwellings and personal vehicles.
- b. ICs shall include personnel damage assessments on post disaster SITREPs. Assessments shall include: Name and unit of members sustaining significant personal property, dwelling, or personal vehicle damage; whether member lives in government owned, government leased, member owned, or member leased housing; vehicle location (on or off government installation) when damage was sustained; type of damage and rough estimate of damage (i.e. under \$1K, \$1-5K, \$5-10K, over \$10K); any requests for additional claims or legal assistance resources.
- c. The District Legal Office will evaluate the level of likely MPCECA claims based on the ICs reports and will determine the proper level of claims assistance action required, including implementation of expedited claims procedures, requesting an on-site MLC LANT claims settlement officer, or dispatching other claims assistance personnel.
- d. Commanding Officers and Officers-in-Charge shall ensure that every MPCECA claim forwarded to MLC LANT (1c) for settlement is prominently marked as heavy weather related to ensure that claims receive expedited treatment.
- e. Commanding Officer and Officers-in-Charge shall remind all members and dependents of the availability of the Legal Assistance Program for post heavy weather legal assistance issues.
- f. The District Legal Office will evaluate the level of likely legal assistance cases based on the ICs reports and dispatch appropriate legal assistance resources to the affected area. In the case of major disasters, the District Legal Office may establish a LAERT to provide extended legal assistance services.
- g. Recommend homeowners purchase flood insurance and renters purchase renter's insurance. Renters should also verify their lease terms to see if their protections are maximized.

Enclosure 10 to CCGD8INST 3006.1C Severe Weather Plan

STORM PREPAREDNESS PLANNING FOR OCEANGOING VESSELS “REMAINING IN PORT CHECKLIST”

The person in charge of the vessel must submit in writing a mooring plan for approval by the Captain of the Port.

Vessels remaining in port must have their decks clear of missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. The following information must be contained in the mooring plan submission.

VESSEL INFORMATION:

1. Name, call sign, and official number of vessel.
2. Nationality of the vessel.
3. Name of the master.
4. Name, address, and phone number of the agent, charterer or operator, and owner.
5. Reason why the vessel is not leaving port.
6. Provide full vessel characteristics that would be needed to effect salvage.
7. Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
8. Provide 24 hour contact and information on qualified individuals who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
9. Provide full insurance disclosure to the COTP, and if moored to a facility, to the facility manager.
10. Vessel particulars as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw, and cargo).
11. Number of personnel to remain on the vessel and their qualifications.
12. Amount of ballast the vessel may hold.
13. Amount of bunkers, lube oil, and diesel oil on board.
14. Estimated draft with the vessel in ballast.
15. Name of berth and location.
16. Depth of water in the vessel's berth at mean low water.
17. Availability of vessel's main propulsion.
18. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.
19. Operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, number of anchors, and mooring machinery, etc).
20. Any unusual conditions affecting the vessel's seaworthiness.



U.S. COAST GUARD EIGHTH DISTRICT



PORT INFORMATION BULLETIN

In anticipation of the landfall of hurricane _____, the Eighth Coast Guard District will be shifting Command and Control functions from downtown New Orleans to _____, xx. It is anticipated that our staff will be operational from the new location on ____ (date)____. After that date, our new Command Center can be reached at (xxx) xxx-xxxx.

In addition to the Eighth District, hurricane _____ is also forcing the relocation of Sector ____ (unit name)____ to ____ (city)____, xx. The new Sector command should be available at (xxx) xxx-xxxx on ____ (date)____.

Our staff will disseminate this information through outreach to local media, Area Maritime Security Committees and Harbor Safety Committees. We will also periodically update the Eighth District Internet Home Page at www.uscg.mil/d8. The status of all other Eighth District units will be posted on this web-site. I encourage you to distribute this information to others with a need to know.

We hope that this transition will be as seamless as possible and allow us to continue to serve our customers with minimal interruption. We hope to return to our normal offices as soon as possible and will strive to keep you informed as our status changes.

Sincerely,

Joel Whitehead
Rear Admiral, U.S. Coast Guard
Commander,
Eighth Coast Guard District

Enclosure 11 to CCGD8INST 3006.1C Severe Weather Plan

PERSONNEL PROTECTIVE EQUIPMENT (PPE)

Ref: (a) Safety and Environmental Health Manual, COMDTINST M5100.47
(b) Personnel Protective Equipment Standard, 29 CFR 1910 Subpart I

1. **Purpose.** References (a) and (b) require the Coast Guard to identify appropriate PPE, require its use for all evolutions when PPE may be necessary, and ensure it is used and maintained in a sanitary and reliable condition. Protective equipment includes personal protective equipment for eyes, face, head and extremities, protective clothing, respiratory devices, and protective shields and barriers.

The need for and appropriateness of PPE is determined by the hazards of process or environment, chemical hazards, radiological hazards or mechanical irritants encountered in a manner capable of causing injury or impairment in the function of any part of the body through absorption, inhalation, or physical contact.

2. **Discussion.** References (a) and (b) require the unit to identify work areas and jobs where personnel are subject to adverse environments, which affect health and safety. **Where adverse effects to employee/member safety or health cannot be corrected by engineering controls or administrative action,** the unit must evaluate the hazards, define the appropriate PPE for each exposure, certify that the PPE required is appropriate, and provide appropriate PPE to employees/members for use in these areas.

3. **Policy**

- a. The Coast Guard must furnish its employees/members, both military and civilian, with the appropriate PPE for the assigned task. PPE, including prescription eyewear is purchased using the unit's AFC 30 funds and accounted for following the guidelines found in COMDTINST M4400.19.
- b. Chapter 4.D of the Uniform Regulations Manual, COMDTINST M1020.6 (series) addresses safety clothing purchases. Generally, the unit must identify and document that the particular piece of PPE is required.
- c. Unit furnished PPE shall be maintained at no cost to the employee/member.

4. **Responsibilities**

- a. The Incident Commander(s) shall:
 - (1) Appoint a Safety Officer that is familiar with operations requiring PPE to certify the incidents PPE evaluations and certification.

- (2) Verify the required workplace hazard assessment has been performed and a written certification that identifies the incident evaluated; the person certifying that the evaluation has been performed; the date(s) of the hazard assessment, and identifies the document as a certification of hazard assessment and prescribes the appropriate PPE. ISC NOLA (ks) and/or MLCPAC (kse) can assist in identifying the need for PPE, assist in determining the adequacy of PPE, and provide other assistance as requested.

Note: 29 CFR 1910 Subpart I Appendix B contains an example of procedures that would comply with the requirement for a hazard assessment. This can be found at <http://www.osha.gov/index.html> on the Laws and Regulations page, under OSHA regulations (standards - 29 CFR).

b. Safety Officer/Supervisor shall:

- (1) Assess the incident to determine if hazards are present, or are likely to be present, which necessitate the use of personal protective equipment (PPE). If such hazards are present, or likely to be present, the Safety Officer shall:

- (a) Prepare instructions, which identify functions, work places, and jobs (including jobs and work places of Auxiliarist and any other volunteers) requiring the use of PPE. ISC NOLA (ks) and/or MLCPAC (kse) can assist in identifying the need for PPE, assist in determining the adequacy of PPE, and provide other assistance as requested.

- (b) Select, furnish, maintain and have affected personnel use, the types of PPE that will protect the affected personnel from the hazards identified in the hazard assessment;

Note: Many types of PPE require regular cleaning and sanitizing, e.g., respirators and hearing protection.

- (c) Communicate selection decisions to all affected personnel.

- (d) Select PPE that properly fits each affected person.

- (e) Ensure that all personnel understand these requirements and are trained in the proper use and care of all assigned PPE.

- (f) Enforce use of required PPE.

- (g) Reflect requirements for PPE on Site Safety Plan.

c. Employees/CG Members shall use PPE as required, exercise due care in use and handling of PPE, and report damaged or otherwise unserviceable PPE to their safety officer/supervisor for repair or replacement

5. **Process Substitution and Redesign.** In every instance where protective clothing or equipment is essential to the safety and health of a Coast Guard member, there is a hazardous condition that may lend itself to correction by redesign or substitution.



Hazardous noises, fumes and particulate matter, for instance, can be eliminated by proper design, redesign or isolation of equipment or processes. Hazardous conditions for eyes may be abated through guarding or process substitution. Therefore, every effort will be made to abate hazardous conditions through isolation, substitution, design, or redesign rather than placing total reliance on personal protective equipment.

6. **PPE Guidelines.**

a. Eye & Face Protection

- (1) Eye and face protection is often specified incorrectly. Refer to American National Standards Institute (ANSI) Standard Z87.1-2003 for correct use. Where eye and face protection is required for workers, visitors in the area must use PPE that provides equivalent protection.
- (2) Coast Guard requires eye protection to meet American National Standards Institute (ANSI) Standard Z87.1-2003. On the MLCPAC (kse) cgweb site (<http://cgweb.mlcpac.uscg.mil/mlcpackse/>), at the Personal Protective Equipment link there is a chart from ANSI that can be used to assist in the selection of eye and face PPE (<http://cgweb.mlcpac.uscg.mil/mlcpackse/Documents/EyeFaceProtectionChart.pdf>).

(a) Eye protection must meet the following minimum requirements:

1. Provide adequate protection against the particular hazard.
2. Be reasonably comfortable.
3. Fit snugly without interfering with wearer's movements or vision. Proper fit is crucial because poor fitting protection provides little, if any, protection.
4. Be durable.
5. Be sanitizable.
6. Be easily cleaned, kept clean, and in good repair.

(3) Eye-hazard work places shall have conspicuous signs posted at each entrance:

**EYE-HAZARD AREA
Eye Protection Required**

(4) Eye Wash Stations:

- (a) In addition to adequate eye and face protection, OSHA requires eye wash stations in all potentially eye-hazardous work areas.

(b) Emergency eye wash stations must be located within 10-feet, straight line travel, of a highly corrosive eye hazard (e.g., batteries). Less hazardous materials permit travel up to 25 feet. Workers must be able to access the eyewash within ten seconds. The emergency eyewash must deliver 0.4 gallons per minute for 15 minutes according to American National Standards Institute (ANSI) Standard Z358.1-1998.

(c) Fixed eyewashes must be flushed weekly and inspected monthly. Portable eyewash stations must be maintained according to the manufacturer's instructions and inspected monthly.

(5) Head Protection

(a) Required protection varies according to the hazard.

(b) Head protection must be labeled that it complies with American National Standards Institute (ANSI) Standard Z89.1-1997. Hard hats are classified as;

1. Class A: General service. Protects against impact hazards with limited voltage protection. Typical users are workers in mining, construction, shipbuilding, tunnel, lumber, and manufacturing industries. This type is most often used in Coast Guard operations.

2. Class B: Utility service, high voltage helmets. This class of helmet protects the head from impact and penetration, as well as from high-voltage shock and burn. High voltage electrical workers use these helmets extensively. Most Coast Guard personnel will not use class B helmets.

3. Class C: Special service helmets. Provide lightweight comfort and impact protection. Typically made from aluminum, Class C helmets offer no protection from electrical shock or corrosion. Typical Class C helmet users include construction, manufacturing, oil field, refinery, and chemical plant workers.

(6) Foot Protection

(a) Military issue safety toe shoes will be issued to active duty and reserve Coast Guard personnel in accordance with Unit Allowance Lists.

(b) Special purpose safety shoes (e.g., rubber, hazmat resistant, and high voltage electricians) are authorized, as appropriate.

(7) Respiratory protection shall be IAW Technical Guide: Practices for Respiratory Protection COMDTINST 6260.2(series).

(a) Vick's vapor rub is recommended to reduce offensive odors that may be encountered in some instances.

(8) Hearing Protection

(a) Single hearing protection will be furnished whenever personnel exposed to noise greater than 84 dBA. Double hearing protection is required for noise greater than 104 dBA.

(b) Contact ISC (ks) or MLC PAC (kse) if a survey must be completed.

(9) Torso Protection

(a) Many hazards can threaten the torso: temperature extremes, hot metal or liquid splashes, impacts, cuts, abrasions, acids, and radiation. A variety of protective clothing can protect the torso: vests, jackets, aprons, coveralls, and full-body suits. Torso protectors are made from a variety of materials ranging from wool and specially treated cotton to leather and rubber.

(b) PPE must be constructed from materials specifically designed to protect against exposure to the particular hazard. This is especially important when chemicals and acids are involved, since these compounds can quickly corrode certain materials. Refer to the manufacturer's guidelines when selecting protective materials for these situations. Always inspect protective clothing before each use for proper fit, maintenance, and function.

(10) Hand Protection

(a) Hand protection includes gloves, hand pads, sleeves, and wristlets, but gloves are the most common form of hand protection. Consider dexterity, exposure duration and frequency, and durability requirements when choosing hand protection.

(b) There are five basic categories of gloves typically used in the Coast Guard: chemical resistant, general-purpose, electrical, medical and special purpose. Gloves are further differentiated within each category by the materials they contain: latex, nitrile, butyl, neoprene, polyvinyl chloride, polyvinyl alcohol, etc.

(c) To choose the correct glove, ask some basic questions:

1. To what hazards will the wearer be exposed? What is the degradation level/permeation rate of the glove?
2. What tasks will the user be performing?
3. Is a special grip required?
4. Is good dexterity important?
5. Is arm protection required? Will the arm be exposed to splashing or immersion? If so, how much of the arm should be protected?
6. Does the glove size ensure optimum wear as well as employee satisfaction and productivity?

Enclosure 12 to CCGD8INST 3006.1C Severe Weather Plan

SAMPLE SITUATION REPORT

1. **PURPOSE.** To provide a summary of response operations to parent commands All units within the affected AOR or predicted storm path shall submit SITREPs to their operational commander. All Sector ICs shall submit SITREPs to the D8 IMT. SITREPs will be sent as dictated by the situation. This is a very robust SITREP. Each Sector IC should tailor their SITREP according to the situation and concerns encountered in their AOR.

OPER/HURRICANE KATRINA//

SUBJ/SITREP TWENTY-NINE HURRICANE KATRINA//

REF/A/MSG/COMCOGARD SEC NEW ORLEANS LA/131434Z SEP 05//

REF/B/MSG/COMCOGARD SEC MOBILE AL/131300Z SEP 05 //

NARR/REF A IS SEC NEW ORLEANS HURRICANE KATRINA SITREP. REF B IS SEC MOBILE HURRICANE KATRINA SITREP.//

POC/DISTRICT EIGHT IMT/ (314) 539-3900 EXT. 2270/EMAIL:

D8IMTWATCH@D8.USCG.MIL//

1. **SITUATION:** SAR OPS, REESTABLISHMENT OF MARITIME TRANSPORTATIONSYSTEM AND ENVIRONMENTAL RESPONSE EFFORTS ONGOING.

1.A. INCIDENT COMMANDER COMMENTS: RECONSTITUTION OF SECNOLA AND D8 IS A PRIORITY AS OPS FOCUS SHIFT FROM SAR TO WWM AND POLLUTION RESPONSE. SEC MOBILE CONTINUES TO WORK ATON AND TRANSFER RESOURCES TO NOLA AS NECESSARY.

2. **STATUS:**

2.A. D8 PERSONNEL:

2.A.1. D8 STAFF: 113. (D8 PEOPLE CELL IN PROCESS OF VALIDATING/REVISING NUMBERS)

2.A.2. ISC NOLA: 1 UNACCOUNTED FOR. CGIS INVESTIGATING.

2.A.3. SECTOR NOLA: 1506.

2.A.4. ICP ALEXANDRIA: 446.

2.A.5. SECTOR MOBILE: 401.

2.A.6. PERSONNEL CASUALTIES: NSTR.

2.B. EQUIPMENT:

2.C. AIRCRAFT:

2.C.1. SECTOR NOLA/MOBILE: 3 C130S, 8 CG HH60S, 7 CG HH65S, 5 HU25, AND 13 AUX AIR.

2.C.2. AIRCRAFT FUEL STATUS: THERE IS AN ADEQUATE QUANTITY OF FUEL BEING SUPPLIED TO SUSTAIN OPERATIONS.

2.C.3. ALL AIRCRAFT OPERATING IN SUPPORT OF KATRINA MUST CHECK SPINS UPDATE # 9. SEE AIR FORCE WEB PAGE :

1AFNORTH.REGION1.ANG.AF.MIL/NLE AND SELECT SPINS AND THE AIRSPACE CONTROL ORDER. ESSENTIAL TO HIGHLIGHT IS THE

FOLLOWING: THERE WILL BE FIXED-WING INSECTICIDE SPRAYING OPERATIONS FROM SURFACE TO 1,000 FT AGL. WORKING AREA FOR INSECTICIDE MISSIONS WILL BE LISTED IN THE AIRSPACE CONTROL ORDER. ALL AIRCRAFT WILL REMAIN CLEAR OF THESE AREAS.

2.D. CUTTERS:

2.D.1. D8: NSTR.

2.D.2. SECTOR NOLA:

2.D.2.A. CGC BRANT: STATUS: B; CORPUS CHRISTI HARBOR FACILITY.

2.D.2.B. CGC AXE: STATUS B; CREW WORKING W/ CGC WEDGE.

2.D.2.C. CGC PAMLICO: STATUS: A; WORKING ATON IN SWP.

2.D.2.D. CGC PELICAN: STATUS: B; MOORED ALGIERS POINT.

2.D.2.E. CGC GREENBRIER: STATUS: A; DELIVERED LOAD OF ATON SUPPLIES TO VENICE AND RETURNING TO MORGAN CITY TO RELOAD AND RETURN TO VENICE

2.D.2.F. CGC HARRIET LANE: STATUS: B; CBD

2.C.2.G. CGC CLAMP: C; MOORED MORGAN CITY COMPLETING REPAIRS TO GENERATOR, EXPECTED TO BE U/W TO SWP 14 SEP. TO BEGIN CONSTRUCTION OF ATON.

2.D.2.H. CGC HATCHET: STATUS: A; WORKING ATON IN SWP.

2.D.2.I. CGC MALLET: STATUS: C; MOORED GALVESTON DUE TO CATEGORY FOUR CASUALTY OF NUMBER ONE MDE. REPAIRS UNDERWAY.

2.D.2.J. CGC HARRY CLAIBORNE: STATUS A; WORKING ATON AND ACTING AS COMMAND AND CONTROL IVO SWP/LMR.

2.D.2.K. CGC HUDSON: STATUS A; ENROUTE SWP FOR ATON.

2.D.2.L. CGC CYPRESS: STATUS A; DELIVERING RANGE TOWERS TO PAMLICO.

2.D.2.M. CGC SHAMAL: STATUS A; CONDUCTING HIV BOARDINGS IVO SWP

2.D.2.N. CGC NORTHLAND: STATUS A; CONDUCTING HIV BOARDINGS IVO LOOP.

2.D.2.O. STATIONS: SMALL BOATS < 65FT: 93.

2.D.2.P. ANT GULFPORT: STAND DOWN UNTIL 18 SEP.

2.D.2.Q. ANT NOLA: WORKING ATON IVO LMR AND ICW.

2.D.2.R. ANT MORGAN CITY: TEAMED WITH ANT NOLA.

2.D.2.S. ANT DULAC: MOORED ALGIERS FOR REPAIRS.

2.D.2.T. ANT CORPUS CHRISTI: WORKING ATON IN SWP.

2.D.2.U. ANT VENICE: WORKING ATON IN SUPPORT OF CUTTERS IN SWP.

2.D.3. SECTOR MOBILE:

2.D.3.A. CGC DECISIVE: B; MOORED GULFPORT. ACTING OTC. CONTINUED ASSISTING WITH HUMANITARIAN EFFORTS IN GULFPORT. OTH CONDUCTED PATROL OF BACK BAY TO ASSESS NEEDS AND NUMBERS OF VSLs STILL STRANDED DUE TO BRIDGE CLOSURES.

2.D.3.B. CGC BONITO: C; MOORED PENSACOLA. INTEND TO GET U/W 15SEP TO RELIEVE CGC COHO.

2.D.3.C. CGC COBIA: C; D/D JAMISON MARINE, BAYOU LA BATRE.

2.D.3.D. CGC COHO: B; MOORED PENSACOLA. INTEND TO GET U/W TODAY TO RELIEVE CGC STINGRAY.

- 2.D.3.E. CGC POMPANO: B; MOORED STA GULFPORT. STAND DOWN UNTIL 18SEP.
- 2.D.3.F. CGC RAZORBILL: B; MOORED STA GULFPORT. STAND DOWN UNTIL 18SEP.
- 2.D.3.G. CGC SEAHAWK: B; MOORED STA GULFPORT. INTEND TO RETURN TO CARRABELLE, FL TODAY.
- 2.D.3.H. CGC STINGRAY: B; MOORED SECTOR MOBILE.
- 2.D.3.I. CGC TORNADO: B; MOORED PASCAGOULA. INTEND TO GET U/W TODAY FOR MHS PATROL AND RANDOM BOARDINGS.
- 2.D.3.J. CGC VASHON: C; D/D BAYOU LA BATRE.
- 2.D.3.K. CGC BARBARA MABRITY: STATUS: B; MOORED MOBILE, INTEND TO BE U/W TO RELIVE HARRY CLAIBORNE 17 SEP.
- 2.D.3.L. CGC CYPRESS: A; WILL TRANSFER TOWERS FOR SWP RANGES TO PAMLICO TODAY AND PROCEED TO WORK COASTAL ATON OFF DOG KEY PASS, PERDIDO AND DESTIN.
- 2.D.3.M. CGC SAGINAW: B; MOORED SECTOR MOBILE.
- 2.D.3.N. CGC WEDGE: MOORED SECTOR MOBILE, COMPLETED TEST OF CONSTRUCTION CRANE AND HAMMER ON AXE'S BARGE, LOADING ATON SUPPLIES AND WILL BE U/W TO CONSTRUCT RANGES IN PASCAGOULA 15 SEP.
- 2.D.3.O. CGC KNIGHT ISLAND: C; D/D BAYOU LA BATRE.
- 2.D.3.P. CCGC SIR WILLIAM ALEXANDER: A; ENR PENSACOLA, ETA TODAY.
- 2.D.4. STATIONS: 49 SMALL BOATS UNDER 65FT AVAILABLE AND WORKING UNDER MIC-KATRINA.
 - 2.D.4.A STA DESTIN: NSTR.
 - 2.D.4.B. STA PANAMA CITY: NSTR.
 - 2.D.4.C. STA PENSACOLA: NSTR.
 - 2.D.4.D. STA DAUPHIN ISLAND: NSTR.
 - 2.D.4.E. STA PASCAGOULA: NSTR.
 - 2.D.4.F. STA GULFPORT: STAND DOWN UNTIL 18SEP.
- 2.D.5. ANTS:
 - 2.D.5.1 ANT MOBILE: NSTR.
 - 2.D.5.2 ANT PENSACOLA: NSTR.
 - 2.D.5.3 ANT PANAMA CITY: NSTR.
 - 2.D.5.4 MCRBG: ANT TEAMS: SURVEYED AIDS FROM BILOXI TO MISSISSIPPI RIVER GULF OUTLET. TOTALS AS OF YESTERDAY: 437 AIDS SURVEYED; 256 AIDS WORKED; 226 U/W HOURS AND 685 HOURS WORKED.
- 2.E. MSST / PSU / DART STATUS:
 - 2.E.1. SECTOR NOLA:
 - 2.E.2 PSU 307: CONDUCTING BOAT OPS: SECURITY/ESCORTS FOR DART TEAMS.
 - 2.E.3. TACLETS: PAC TACLET DART SECURITY.
 - 2.E.4. MSST SAN DIEGO: STA NOLA, DART SECURITY.
 - 2.E.5. MSST SAN FRANCISCO: STA NOLA, DART SEC.
 - 2.E.6. MSST KINGS BAY: STA NOLA, DART SEC.
 - 2.E.7. DART TEAM SECTOR OHIO VALLEY: 18 MBR TO RPT TO ZEPHYR

FIELD.

2.E.8. DART TEAM NUMBER 4:(SECTOR OHIO VALLEY): OPERATING STATION NOLA.

2.E.9. SECTOR MOBILE:

2.E.10. PSU 309: PATROLLED BACK BAY BILOXI. CONTINUED 25 MAN PIER SECURITY TEAM TO PROVIDE SECURITY FOR CG PERSONNEL AT THE MCRBG. RELIEVED CGC DECISIVES GUARD OF CH 16 FOR STATION GULFPORT.

2.E.11. PSU 308 PERSONNEL ON DUTY: PROVIDED LOGISTICAL SUPPORT FOR MCRBG. 27 MBRS ONBOARD (EIGHT ACDU, TEN RECALLED UNDER TITLE 14, TWO ADT-AT, FOUR IDT, AND THREE TAD FM SECTOR MOBILE).

3. SORTIES:

3.A. SECTOR NOLA: SINCE LAST REPORTING PERIOD:

3.A.1. AIRCRAFT SORTIES FOR THE LAST REPORTING PERIOD: 30

3.A.2. AIRCRAFT HOURS FOR THE LAST REPORTING PERIOD: 25

3.A.3. AIRCRAFT RESCUES FOR THE LAST REPORTING PERIOD: 1

3.A.4. AIRCRAFT MEDICAL TRANSPORTS FOR THE LAST REPORTING PERIOD: 1

3.A.5. SURFACE SORTIES FOR THE LAST REPORTING PERIOD: 60

3.A.6. SURFACE HOURS FOR THE LAST REPORTING PERIOD: 196

3.A.7. SURFACE RESCUES FOR THE LAST REPORTING PERIOD: 1

3.A.8. SURFACE MEDICAL TRANSPORTS FOR THE LAST REPORTING PERIOD: 0

3.A.9. TOTAL CUMULATIVE AIRCRAFT SORTIES TO DATE: 4867

3.A.10. TOTAL CUMULATIVE AIRCRAFT HOURS TO DATE: 2118.7

3.A.11. TOTAL CUMULATIVE AIRCRAFT RESCUES TO DATE: 7722

3.A.12. TOTAL CUMULATIVE SURFACE SORTIES TO DATE: 11972

3.A.13. TOTAL CUMULATIVE SURFACE HOURS TO DATE: 3690

3.A.14. TOTAL CUMULATIVE SURFACE RESCUES TO DATE: 11589

3.B. SECTOR MOBILE: SINCE LAST REPORTING PERIOD:

3.B.1. AIRCRAFT SORTIES FOR THE LAST REPORTING PERIOD: 27

3.B.2. AIRCRAFT HOURS FOR THE LAST REPORTING PERIOD: 20

3.B.3. AIRCRAFT RESCUES FOR THE LAST REPORTING PERIOD: 0

3.B.4. AIRCRAFT MEDICAL TRANSPORTS FOR THE LAST REPORTING PERIOD: 1

3.B.5. SURFACE SORTIES FOR THE LAST REPORTING PERIOD: 16

3.B.6. SURFACE HOURS FOR THE LAST REPORTING PERIOD: 94

3.B.7. SURFACE RESCUES FOR THE LAST REPORTING PERIOD: 0

3.B.8. SURFACE MEDICAL TRANSPORTS FOR THE LAST REPORTING PERIOD: 0

3.B.9. TOTAL CUMULATIVE AIRCRAFT SORTIES TO DATE: 1017

3.B.10. TOTAL CUMULATIVE AIRCRAFT HOURS TO DATE: 1908

3.B.11. TOTAL CUMULATIVE AIRCRAFT RESCUES TO DATE: 4812

3.B.12. TOTAL CUMULATIVE SURFACE SORTIES TO DATE: 168

3.B.13. TOTAL CUMULATIVE SURFACE HOURS TO DATE: 1285

3.B.14. TOTAL CUMULATIVE SURFACE RESCUES TO DATE: 0

3.C. CUMULATIVE LIVES SAVED IN D8: 24123

3.D. CUMULATIVE HOSPITAL EVACS: 9405

3.E. TOTAL D8 SAVES/EVACS: 33528

4. PORT STATUS:

4.A. SECTOR MOBILE

4.A.1. PORT OF PASCAGOULA: OPEN TO 36FT DRAFT. PASCAGOULA UPPER RIVER OPEN TO 12FT WITH APPROACHES OPEN TO 41FT DRAFT. CONTINUING REPLACEMENT OF TEMP AIDS/RANGES WITH PERMANENT AIDS/RANGES. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.A.2. PORT OF GULFPORT: OPEN TO 30FT DRAFT, HOWEVER SURROUNDING INFRASTRUCTURE WILL NOT YET SUPPORT MARITIME COMMERCE. SOUND CHANNEL 30FT DRAFT. BAR CHANNEL 35FT DRAFT. CONTINUING REPLACEMENT OF TEMP AIDS/RANGES WITH PERMANENT AIDS/RANGES. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.A.3. PORT OF BILOXI: EAST BAY AND BACK BAY OPEN TO 12FT DRAFT. THE INDUSTRIAL CHANNEL OPEN TODAY TO NORMAL CHANNEL USAGE; THREE SUNKEN VESSELS REMAIN IN THE WATERWAY, BUT VESSELS CAN NAVIGATE AROUND THEM. CONTINUING REPLACEMENT OF TEMP AIDS WITH PERM AIDS. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE. NAVY RCVD SPECIAL WETSUITS YESTERDAY THAT WILL ALLOW PERSONNEL TO CONDUCT DIVING OPS FOR THE COUNTY CORONERS OFFICE.

4.A.4. PORT OF BAYOU LA BATRE: OPEN TO 15FT DRAFT AND SOUND CHANNEL OPEN TO 12FT. NAVY REMOVED VESSEL AT THE MOUTH OF THE BAYOU. THE SECOND AND THIRD VESSELS HAVE BEEN FOUND NOT TO BE AN OBSTRUCTION TO THE CHANNEL. CONTINUING REPLACEMENT OF TEMP AIDS WITH PERM AIDS. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.A.5. PORT OF MOBILE: OPEN TO 43FT DRAFT. MOBILE RIVER OPEN TO 40FT. ARLINGTON CHANNEL, GARROWS BEND, AND CHICKASAW CREEK OPEN. USNS GRAPPLE REMOVED AN OBSTRUCTION BELOW PROJECT DEPTH FROM MOBILE BAY TO FACILITATE DREDGING OPS. CONTINUING REPLACEMENT OF TEMP RANGES WITH PERMANENT RANGES. ACOE DEVELOPING A DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.A.6. PORT OF PANAMA CITY: OPEN TO 34FT DRAFT. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.A.7. PORT OF PENSACOLA: OPEN TO 31FT DRAFT. NAVSTA OPEN TO 37FT. ACOE DEVELOPING DREDGING PLAN AND WILL PASS TO CG WHEN COMPLETE.

4.B. SECTOR NOLA:

4.B.1 ALL PORTS IN SECTOR NOLA ARE OPEN AND SUBJECT TO NAV RESTRICTIONS PER SAFETY ZONES.

5. WATERWAY/ATON STATUS: OVER 931 ATON DISCREPANCIES HAVE BEEN REPORTED, INCLUDING 73 RANGES, 14 OF WHICH WILL REQUIRE CONTRACTS TO REBUILD. A LARGE MAJORITY OF THESE HAVE BEEN CORRECTED AS REPORTED PREVIOUSLY BY SECTOR NEW ORLEANS. TWICE DAILY CONFERENCE CALLS WITH THE ACOE, COTP, NOAA, PORT OF NEW ORLEANS, D8 (OAN), (OPR) AND PILOTS CONTINUE AND HAVE RESULTED IN SUPERIOR COORDINATION AND REMAIN A GREAT INFORMATION SOURCE FOR ALL AGENCIES.

5.A. SECTOR NOLA

5.A.1. LMR: ALL RESTRICTIONS ON THE LMR ABOVE MM 0 HAVE BEEN LIFTED. DUE TO LACK OF PROPER ATON SOUTH OF MM 0, A SAFETY ZONE HAS BEEN ESTABLISHED ALLOWING DAYLIGHT TRANSITS ONLY WITHIN THE ZONE. MISS RIVER OPEN TO 24 HOUR TRAFFIC WITH NO DRAFT RESTRICTION ABOVE HEAD OF PASSES. ENTRANCE TO HEAD OF PASSES LIMITED TO DAYLIGHT TRAFFIC ONLY WITH NO DRAFT RESTRICTION. THE JACK UP RIG SUPERIOR ATTITUDE IS U/W TO CONSTRUCT SWP CENTER LINE RANGES. SECTOR NOLA, D8 (OAN) AND CEU CLEVELAND ARE WORKING TO CONTRACT A BERTHING BARGE TO BE MOORED AT STA VENICE, THIS BARGE WILL BE INVALUABLE TO THE ATON CREWS WORKING IN THE AREA AND ALSO MAY BE USED FOR STA AND ADDITIONAL PERSONNEL DURING REHAB OF UNIT. THE ACOE HAS LOANED THE CG THE USE OF TWO 30X120 DECK BARGES AND THE T/V MURRAY L. TWO. ONE BARGE WILL BE USED TO TRANSPORT SUPPLIES TO AND FROM MORGAN CITY TO THE MISS RIVER AND THE OTHER WILL BE OUTFITTED WITH TEMP QUARTERS AND A WATER BUFFALO FOR USE UNTIL QUARTERS BARGE ARRIVES IN VENICE.

5.A.2. GULF ICW: OPENED AS OF 1200R 06 SEP BUT VSLS MUST USE THE BAPTISTE COLLETTE ALTERNATIVE ROUTE TO BYPASS THE IHNC, WHICH REMAINS CLOSED. BAPTISTE COLLETTE DRAFT LIMITATION HAS BEEN RESCINDED. HARRY CLAIBORNE ELECTRICIANS RESTORED POWER TO STA/ANT VENICE BUILDING IN THE COMMS ROOM AND GALLEY. STA VENICE WAS ABLE TO ESTABLISH COMMS WITH SECTOR NOLA. ATON OFFICERS AND CUTTERS HAVE CONTINUED TO USE PERSONAL E-MAIL ACCOUNTS AND PERSONAL SOLUTIONS TO STAY CONNECTED.

5.A.3. MRGO: OPEN FROM GICW TO LT 37 (MM 8). IT IS CLOSED DUE TO LACK OF SURVEY DATA SOUTH OF MM8. THIS OPENING PERMITS BARGE TRANSITS FM LMR TO ICW EAST AND TO AL/FL.

5.B. SECTOR MOBILE:

5.B.1. PASCAGOULA: ALL TRUBS AND TEMP RANGES IN PLACE.

5.B.2. GULFPORT: ALL TEMP BOUYS AND RANGES IN PLACE.

5.B.3. BILOXI: TRUBS IN PLACE IN EAST ACCESS, WEST ACCESS, LATERAL CHANNEL, AND BACK BAY.

5.B.4. BAYOU LA BATRE: ALL TRUBS IN PLACE.

5.B.5. MOBILE: ALL PERMANENT ATON IN PLACE EXCEPT TEMP RANGES AND TWO TEMP BOUYS.

5.B.6. PANAMA CITY: ALL ATON ON STATION.

5.B.7. PENSACOLA: ALL ATON ON STATION.

6. NAVIGATION HAZARDS:

6.A. SECTOR MOBILE: NSTR.

6.B. SECTOR NEW ORLEANS:

6.B.1. NAVIGATION HAZARDS: CGC NORTHLAND REPORTED A SUBMERGED BARGE IVO THE LOOP IN APPROX POS 28-47.52N, 098-55.3W. BARGE WAS INITIALLY REPORTED BY A CREW BOAT BUT WAS UNABLE TO BE RELOCATED. USS GRAPPLE IS STANDING BY FOR RETRIEVAL WHEN BARGE IS RELOCATED.

6.B.2. WRECK REMOVAL AND SALVAGE (WRS):

6.B.3 WRS CASE STATUS:

6.B.4. ACTIVE CASES: 176

6.B.4. CLOSED CASES: 24

7. COMMERCIAL VESSEL STATUS:

7.A. NEW ORLEANS:

7.B. THE FOLLOWING VESSELS/CARGO ARE ENTERING THE ZONE:

7.B.1. TIME/VESSEL NAME/DESTINATION/CARGO

7.B.1.A. 0715/KOBY/LMR/COAL

7.B.1.B. 0725/HUI SHAN HAI/LMR/CEMENT

7.B.1.C. 0740/JAG ARNAV/LMR/UREA

7.B.1.D. 0830/ANNA/CARGILL RESERVE/BARITE

7.B.1.E.

7.C. VESSELS ENROUTE SW PASS/LMR: 42

7.C.1. VESSELS AT SW PASS ANCHORAGE: 8

7.C.2. VESSELS AWAITING BOARDINGS AT SW PASS ANCHORAGE: 10

7.D. LOOP

7.D.1. VESSELS AT LOOP:4

7.D.2. VESSELS AWAITING HIV BOARDING AT LOOP: 3

7.E. MOBILE:

7.F. THE FOLLOWING VESSELS/CARGO ARE ENTERING THE ZONE:

7.F.1. VESSEL NAME/DESTINATION/CARGO

7.F.2. BOW SPRING/MOBILE/CHEMICAL

7.F.3. SILVER ONE/MOBILE/ORE CARRIER

7.F.4. BAYPORT/PENSACOLA/US NAVY

7.F.5. STAR AUSTANGER/MOBILE/GENERAL

7.F.6. BAHAMA SPIRIT/PENSACOLA/GENERAL

7.F.7. DELTA MARINER/PENSACOLA/GENERAL

8. LOCK AND BRIDGE STATUS: NSTR.

9. COMMERCIAL FUEL STATUS:

9.A.1. LOUISIANA OFFSHORE OIL PORT (LOOP): RESTORED TO 100 PERCENT CAPABILITY.

9.A.2. 2068 TOTAL PLATFORMS IN THE GULF OF MEXICO WITH 819 MANNED AND 1249 UNMANNED. 43 PLATFORMS ARE REPORTED LOST AND 97 DAMAGED TO VARYING DEGREES.

9.A.3. OF THE 94 MODUS LOCATED WITHIN KATRINA'S PATH, 1 IS REPORTED SUNK, 1 IS REPORTED GROUNDED, 13 DAMAGED TO VARYING DEGREES, AND 79 WERE EITHER UNAFFECTED OR HAVE RETURNED TO OPERATING STATUS.

9.A.4. THESE NUMBERS WILL CHANGE AS THE OIL COMPANIES CONDUCT ON-SCENE INSPECTIONS, ASSESS THE EXTENT OF DAMAGES ON THEIR OFF-SHORE FACILITIES, CONDUCT REPAIRS, AND RETURN TO OPERATIONAL STATUS.

9.A.5. MINERAL MANAGEMENT SERVICE REPORTED THAT THE TOTAL CURRENT SHUT-IN OIL AND GAS PRODUCTION DUE TO HURRICANE KATRINA IS 59.84 PERCENT OF NORMAL TOTAL DAILY OIL PRODUCTION AND 38.21 PERCENT OF THE TOTAL DAILY GAS PRODUCTION IN THE GULF OF MEXICO. EFFORTS TO RESTART THE UNDAMAGED FACILITIES CONTINUE.

9.B. FACILITY INFORMATION:

9.B.1. SECTOR NOLA/MSU BATON ROUGE:

9.B.1.A. TOTAL MTSA: 78

9.B.1.B. OPERABLE: 13

9.B.1.C. INOPERABLE: 4

9.B.1.D. STATUS UNKNOWN: 61

9.B.1.E. BULK LIQUID/ FUEL TRANSFER FACILITIES (INCLUDING INSHORE BAYOU PLATFORMS)

9.B.1.F. TOTAL: 227.

9.B.1.G. OPERATIONAL: 39.

9.B.1.H. INOPERABLE: (DAMAGED OR IN CLEAN-UP PROCESS): 9

9.B.1.I. STATUS UNKNOWN: 179

9.B.1.J. REFINERIES TOTAL: 9

9.B.1.K. REFINERIES OPERATIONAL: 6

9.B.1.L. REFINERIES INOPERABLE: 3

9.B.2. SECTOR MOBILE:

9.B.2.A. TOTAL MTSA: 110

9.B.2.B. OPERABLE: 95

9.B.2.C. INOPERABLE: 10

9.B.2.D. STATUS UNKNOWN: 05

9.B.2.E. BULK LIQUID/ FUEL TRANSFER FACILITIES: 97

9.B.2.F. OPERATIONAL: 70

9.B.2.G. INOPERABLE:(DAMAGED OR IN CLEAN-UP PROCESS): 27

9.B.2.H. STATUS UNKNOWN: 00

9.B.2.I. REFINERIES TOTAL: 3

9.B.2.J. REFINERIES OPERATIONAL: 1

9.B.2.K. REFINERIES INOPERABLE: 2

9.B.2.J. ADDITIONAL COMMENTS: SHELL LIMITED OPERATIONAL CAPABILITY; EXPECT TO BE FULLY OPERATIONAL 15 SEP. CHEVRON LIMITED OPERATIONS; WILL RECEIVE REFINED PRODUCT VIA TANKER AND SHIP OUT VIA TANKER TRUCK; EXPECT FIRST TANKER THIS WEEK (WEDNESDAY AT THE EARLIEST) PENDING HURRICANE OPHELIA; EXPECT TO BE FULLY OPERATIONAL IN 30-60 DAYS). MUNRO FACILITY INSPECTED AND ALLOWED TO TRANSFER PRODUCT FROM THREE REMAINING TANKS TO BARGES.

10. COMMUNICATIONS:

10.A. SECTOR NEW ORLEANS: NSTR

10.B. SECTOR MOBILE:

10.B.1. PASCAGOULA: HIGH SITE REMAINS MANNED LOCALLY. CURRENTLY HAVE TRANSMIT CONTROL AT SECTOR MOBILE, ETR UNKNOWN. CGDN+CONNECTIVITY VIA TACHYON OPERATIONAL AT STA PASCAGOULA. MCI STILL TROUBLESHOOTING TIMING ISSUE WITH CGDN PLUS LANDLINE CIRCUIT. UNIT UNABLE TO DIAL LONG DISTANCE.

10.B.2. STA GULFPORT: TWO TRAILERS WIRED FOR LAN. STATION HAS ACCESS TO CGDN PLUS AND TWO PHONE LINES (VOIP) VIA TACHYON. ADDITIONAL VOIP PHONE LINES WAS INSTALLED YESTERDAY FOR ANT GULFPORT, CGC RAZORBIL, AND CGC POMPANO.

10.B.3. TACHYON ORDERED FOR PSU 309 FOR CGDN+ CONNECTIVITY. ESTIMATED INSTALLATION DATE TODAY. ADDITIONAL VOIP SYSTEM TO BE INSTALLED PSU 309 TODAY.

10.B.4. TMMIC: TMMIC OPERATING AT STA PASCAGOULA PROVIDING VHF/HF SERVICE. 3 OSOW'S FROM SECTOR MOBILE STAFFED YESTERDAY.

10.B.5. VAN CLEAVE HIGH SITE OPERATIONAL TO STA NEW ORLEANS. REROUTE OF CIRCUIT TO SECTOR MOBILE STILL PENDS.

11. ENVIRONMENTAL RESPONSE:

11.A. SECTOR NEW ORLEANS:

11.A.1. COMMENTS: THE SYSTEMATIC SEARCHES FOR UNREPORTED OIL SPILLS WITHIN THE AOR BEGAN TODAY AND WERE CONDUCTED BY NOAA PERSONNEL. TODAY'S SEARCH FOCUSED ON THE SE AREA OF LA INCLUDING THE NATIONAL WILDLIFE REFUGE. SEVERAL MINOR SHEENS NOTED, BUT NO MAJOR OIL SPILLS TO REPORT. DETAILS OF MAJOR AND MEDIUM SPILLS MONITORED BY THE BATON ROUGE FORWARD OPERATING BASE FOLLOW. PREVIOUSLY LISTED INCIDENT TITLED PXP PLAINS GATHERING REMOVED DUE TO SMALL SIZE OF ACTUAL SPILL.

11.A.2. INCIDENT: MURPHY.

LOCATION: MERAUX, LA. MILE MARKER 87. COASTAL ZONE.

SOURCE: RUPTURED TANK. - CONTAINED BUT NOT SECURED.

PRODUCT: MIXED CRUDE OIL, BEST REPRESENTED BY ARABIAN MEDIUM API 30.8.

FACILITY OWNER: MURPHY OIL, POC BILLY POWELL (713) 503-2049.

RESPONDING OSRO: GARNER ENVIRONMENTAL, POC KENNY SCONZA, (504) 453- 4143.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 19,500 BBLs (MAJOR) /1600 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 6,773 BBLs/1600 13 SEP. ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 5,277 BBLs/1600 13 SEP.

CURRENT MITIGATION EFFORTS: RESPONSE CREWS CONTINUE TO REMOVE OIL BY SPREADING SAND IN ADJOINING NEIGHBORHOOD ROADWAYS. TEMPORARY CONSTRUCTION OF DAM AT MERAUX CANAL WAS COMPLETED, ALLOWING FUTURE FLOODING AND SKIMMING OPERATIONS IN THE CANAL AREA TO BEGIN. PUMPING FROM THE DAMAGED TANK CONTINUED AND IT MAY BE EMPTY AS SOON AS TOMORROW. ARMY CORP OF ENGINEERS HAS SECURED PUMPING IN THE AREA UNTIL REQUIRED DUE TO RAINFALL.

FUTURE MITIGATION EFFORTS: RESPONSE CREWS PLAN TO FLOOD THE AREA IN ORDER TO FLOAT THE OIL TO CONTINUE SKIMMING OPERATIONS. PLANS ARE BEING DEVELOPED TO CLEAN THE BANKS OF THE CANAL.

CHALLENGES: NONE IDENTIFIED.

REPORTED AFFECTED WILDLIFE: YES. OILED EGRET.

11.A.3. INCIDENT: BASS.

LOCATION: MM 35. COASTAL ZONE.

SOURCE: TWO TANK FAILURE. SPILL SECURED.

PRODUCT: HEAVY LOUISIANA SWEET CRUDE OIL.

FACILITY OWNER: BASS ENTERPRISES, POC BRUCE BELL (225) 388-0068, (225) 388-9992.

RESPONDING OSRO: OIL MOP, POC BRUCE BELL, (337) 364-5375.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 90,000 BBLs (MAJOR) / 1700 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 17,692 BBLs / 1700 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 48,908 BBLs / 1700 13 SEP.

CURRENT MITIGATION EFFORTS: 2900 FEET OF 18 INCH BOOM HAS BEEN DEPLOYED IN THE RIVER AND 5600 FEET OF BOOM IN 11 AFFECTED CANALS. 1 GALLEY BARGE, A 14 AND A 20 MAN BARGE WITH CREWS AND AN ADDITIONAL BARGE WITH MISCELLANEOUS EQUIPMENT ARRIVED O/S. SAMPLING WAS COMPLETED IN BERM AND MARSH AREAS. THE SOUTHERN RETAINING BERM THAT WAS FAILING YESTERDAY WAS DIKED OFF TODAY AND IS SUCCESSFULLY CONTAINING OIL.

FUTURE MITIGATION EFFORTS: PUMPING AND SKIMMING OPERATIONS OF THE BACK CANALS WILL CONTINUE TOMORROW.

CHALLENGES: NONE REPORTED.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.4. INCIDENT: SHELL PILOT TOWN.

LOCATION: PILOT TOWN, LA. MM 3. COASTAL ZONE.

SOURCE: TANK OR PIPELINE BREACH—CONTAINED.

PRODUCT: HEAVY LOUISIANA SWEET CRUDE OIL.

FACILITY OWNER: SHELL, POC: GARY STOVALL, (504) 228-2142.

RESPONDING OSRO: ES&H, POC: RON KIRSCH, (504) 388-1036. MSRC (337) 475-6400.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 24,235 BBLS (MAJOR) / 1800 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 17,100 BBLS / 1800 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 4,385 BBLS / 1800 13 SEP.

CURRENT MITIGATION EFFORTS: PUMPING OPERATIONS FROM THE DAMAGED TANK CONTINUE INTO A BARGE. PUMPING OPERATIONS FROM THE BERM CONTINUE INTO AN UNDAMAGED TANK. A SHELL TANK EXPERT WAS O/S. RESPONSE CREWS RECOVERED 20 BAGS OF SORBANT PADS FROM THE AREA, REPLACING IT WITH ABSORBENT BOOM. 400 FEET OF HARD BOOM WAS ALSO DEPLOYED, TOTALING 3000 FEET. REPORTED LEAK FROM THE WEST SIDE OF THE BERM WAS BOOMED, SUCCESSFULLY CONTAINING ALL LEAKING OIL.

FUTURE MITIGATION EFFORTS: THE OIL BEING TRANSFERRED FROM THE BERM INTO THE UNDAMAGED TANK WILL FURTHER BE TRANSFERRED INTO ANOTHER BARGE. UNK WHEN TRANSFER OPERATIONS WILL BEGIN.

CHALLENGES: COMMERCIAL TRAFFIC CREATING WAKES IS DISTURBING THE STABILITY OF THE 2 RECEIVING SPUD BARGES O/S. ESTABLISHMENT OF A NO WAKE ZONE WAS REQUESTED BUT ONLY A NOTICE OF A SLOW SPEED (LESS THAN 10 KNOTS) WAS ISSUED.

REPORTED AFFECTED WILDLIFE: ONE BIRD, DOA.

11.A.5. INCIDENT: CHEVRON EMPIRE.

LOCATION: BURAS, LA. MM 30. COASTAL ZONE.

SOURCE: RUPTURED TANK.

PRODUCT: CRUDE OIL.

FACILITY OWNER: CHEVRON, POC: JOE WALKER, (281) 596-3608.

RESPONDING OSRO: ES&H POC: RANDY ANZALONE (713) 569-7237.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 23,614 BBLS (MAJOR) / 1826 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 75 BBLS / 1826 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 116 BBLS / 1826 13 SEP.

CURRENT MITIGATION EFFORTS: PUMPING OPERATIONS FROM THE 2 DAMAGED TANKS CONTINUED TRANSFERRING PRODUCT INTO AN UNDAMAGED TANK. TRANSFER RATE IS ESTIMATED TO BE APPROXIMATELY 1700BBL/HR INTO THE UNDAMAGED TANK. THE UNDAMAGED TANK WILL ACT AS TEMPORARY STORAGE UNTIL DRAINING OF THE DAMAGED TANKS HAVE BEEN COMPLETED. 24 HOUR PUMPING OPERATIONS WILL BEGIN TONIGHT AFTER DELAYS DUE TO LACK OF

LIGHTING THE PREVIOUS NIGHT. 650 FEET OF HARD BOOM AND 500 FEET OF ABSORBENT BOOM WAS PLACED BY RESPONSE CREWS.

FUTURE MITIGATION EFFORTS: SAMPLING WILL BE COMPLETED TOMORROW MORNING.

CHALLENGES: NONE SIGNIFICANT TO REPORT.

REPORTED AFFECTED WILDLIFE: YES: 5 BIRDS, 4 MAMMALS, AND 1 REPTILE, ALL DOA.

11.A.6. INCIDENT: DYNEGY VENICE.

LOCATION: IN WAGON WHEEL NEAR VENICE, LA. COASTAL ZONE.

SOURCE: TWO TANK FAILURES. SOURCE SECURED.

PRODUCT: LIGHT CRUDE OIL.

FACILITY OWNER: DYNEGY, POC RUSSEL DIKES, (281) 292-9285.

RESPONDING OSRO: U.S. ENVIRONMENTAL SERVICES, POC: SHANE ELANO (504) 214-9971.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 601 BBLs (MEDIUM)/ 1800 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 118 BBLs / 1800 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 483 BBLs / 1800 13 SEP.

CURRENT MITIGATION EFFORTS: DRUM SKIMMING OPERATIONS CONTINUED TODAY, RECOVERING 95% OF OIL AND ONLY 5% WATER. OVERFLIGHT WAS CONDUCTED TODAY TO DELIVER WATER AND ICE TO RESPONSE PERSONNEL ON GROUND DUE TO HARSH CONDITIONS UNDER WHICH RESPONSE PERSONNEL ARE WORKING.

FUTURE MITIGATION EFFORTS: CG PERSONNEL WERE UNABLE TO LAND TO CONDUCT SAMPLING. WILL COORDINATE WITH QI TO DEVELOP SAMPLING PLAN.

CHALLENGES: REMOTE LOCATION AND LACK OF LOGISTICAL SUPPORT, ESPECIALLY BERTHING, FOR RESPONSE PERSONNEL.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.7. INCIDENT: CHEVRON PORT FOURCHON PIPELINE

LOCATION: PORT FOURCHON, NEAR HOUMA, LA. COASTAL ZONE.

SOURCE: RUPTURED PIPELINE. SOURCE SECURED.

PRODUCT: HEAVY LOUISIANA SWEET CRUDE.

FACILITY OWNER: CHEVRON, POC: DON RIPPETOL (337) 349-1709.

RESPONDING OSRO: AMPOL, ES&H AND TRUSSCO, POC: JOHN SIMONEAUX (225) 267-4900.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 1276 BBLs (MEDIUM) /1826 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 629 BBLs. 215 CUBIC YARD OF SOLID WASTE RECOVERED / 1826 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 137 BBLs /1826 13 SEP.

CURRENT MITIGATION EFFORTS: RESPONSE PERSONNEL ARE FLUSHING THE MARSH TO ALLOW OIL TO BE SKIMMED AND TRANSFERRED INTO VAC TRUCKS.

FUTURE MITIGATION EFFORTS: CG COORDINATING WITH FACILITY OWNER AND DEQ TO SEND AN ASSESSMENT TEAM ON FRIDAY TO GAUGE CLEANUP EFFORTS CONDUCTED TO DATE. IF GROSS CLEANUP IS DETERMINED TO BE SATISFACTORY, EQUIPMENT WILL BE DEMOBILIZED AND OPERATIONS WILL SHIFT TO THE MAINTENANCE PHASE.

CHALLENGES: NONE REPORTED.

REPORTED AFFECTED WILDLIFE: 46 BIRDS CAPTURED, 14 CLEANED, 19 DOA, 13 DIED IN FACILITY. 5 CATS CLEANED.

11.A.8. INCIDENT: SHELL NAIRN.

LOCATION: PORT SULFUR, LA. MILE MARKER 35 (WEST SIDE OF MISSISSIPPI). COASTAL ZONE.

SOURCE: RUPTURED PIPE—SECURED (EMPTY).

PRODUCT: HEAVY LOUISIANA SWEET CRUDE OIL.

FACILITY OWNER: SHELL, POC: GARY STOVALL (504) 228-2142.

RESPONDING OSRO: ES&H, RON KIRSCH (504) 388-1036, MSRC, (337) 475-6400.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 250 BBLs (MEDIUM) / 1800 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 3 BBLs / 1800 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 132 BBLs / 1800 13 SEP.

CURRENT MITIGATION EFFORTS: RESPONSE PERSONNEL CONTINUED TO PLACE HARD AND ABSORBENT BOOM TO CONTAIN OIL. 5100 FEET OF BOOM AND MULTIPLE PUMPS O/S. SAMPLES WERE TAKEN BY CG PERSONNEL FROM MSU BATON ROUGE.

FUTURE MITIGATION EFFORTS: STILL AWAITING BERTHING BARGES TO ARRIVE O/S. NO ETA.

CHALLENGES: DIFFICULTY RECOVERING OIL IN SMALL POCKETS IN THE MARSH. NOAA IS COORDINATING WITH RP ON DEVELOPING STRATEGY.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.9. INCIDENT: CHEVRON WAGON WHEEL.

LOCATION: IN THE WAGON WHEEL NEAR VENICE, LA. COASTAL ZONE.

SOURCE: BROKEN WELLHEAD.

PRODUCT: HEAVY LOUISIANA SWEET CRUDE.

FACILITY OWNER: CHEVRON, POC: RANDY ANSALONE (337) 989-3696.

RESPONDING OSRO: US ENVIRONMENTAL SERVICES (225) 267-4900.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 200 BBLs (MINOR) / 1700 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 35 BBLs AND 120 CUBIC YARDS OF SOLID WASTE / 1700 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 47 BBLs / 1700 13 SEP.

CURRENT MITIGATION EFFORTS: CG OVERFLIGHT OBSERVED NO OIL BEING DISPLACED WITH THE TIDES.

FUTURE MITIGATION EFFORTS: CG COORDINATING WITH FACILITY OWNER AND DEQ TO SEND AN ASSESSMENT TEAM ON WEDNESDAY TO GAUGE THE GROSS CLEANUP CONDUCTED IN ORDER TO DETERMINE IF OPERATIONS CAN SHIFT TO THE MAINTENANCE PHASE.

CHALLENGES: NONE IDENTIFIED.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.10. INCIDENT: SUNDOWN EAST.

LOCATION: POTASH, LA, EAST BANK OF MISSISSIPPI. MILE MARKER 40. COASTAL ZONE.

SOURCE: RUPTURED TANKS AND PIPING.

PRODUCT: CRUDE OIL.

FACILITY OWNER: SUNDOWN ENERGY. POC MARK ROGERS.

RESPONDING OSRO: ES&H, POC, ROBERT CANON (985) 851-5055

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 450 BBLs / 1730 13SEP05

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: NONE.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 450 BBLs / 1730 13 SEP.

CURRENT MITIGATION EFFORTS: FACILITY REPRESENTATIVES ARRIVED O/S AND ESTIMATED THE SPILL VOLUME AT 450 BBLs. 1500 FEET OF BOOM REPORTED AS DEPLOYED.

FUTURE MITIGATION EFFORTS: OVERFLIGHT IS PLANNED TOMORROW, WITH A POSSIBILITY OF INSERTING PERSONNEL ON THE GROUND TO FURTHER ASSESS AREA.

CHALLENGES: REMOTE AREA.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.11. INCIDENT: SUNDOWN WEST.

LOCATION: POTASH, LA – JUST NORTH OF PORT SULLPHUR ON THE WEST BANK OF THE RIVER. COASTAL ZONE.

SOURCE: RUPTURED TANKS AND PIPING.

PRODUCT: CRUDE OIL.

FACILITY OWNER: SUNDOWN ENERGY. POC MARK ROGERS.

RESPONDING OSRO: ES&H, POC, KEVIN VOISIN (985) 851-5055, (985) 851-5350.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: 320 BBLs (MEDIUM)/ 1731 13 SEP.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: 3 BBLs / 1731 13 SEP.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG: 317 BBLs / 1731 13 SEP.

CURRENT MITIGATION EFFORTS: 42 RESPONSE PERSONNEL O/S WITH 4000 FEET OF 10-INCH BOOM DEPLOYED, AND 5000 FEET OF 8-INCH BOOM ON STANDBY. 2 WASH PUMPS AND 2 DRUM SKIMMERS TRANSFERRING PRODUCT INTO VAC TRUCKS. FACILITY OWNER ESTIMATES GROSS CLEANUP TO BE COMPLETED IN 5 DAYS.

FUTURE MITIGATION EFFORTS: TO PRESENT, CG HAS BEEN UNABLE TO VERIFY OPERATIONS REPORTED BY FACILITY OWNER. SITE SUPERVISORS PLAN TO VISIT THE REMOTE LOCATION TOMORROW.

CHALLENGES: REMOTE AREA. OPERATIONS WERE SHUT DOWN BRIEFLY DUE TO A FIRE IN PORT SULFUR.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.12. INCIDENT: VINTAGE OIL.

LOCATION: SOUTH PASS 24 / DIXON BAY. COASTAL ZONE.

SOURCE: MULTIPLE PIPELINES AND FACILITIES.

PRODUCT: CRUDE OIL.

FACILITY OWNER: VINTAGE OIL COMPANY.

RESPONDING OSRO: BEN BENSON (SMT), (713) 647-7109.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: UNK.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: NONE.

ESTIMATED RECOVERABLE VOLUME REMAINING/DTG:

CURRENT MITIGATION EFFORTS: CG OVERFLIGHT SCHEDULED FOR TODAY WAS CANCELLED. FACILITY OWNER CLAIMED VIA PHONE THAT NO OIL WAS SPILLED, THAT FACILITY IS SECURED AND CONTAINED. CG VERIFICATION PENDING. FUTURE MITIGATION EFFORTS: CG OVERFLIGHT IS SCHEDULED FOR 14 SEP. WILL COORDINATE WITH SURVEILLANCE GROUP TO SHARE AIR ASSETS TO OVERFLY THE AREA.

CHALLENGES: REMOTE AREA.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.13. INCIDENT: FORREST OIL (PREVIOUSLY BELIEVED TO BELONG TO VINTAGE).

LOCATION: 4.5 MILES SOUTH OF HEADS PASS. COASTAL ZONE.

SOURCE: MULTIPLE PIPELINES AND FACILITIES.

PRODUCT: CRUDE OIL.

FACILITY OWNER: FORREST OIL. POC LARRY FANTANO (337) 265-2620.

RESPONDING OSRO: UNK.

REPORTED CUMULATIVE VOLUME SPILLED/DTG: UNK.

REPORTED CUMULATIVE VOLUME RECOVERED/DTG: NONE.

RECOVERABLE VOLUME ESTIMATED REMAINING/DTG: UNK.

CURRENT MITIGATION EFFORTS: FACILITY OWNER CLAIMS THAT THEY DO NOT HAVE A POLLUTION INCIDENT, STATING THAT OUT OF THE 1,323 BBLs THE FACILITY HAD STORED BEFORE THE STORM, ONLY 14 BBLs ARE UNACCOUNTED FOR.

FUTURE MITIGATION EFFORTS: CG OVERFLIGHT IS SCHEDULED FOR 14 SEP. WILL COORDINATE WITH SURVEILLANCE GROUP TO SHARE AIR ASSETS TO OVERFLY THE AREA.

CHALLENGES: REMOTE AREA.

COMMUNITY OUTREACH EFFORTS: NONE REPORTED.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.A.14. INCIDENT: BASS STATE LEASE 16403 (PREVIOUSLY KNOWN AS BASS GATHERING).

LOCATION: UPRIVER OF THE OTHER BASS FACILITY. COASTAL ZONE.

SOURCE: SHIFTED AND LEAKING TANKS - CONTAINED.

PRODUCT: CRUDE OIL.

FACILITY OWNER: BASS ENTERPRISES, POC BRUCE BELL (504) 628-7171.

RESPONDING OSRO: OIL MOP, POC BRUCE BELL (337) 364-5375.
REPORTED CUMULATIVE VOLUME SPILLED/DTG: UNK.
REPORTED CUMULATIVE VOLUME RECOVERED/DTG: NONE.
RECOVERABLE VOLUME ESTIMATED REMAINING/DTG:
CURRENT MITIGATION EFFORTS: BASS ASSESSMENT TEAM ARRIVED O/S TODAY. LOCATED ON TWO SEPARATE SECTIONS OF THE FACILITY ARE THREE 10,000 BBL TANKS, TWO OF WHICH WERE LIFTED AND PLACED OUTSIDE THE BERM. RELATIVELY SMALL AMOUNT OF OIL WAS OBSERVED, AND THEY CLAIM THAT IT IS SECURED AND CONTAINED. THE ADDITIONAL SECTION (SOUTH EAST FACILITY) HAD FOUR 500 BBL TANKS OF VARIOUS SOUNDINGS BEFORE THE STORM, WITH A TOTAL COMBINED POTENTIAL SPILL OF 589 BBLs. THE ASSESSMENT TEAM REPORTED THAT ALL FOUR TANKS WERE MISSING.
FUTURE MITIGATION EFFORTS: RESPONSE EQUIPMENT AND PERSONNEL TO ARRIVE AS SOON AS LOGISTIC SUPPORT IS ARRANGED.
CHALLENGES: REMOTE AREA.
REPORTED AFFECTED WILDLIFE: NONE REPORTED.
11.A.15. INCIDENT: DISPLACED TANK ALONG RIVERBANK.
LOCATION: NORTH OF PILOT TOWN, WEST BANK. COASTAL.
SOURCE: TANK.
PRODUCT: UNK.
FACILITY OWNER: UNK.
RESPONDING OSRO: VESSEL ADMIRAL O/S WITH 1 CG AND 7 CONTRACTORS.
REPORTED CUMULATIVE VOLUME SPILLED/DTG: UNK.
REPORTED CUMULATIVE VOLUME RECOVERED/DTG: NONE.
RECOVERABLE VOLUME ESTIMATED REMAINING/DTG:
CURRENT MITIGATION EFFORTS: ADMIRAL CREW PLACED 200 FEET OF HARD BOOM TO CONTAIN ESCAPING PRODUCT. ESTIMATE 400 BBL TOTAL CAPACITY THOUGH LIQUID LEVEL UNKNOWN. LEAK APPEARS TO BE COMING FROM BELOW THE TANK, UNDER THE WATER. ADMIRAL DEPARTED SCENE TO RESUPPLY AT PORT A LA HACHE.
FUTURE MITIGATION EFFORTS: OSRV ADMIRAL TO RETURN TO THE TANK IN THE MORNING AND VERIFY TANK SOUNDING.
CHALLENGES: DIFFICULTY DETERMINING THE LEVEL IN THE TANK. VARIOUS TECHNOLOGIES ARE BEING CONSIDERED TO DETERMINE THE PRODUCT AND AMOUNT HELD WITHIN THE TANK.
REPORTED AFFECTED WILDLIFE: NONE REPORTED.
11.A.16. INCIDENT: UNWATERING GROUP.
LOCATION: NEW ORLEANS, LA. COASTAL ZONE.
STATUS: US ARMY CORP OF ENGINEERS CONTINUES TO CONDUCT UNWATERING OPERATIONS FROM NEW ORLEANS INTO LAKE PONTCHARTRAIN WITH 15 PUMP STATIONS. NUMBER OF OPERATING PUMP STATIONS IN A STATE OF FLUX AS MANY ARE BROUGHT ON LINE AND TAKEN OFF FOR MAINTENANCE.

CURRENT MITIGATION EFFORTS: WITH THE BOOMING OF 2 PUMP STATIONS TODAY, ALL 15 PUMP SITES HAVE BEEN BOOMED OFF. A TOTAL OF 4800 FEET OF HARD BOOM AND 4400 FEET OF ABSORBENT BOOM IS CURRENTLY IN PLACE.

FUTURE MITIGATION EFFORTS: CG COORDINATING FOR OVERFLIGHT TO ENSURE POLLUTION IS NOT ESCAPING BOOMS.

CHALLENGES: NONE REPORTED.

COMMUNITY OUTREACH EFFORTS: NONE REPORTED.

REPORTED AFFECTED WILDLIFE: NONE REPORTED.

11.B. SECTOR NOLA POLLUTION CASES

11.B.1. POLLUTION CASES OPENED DURING REPORTING PERIOD: 15

11.B.2. POLLUTION CASES CLOSED DURING REPORTING PERIOD: 12

11.B.3. CUMULATIVE POLLUTION CASES OPENED: 302

11.B.4. CUMULATIVE POLLUTION CASES CLOSED: 162

11.C. SECTOR MOBILE:

11.C.1. ENVIRONMENTAL BRANCH: UNIFIED ASSESSMENT AND RESPONSE EFFORTS CONTINUE THROUGHOUT SOUTHERN ALABAMA AND SOUTHERN MISSISSIPPI AT NUMEROUS SPILL/RELEASE LOCATIONS. OPERATIONAL FOCUS REMAINS; CONTINUE ASSESSMENT AND CLEANUP MONITORING OF AFFECTED AREAS AND RESPOND TO IDENTIFIED AND/OR REPORTED SPILL/RELEASE LOCATIONS AGGRESSIVELY. THE VESSEL ASSESSMENT TASK FORCE CONDUCTED ASSESSMENTS ON NINE VESSELS BRINGING THE TOTAL VESSELS ASSESSED TO 49 OF THE APPROXIMATE 190 VESSELS CURRENTLY IDENTIFIED AS POSING A POTENTIAL ENVIRONMENTAL THREAT. ALL AREAS IDENTIFIED BY 11SEP OVERFLIGHT WERE CHECKED BY SURFACE ASSESSMENT TEAMS EXCEPT GRAND BAY. TEAM WILL ATTEMPT TO ASSESS GRAND BAY AGAIN TODAY FROM A DIFFERENT DIRECTION. NOTHING SIGNIFICANT WAS FOUND IN THE OTHER AREAS; EXCEPT THE VESSELS IDENTIFIED IN BAYOU LA BATRE WHERE THEY ARE DISCHARGING DIESEL. 14 TEAMS CONDUCTED ASSESSMENTS AND REMOVAL ACTIONS IN HANCOCK, HARRISON, JACKSON AND MOBILE COUNTIES.

11.C.2. BAY ST. LOUIS: CONTRACTORS CONTINUE STABILIZATION OF RELEASED HAZARDOUS MATERIAL AT AQUA POOL CHEMICAL FACILITY. CONTRACTORS WORKING IN LEVEL B CONTINUE OVERPACKING AND REMOVING HAZARDOUS MATERIALS.

11.C.3. MOBILE: ASSESSMENT TEAM IDENTIFIED THE POSITION OF A 12,000 GALLON ABOVE GROUND GASOLINE STORAGE TANK IN MOBILE RIVER. APPROXIMATELY HALF FULL TANK IS ON ITS SIDE WITH A SLOW LEAK COMING FROM THE BOLTED HATCH. A REMOVAL/ASSESSMENT TEAM WILL BE DEPLOYED TO LOCATION TODAY.

11.D. SECTOR MOBILE POLLUTION CASES

11.D.1. UNIFIED (CG/EPA) POLLUTION CASES OPENED DURING REPORTING PERIOD: 38

11.D.2. UNIFIED (CG/EPA) POLLUTION CASES CLOSED DURING REPORTING PERIOD: 10

11.D.3. CUMULATIVE UNIFIED(CG/EPA)POLLUTION CASES OPENED: 430
11.D.4. CUMULATIVE UNIFIED (CG/EPA)POLLUTION CASES CLOSED: 96

11.E. MARITIME RECOVERY AND RESTORATION TASK FORCE

11.E.1. NOAA COASTAL SURVEY AND EPA REGION 5 OSC O/S IN ST LOUIS
WORKING W.TF

11.E.2. NMFS ASSISTING WITH ASSESSMENT OF IMPACT TO COMMERCIAL
FISHING INFRASTRUCUTRE AND NATRUAL RESOURCES.

12. PUBLIC AFFAIRS:

12.A. D8 IMT ST. LOUIS: D8 IMT ST LOUIS - ENTIRE D8 PA STAFF
RELIEVED FOR UP TO 14 DAYS. LT DYE ACTING D8 PAO. MEDIA INQUIRIES
DECREASED SIGNIFICANTLY. STAFF BEGINNING PROCESS OF COLLECTING,
LOGGING AND DUPLICATING ALL VIDEO AND STILL IMAGERY.

12.B.SECTOR NOLA: MEDIA INTEREST IN CG OPS STILL HIGH BUT NATURE
OF CALLS SHIFTED FROM SAR TO WATERWAYS MANAGEMENT/ENV
PROTECTION. SIX PAS TO STAFF INFORMATION CELL IN SEC NOLA ICS IN
BATON ROUGE, FOUR PAS REMAIN IN ALEXANDRIA.

12.C. SEC MOBILE: MEDIA INTEREST HIGH IN MISSISSIPPI, LOW IN
MOBILE. THREE PAS MOVING PRIMARY OPS TO GULFPORT, TWO REMAIN
IN MOBILE. FOX NEWS, CLEAR CHANNEL COMMUNICATIONS WORKING ON
ATON STORIES.

13. LOGISTICS: NSTR.

14. AUXILIARY: NSTR.

15. DAMAGE:

15.A. SECTOR NOLA: NSTR.

15.B. SECTOR MOBILE: NSTR.

16. FUTURE PLANS:

16.A. CUTTER FORCE/LAYDOWN:

16.A.1. NORTHLAND WILL TRANSIT UP MISS RIVER TO NOLA/CBD AOR TO
RELIEVE HARRIET LANE ON 22 SEP. HARRIET LANE TO DEPART NOLA/CBD
23 SEP 05 ENROUTE KEY WEST FOR IMAT AND CREW TURNOVER ON 25 SEP.

16.A.2. SHAMAL TO COVER OFFSHORE HIV DUTIES UNTIL RELIEVED BY
DECISIVE

16.A.3. DECISIVE WILL TO GET U/W 23SEP FOR SWP MISS RIVER FOR HIV
DUTIES, SHAMAL WILL TRANSIT UP MISS RIVER, CHOP TO NORTHLAND
FOR PATCOM DUTIES IN NOLA/CBD.

BT

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