

Sector Houston - Galveston  
*Marine Safety Information Bulletin*  
MSIB 21-08

*Port Condition X-Ray*

*September 10, 2008*

In preparation for potentially severe weather, Coast Guard Sector Houston-Galveston has set Port Condition X-Ray effective 1100 local time. Anticipating gale force winds to make landfall within 48 hours, all vessel owners and operators shall enact their plans to moor or anchor their vessels, or put to sea, in preparation of the severe weather associated with Hurricane IKE.

A safety zone is in effect throughout the Houston-Galveston Captain of the Port (COTP) zone to include the ports of Houston, Galveston, Freeport and Texas City. Vessels operating in these ports should be aware that their voyages and operations may be directed by Coast Guard representatives in order to keep the port safe and secure. The Houston-Galveston COTP Zone is defined in Title 33 of the Code of Federal Regulations (CFR) Part 3.40-28.

Self propelled oceangoing vessels over 500 gross tons, oceangoing barges and their supporting tugs desiring to remain in port must have an approved Application to Remain in Port. Vessels meeting the criteria above that do not have a Coast Guard approved Application to Remain in Port must contact Sector Houston-Galveston at (713) 671-5184 immediately.

Vessels, facilities, agents, and pilots shall review the appropriate portion of the Sector Houston-Galveston Port Pullout of the Storm Preparedness and Response Plan, and take appropriate actions. The Port Pullout, along with helpful storm preparation checklists, is available on Homeport at: <http://homeport.uscg.mil/houstongalveston> as part of the Severe Weather Port Pullout, which can be found under the Local Contingency Plans section.

Port Condition Yankee will be set via subsequent MSIB at 1100, September 11, 24 hours before gale force winds are expected to make landfall in the COTP zone.

*If you have a specific issue regarding vessel movements and operations and/or their priorities, please use your Port Coordination Team Representative (PCT) to relay that concern to us; we will be using the PCT to effectively coordinate vessel movements.*



WILLIAM J. DIEHL  
Captain, U.S. Coast Guard  
Commander, Sector Houston-Galveston

**SECTOR HOUSTON-GALVESTON  
APPLICATION TO REMAIN IN PORT**

**This information is required for all self-propelled oceangoing vessels over 500GT, all oceangoing barges and their supporting tugs, and all tank barges over 200GT requesting to Remain in Port during a hurricane.**

**PORT OF:**

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Vessel Name: _____	Call Sign: _____	Flag: _____
Official Number: _____	Length: _____	Hull type: _____
Vessel Master: _____	Phone: _____	GT: _____
Agent Name: _____	Phone: _____	
Owner Name: _____	Phone: _____	
Address: _____		
Bunkers: _____		
Ballast capacity: _____	Lube oil: _____	Diesel oil: _____
Horsepower: _____	Draft (Ballasted): _____	
Berth location: _____	Single/Twin screw: _____	
Depth of water at berth (MWL): _____	Berth Number: _____	

Current condition why vessel cannot leave port: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Availability of vessel's main propulsion: \_\_\_\_\_

Operation status of machinery on board: \_\_\_\_\_

Any unusual conditions affecting vessel's seaworthiness: \_\_\_\_\_

\_\_\_\_\_

Number of crew to remain on board and qualifications: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Operational status of machinery on board: \_\_\_\_\_

Firefighting capability of vessel: \_\_\_\_\_

**FAX THIS FORM TO SECTOR INSPECTIONS DIVISION: 713.671.5185**

**SECTOR HOUSTON-GALVESTON  
APPLICATION TO REMAIN IN PORT**

**----- POLLUTION/SALVAGE INFORMATION -----**

**In the event the vessel spills any oil or hazardous materials, or poses a threat of spilling such materials, arrangements are required to provide for rapid response to mitigate the spill and remove the pollutant from the environment. If the vessel is partially or completely sunk in or near a navigable channel, or becomes a hazard to navigation, rapid removal of the vessel from the waterway is necessary. For tank vessels, much of this information may be found in the ship's required Vessel Response Plan.**

Pre-designated qualified individual: \_\_\_\_\_

Company: \_\_\_\_\_ Phone: \_\_\_\_\_

Full vessel characteristics that would need to be known to effect salvage:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Insurance carrier for damage liability: \_\_\_\_\_

Phone: \_\_\_\_\_

INCLUDE A FULL STOWAGE PLAN AND MANIFEST OF  
ANY PARTICULAR CARGO AND POLLUTION HAZARDS.

**--VESSEL EXAMINATION BY USCG--**

Team comments:

Survey Team Members

1. \_\_\_\_\_

Survey Date: \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

Survey Time: \_\_\_\_\_

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**SECTOR HOUSTON-GALVESTON  
APPLICATION TO REMAIN IN PORT**

**FACILITY INFORMATION**

**Vessel masters/agents are responsible for identifying, and receiving permission from the owner of a suitable mooring site, before seeking COTP permission to remain in port. A DIAGRAM showing mooring arrangements is required as part of this checklist. Use a separate sheet to show the number and sizes of mooring lines or cables, fender configuration, and facility characteristics.**

Facility Name: \_\_\_\_\_ Location: \_\_\_\_\_

Facility POC: \_\_\_\_\_ Phone #'s: \_\_\_\_\_

Shore side firefighting capability: \_\_\_\_\_  
\_\_\_\_\_

Tugboat assistance availability: \_\_\_\_\_

Distance to nearest oil storage facility, oil pipelines, HazMat facility, oil or HazMat storage tanks at facility where vessel is to be moored: \_\_\_\_\_

All areas cleared of missile hazards: \_\_\_\_\_

Has the facility had an Engineering Study done to determine the maximum size of vessel with maximum winds which could safely moor at facility? \_\_\_\_\_

If so, include a copy of the study attached to this application.

Is the facility capable of holding the vessel? \_\_\_\_\_

THIS FACILITY HAS AGREED TO ALLOW THE \_\_\_\_\_

(VESSEL NAME)

TO STAY BERTHED AT THIS LOCATION THROUGHOUT THE STORM.

\_\_\_\_\_  
VESSEL PERSON IN CHARGE

\_\_\_\_\_  
FACILITY PERSON IN CHARGE

DATE: \_\_\_\_\_

STORM NAME: \_\_\_\_\_

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