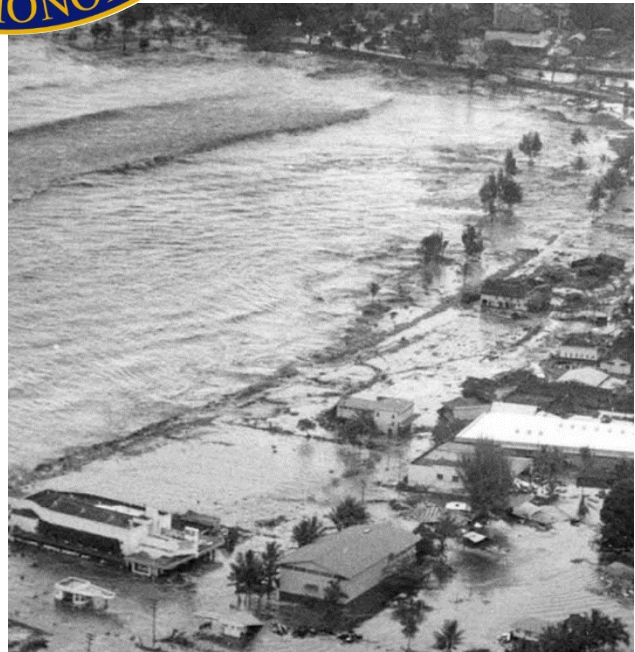
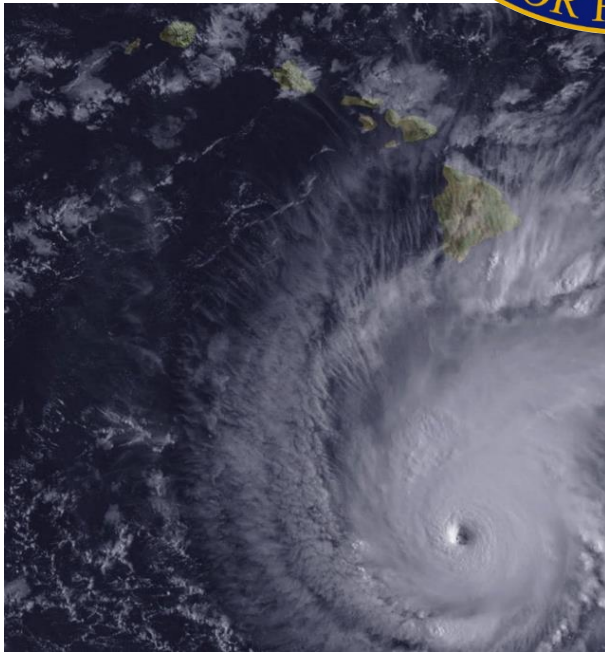




NATURAL DISASTER PLAN

U.S. Coast Guard Sector Honolulu COTP Zone



United States Coast Guard
Sector Honolulu
400 Sand Island Road
Honolulu, HI 96819
<https://homeport.uscg.mil/port-directory/honolulu>
VERSION: DECEMBER 2024

[This page intentionally left blank]



16601
December 3, 2024

Hawai'i and American Samoa Response Community:

This letter promulgates the 2024 Natural Disaster Plan for the U.S. Coast Guard Sector Honolulu Captain of the Port (COTP) Zone as defined in the Code of Federal Regulations (33 CFR §3.70-10). This plan is designed to provide instructions to U.S. Coast Guard units and port stakeholders in preparing for weather related events and responding to resultant damage within the Sector Honolulu COTP Zone Area of Responsibility (AOR).


This plan also supports and is linked to the Marine Transportation System Recovery Plan (MTSRP), the Salvage Response Plan (SRP), and the Area Contingency Plan (ACP).

This plan provides a framework for a unified and coordinated approach to preparedness and natural disaster response. The plan complements required facility and vessel response plans but does not relieve vessel/facility owners/operators of their responsibility for the safety of vessels and/or facilities under their control.

We welcome suggestions and recommended changes, which may be submitted to the COTP for review and adjudication.

Annex D of this plan provides guidance to the Hawaiian Islands and maritime community within the Sector Honolulu COTP Zone on steps that should be taken and critical risk factors to consider before, during, and after heavy weather. Annex D will be posted on the public facing side of [Homeport](#) Honolulu Port Directory Content for general reference.

Sincerely,

 Date:
2024.12.03
15:12:56 -10'00'

A. L. KIRKSEY
Captain, U.S. Coast Guard
Captain of the Port Honolulu

Enclosure: (1) Natural Disaster Plan for U.S. Coast Guard Sector Honolulu COTP
Zone

[This page intentionally left blank]

[illegible]

References

- (a) Coast Guard District Fourteen CONPLAN 9814-24
- (b) Sector Honolulu COTP Zone Marine Transportation System Recovery Plan (MTSRP)
- (c) Sector Honolulu COTP Zone Salvage Response Plan (SRP)
- (d) Sector Honolulu Continuity of Operations Plan (COOP)
- (e) Sector Honolulu Watch Quarter Station Bill (WQSB)
- (f) Emergency Management Manual (EMM) Volume I, COMDTINST M3010.11E
- (g) Operational Risk Management, COMDTINST 3500.3A
- (h) Critical Incident Communications, COMDTINST 3100.8
- (i) Coast Guard External Affairs Manual, COMDTINST M5700.13A
- (j) USCG Incident Management Handbook, COMDTPUB P3120.17 (series)
- (k) Hawai‘i Area Contingency Plan (HACP)
- (l) Sector Honolulu and American Samoa Area Maritime Security Plan (AMSP)

Table of Contents

SECTION 1: INTRODUCTION.....	1
A. PURPOSE	1
B. SCOPE	1
C. AUTHORITY	1
D. OBJECTIVES	1
E. PLANNING ASSUMPTIONS.....	1
F. AREA OF RESPONSIBILITY	2
G. MEMORANDUMS OF UNDERSTANDING (MOU) AND AGREEMENT (MOA).....	4
H. KEY TERMS AND DEFINITIONS	5
SECTION 2: PLANNING AND PREPAREDNESS	9
A. GENERAL	9
B. ROLES AND RESPONSIBILITIES.....	9
C. INCIDENT COMMAND SYSTEM CONSIDERATIONS	10
D. COORDINATING AUTHORITIES	12
E. PLAN LINKAGES	13
F. STAKEHOLDER COORDINATION	13
G. PLAN MAINTENANCE AND EXERCISES.....	13
SECTION 3: RESPONSE MANAGEMENT.....	15
A. GENERAL	15
B. MISSION	15
C. PORT HEAVY WEATHER CONDITIONS (PHWC)	15
D. CUTTER EVASION	17
E. POST STORM	17
F. MTS RECOVERY CONSIDERATIONS.....	18
G. PUBLIC AFFAIRS CONSIDERATIONS.....	19
H. SUPPORT FORCES.....	20

ANNEXES:

ANNEX A. Tsunami

- Appendix 1. Information Websites
- Appendix 2. Sector Honolulu QRC
- Appendix 3. Tsunami Advisory/Warning Checklist (30 minutes or less)
- Appendix 4. Tsunami Advisory/Warning Checklist (Greater than 30 minutes)
- Appendix 5: MSIB / BNM / Message Traffic Templates

ANNEX B. American Samoa

- Appendix 1: TC-COR V Checklist
- Appendix 2: TC-COR IV Checklist
- Appendix 3: TC-COR III Checklist
- Appendix 4: TC-COR II Checklist
- Appendix 5: TC-COR I Checklist
- Appendix 6: Response Operations Checklist
- Appendix 7: Recovery Operations Checklist

ANNEX C. Active-Duty Families / Dependent Shelter

ANNEX D. Maritime Heavy Weather and Hurricane Plan (Port Partners)

ANNEX E: Port Condition Pamphlet 2024

ANNEX F: TC-COR Checklists

- Appendix 1. Hurricane Season Prep Checklist
- Appendix 2. TC-COR V
- Appendix 3. TC-COR VI
- Appendix 4. TC-COR III
- Appendix 5. TC-COR II
- Appendix 6. TC-COR I
- Appendix 7. Response
- Appendix 8. Recovery

ANNEX G: Hurricane Templates

- Appendix 1. MSIB Hurricane Season Prep
- Appendix 2. MSIB PHWC Update
- Appendix 2. COTP Order Template

ANNEX H. GLOSSARY OF ACRONYMS

SECTION 1: INTRODUCTION

A. PURPOSE

This plan is designed to provide instructions to U.S. Coast Guard (USCG) units and port stakeholders in preparing for heavy weather and responding to resultant damage within the Sector Honolulu Captain of the Port (COTP) Zone Area of Responsibility (AOR). This plan meets requirements set forth in the Coast Guard District Fourteen CONPLAN 9814-24 (reference a). While this plan presents specific natural disaster guidance, it may be adapted to other situations.

B. SCOPE

This plan addresses actions to be taken by Sector Honolulu for a natural disaster that directly affects the Sector's AOR. Natural disasters, primarily hurricanes and tsunamis, have the potential to present a serious threat to life and property. This plan is especially cognizant of the hazards to vessels and marine facilities that may be damaged by a natural disaster and focuses on preparation and response. Proper liaison and planning among maritime interests can help to lessen the threat presented by impending natural disasters. This plan is applicable to Sector Honolulu, to include all subordinate units and personnel assigned to the AOR.

C. AUTHORITY

This plan is derived from the authority contained in 14 USC 521, 14 USC 701, and 33 USC 1221, USCG Regulations, and other directives. It supports the policies of the USCG Commandant; Commander, Pacific Area; and Commander, Fourteenth Coast Guard District.

D. OBJECTIVES

Sector Honolulu's objectives in preparation, response, and recovery are as follows:

- Maintain safety and accountability and effect immediate relief of all USCG Active, Reserve, Auxiliary, and Civilian personnel and their families.
- Ensure safety of responders and the public.
- Maintain operational capacity of Sector and all subordinate units (assets and facilities).
- Provide response activity updates up and down the USCG chain of command, to USCG families, state and county Emergency Operations Centers (EOC), industry partners, and the public.
- Maintain search and rescue (SAR) operations capabilities and execute SAR operations.
- Assess and mitigate impact to the environment.
- Facilitate the recovery of the Marine Transportation System (MTS) to include alternate port and port reopening in accordance with the MTS Recovery Plan (MTSRP).
- Reestablish security posture of all port facilities.

E. PLANNING ASSUMPTIONS

1. Response operations for a natural disaster may be required simultaneously in different geographic areas within the AOR.

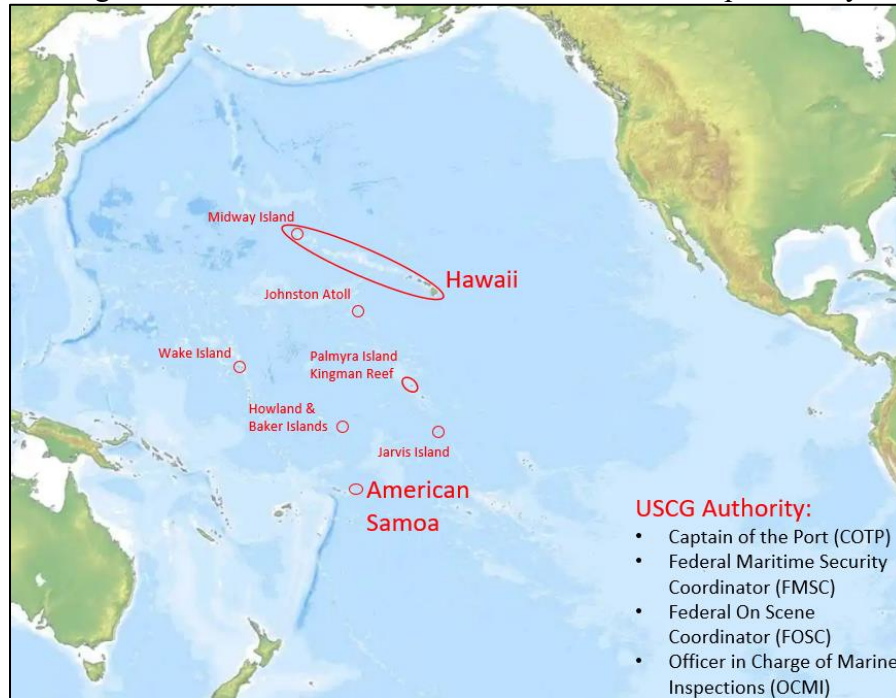
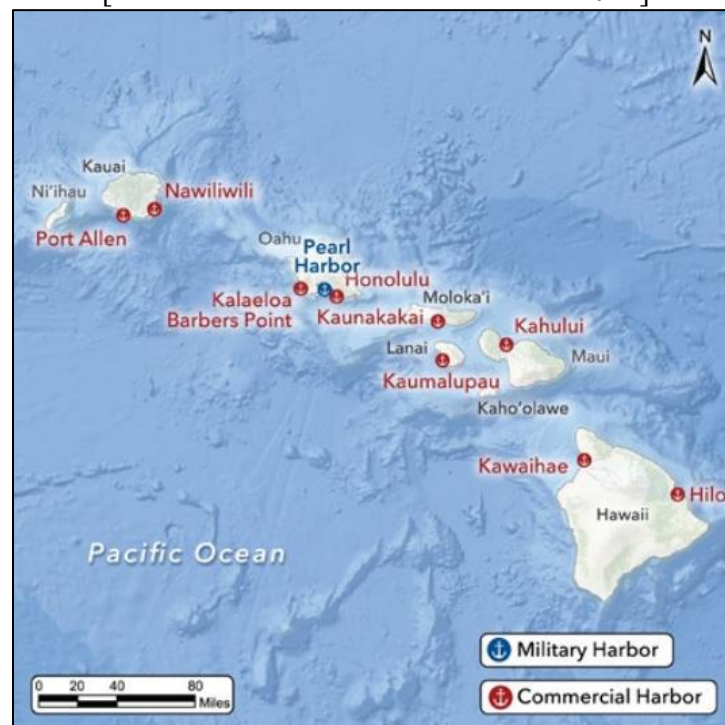
2. A major disaster would impact personnel, the workplace, power, and communications. A significant number of USCG assets and facilities may be damaged. Replacement assets and personnel from outside the area directly impacted may be required.
3. The worst-case scenario would be a major hurricane affecting the State of Hawai‘i, Port of Honolulu, or a major earthquake occurring in the Aleutian Islands, with a subsequent tsunami warning, affecting the entire State of Hawai‘i.
 - a. USCG District Fourteen and Sector Honolulu are expected to be operational within 12 hours following a major disaster contingency.
 - b. USCG District Fourteen and Sector Honolulu will not have outside support for possibly 24-48 hours via air and up to five days via ocean, following a major disaster contingency.
4. Response operation requirements, including lifesaving, during and after a natural disaster event will overwhelm the capability of state and local governments to carry out the extensive response and recovery operations necessary to save lives and property.
5. There will be a shortage of personnel and equipment to provide adequate immediate response to remote areas.
6. There will be an inability to communicate with other responding agencies.

F. AREA OF RESPONSIBILITY

As the lead federal agency within the maritime domain, the Sector Honolulu COTP will work with governmental agencies, advisory committees, port partners, and stakeholders to coordinate MTS Recovery. Incident communications, coordination, requests for support, infrastructure liaisons, and similar requirements will be guided by the National Response Framework (NRF).

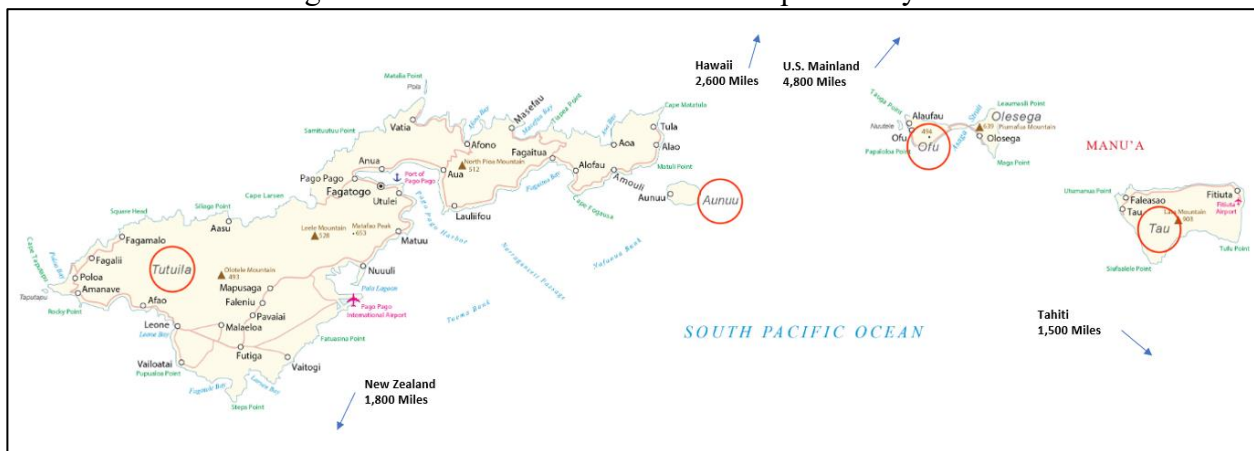
1. Area of Responsibility: The Sector Honolulu COTP Zone (Figure 1) corresponds with the limits as quoted below from the Code of Federal Regulations (CFR), 33 CFR 3.70-10: “...comprise the State of Hawai‘i, including all the islands and atolls of the Hawaiian chain and the adjacent waters of the exclusive economic zone (EEZ); and the following islands and their adjacent waters of the EEZ: American Samoa, Johnston Atoll, Palmyra Atoll, Kingman Reef, Wake Island, Jarvis Island, Howland and Baker Islands, and Midway Island...”

Figure 1: Sector Honolulu COTP Zone Area of Responsibility

Figure 2: Hawai'i Commercial Port System Map
[source - Hawai'i Maritime RRAP – 2022]

2. Sector Honolulu COTP Zone Overview: In addition to the area listed in the above paragraph, the Sector Honolulu COTP Zone also includes the Northwest Hawaiian Islands (Papahānaumokuākea) Marine National Monument, stretching roughly 1,200 nautical miles west of the main Hawaiian Islands, the single largest conservation area in the U.S. The MTS focus can be divided into two distinct regions: the State of Hawai‘i and the Territory of American Samoa, approximately 2,600 miles south of Hawai‘i.
3. Territory of American Samoa: Approximately 2,600 miles south of Hawai‘i, American Samoa is comprised of five islands and two atolls: Tutuila, Aunu‘u, the Manu‘a Islands (Ofu, Olosega, Ta‘u), Swain’s Island (an atoll), and Rose Atoll. The majority of the population resides on Tutuila Island.

Figure 3: American Samoa Area of Responsibility



4. Located in the middle of the Pacific Ocean, Hawai‘i and American Samoa’s separation from the mainland results in a necessary and almost complete dependence on ocean shipping to supply all their needs. This dependence has placed an urgent demand on the commercial harbors to provide the facilities, space, utilities, and roadways necessary to facilitate the receipt of the community lifeline infrastructure.

G. MEMORANDUMS OF UNDERSTANDING (MOU) AND AGREEMENT (MOA)

The below MOU/MOAs are applicable to this plan. Complete documents are maintained in Sector Honolulu’s electronic folder and within the MTSRP tab in Homeport.

- **Offloading Commercial Vessels at Joint Base Pearl Harbor – Hickam (JBPHH) during Emergency Situations**: MOU between U.S. Navy Region Hawai‘i (Pearl Harbor), the State of Hawai‘i, and the USCG, dated December 2020. An agreement where the Joint Base Commander will allow certain commercial vessels (vetted and approved by the USCG) to be offloaded with a crane designed for this purpose (to be provided independently) or other suitable equipment. This alternate port arrangement is restricted primarily to K-10 and K-11 piers or as determined by the Joint Base Commander.

- **Anchorage of Commercial Vessel in Pearl Harbor for Pre-Hurricane Situations:** MOU between USCG, U.S. Navy Region Hawai‘i (Pearl Harbor), and JBPHH, dated July 2018. An agreement for requesting and granting permission for the pre-hurricane anchorage of prioritized commercial vessels in JBPHH. Vessel examples include construction cranes, mobile cranes for container off-load, passenger launches, and pollution response assets.
- **Maritime Emergency Harbor Assessments Within Federal Waterways:** MOU between USCG, National Oceanic and Atmospheric Administration (NOAA), U.S. Army Corps of Engineers (USACE), and Hawai‘i Department of Transportation (DOT)-Harbors dated June 2020. The MOU improves the efficiency and effectiveness of coordinated Federal and State activities under each agency’s respective authorities for maritime emergency response associated with the assessment of the operational condition of Federal waterways and navigation systems within Hawai‘i in the event of an emergency or disaster.

H. KEY TERMS AND DEFINITIONS

- **All Hazards:** A threat or an incident, natural or manmade, that warrants action to protect life, property, the environment, and public health or safety, and to minimize disruptions of government, social, or economic activities.
- **Area of Responsibility (AOR):** The Sector Honolulu COTP Zone (Figure 1) corresponds with the limits as quoted below from the Code of Federal Regulations (CFR), 33 CFR 3.70-10.
- **Continuity of Operations (COOP):** COOP is the initiative that ensures an agency’s ability to continue operations of their essential functions under a broad range of circumstances including all-hazard emergencies.
- **Emergency Support Function (ESF):** The ESFs provide the structure for coordinating Federal interagency support for a Federal response to an incident. They are mechanisms for grouping functions most frequently used to provide Federal support to States and Federal-to-Federal support, both for declared disasters and emergencies under the Stafford Act and for non-Stafford Act incidents.
- **Hurricane Categories:** Hurricane strength is measured by its maximum sustained wind speeds.

Table 1.1: Hurricane Categories

Hurricane Category	Sustained Wind Speed
Category 1	74-95 mph / 64-82 kts (Very dangerous winds will produce some damage)
Category 2	96-110 mph / 83-95 kts (Extremely dangerous winds will cause extensive damage)
Category 3	111-129 mph / 96-112 kts (Devastating damage will occur)
Category 4	130-156 mph / 113-136 kts (Catastrophic damage will occur)
Category 5	≥ 157 mph / ≥ 137 kts (Catastrophic damage will occur)

NOTE: Category 3, 4, and 5 Hurricanes are MAJOR HURRICANES.

- **Marine Transportation System (MTS):** The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.
- **Port Heavy Weather Condition (PHWC):** PHWCs are set by the USCG COTP and used to describe, generally, how prepared the port areas should be for severe weather. Conditions will be changed as the threat of severe weather increases or as storms approach the AOR.

Table 1.2: Port Heavy Weather Conditions

Port Condition	When Set	Port Status
Condition 5	General. 01 Dec – 31 May	OPEN
Hurricane Seasonal Alert	01 June – 30 Nov (return to this condition after passage of storm during season).	OPEN
Whiskey	Sustained Tropical Storm Force Winds are predicted within 72 hours.	OPEN
X-Ray	Sustained Tropical Storm Force Winds are predicted within 48 hours.	OPEN
Yankee	Sustained Tropical Storm Force Winds are predicted within 24 hours.	RESTRICTED – vessel/facility control measures in effect.
Zulu	Sustained Tropical Storm Force Winds are predicted within 12 hours.	CLOSED – for all vessel traffic and waterside operations except for activities approved by COTP.

NOTE: Storm movements impacting the time between Port Conditions may be less than listed.

- **Recovery:** Emergency measures, operations, and activities in incident and non-incident areas that facilitate the resumption of commerce and re-establish basic functionality of the MTS following a significant disruption. Recovery begins during the response phase, continues into the initial part of the restoration phase, and is usually from 3-90 days in duration. Recovery includes both structural measures, e.g. Aids to Navigation (ATON) replacement and channel clearance, as well as non-structural measures, e.g. USCG COTP orders and emergency regulations, and is accomplished through activities and with resources controlled by the USCG and its maritime industry partners, and other agencies.
 - **Short-Term Recovery:** Period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.
 - **Long-Term Recovery:** Period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or

capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

- **Tropical Cyclone Condition of Readiness (TC-COR):** Set to advise USCG personnel of impending heavy weather based on the onset of sustained winds of 57 mph (50 KTS).

Table 1.3: Tropical Cyclone Condition of Readiness

Unit Hurricane Condition	When Set
TC-COR V	A state of seasonal readiness, automatically set from 01 June to 30 November in the Hawaiian Islands, and 01 November to 30 April in American Samoa, unless one of the conditions listed below apply.
TC-COR IV	The ALERT condition in which winds above 57 mph (50 kts) are expected within 72 hours.
TC-COR III	The READINESS condition in which winds above 57 mph (50 kts) are expected within 48 hours.
TC-COR II	The WARNING condition in which winds above 57 mph (50 kts) are expected within 24 hours.
TC-COR I	The DANGER condition in which winds above 57 mph (50 kts) are expected within 12 hours and until the storm has passed and is no longer a threat.
POST STORM	The storm is no longer a threat to the area; however, major damage may have occurred requiring response and recovery operations.

- **Watches and Warnings:** The National Weather Service (NWS) will issue storm watches and warnings as storms intensify and move closer to our area.

Table 1.4: NWS Alerts

NWS Alert	When Issued
Wind Advisory	Sustained winds of 30-39 mph for an hour or more, and/or gusts of 50 to 57 mph.
High-Wind Warning	Sustained winds of 40 mph or greater for an hour or more, and/or gusts of 58 mph or higher. The NWS also uses the following terms to describe the risks posed by tropical storm or hurricane force winds to a geographic area.
Tropical Storm Watch	Issued when Tropical Storm conditions (sustained winds of 39 to 73 mph) are possible within the specified area within 48 hours.
Tropical Storm Warning	Issued when Tropical Storm conditions (sustained winds of 39 to 73 mph) are possible within the specified area within 36 hours.
Hurricane Watch	Issued when Hurricane conditions (sustained winds of 74 mph or greater) are possible. Hurricane Watches are normally issued 48 hours before anticipated tropical storm force winds.
Hurricane Warning	Issued when Hurricane conditions (sustained winds of 74 mph or greater) are possible. Hurricane Warnings are normally issued 36 hours before anticipated tropical storm force winds.

[This page intentionally left blank]

SECTION 2: PLANNING AND PREPAREDNESS

A. GENERAL

Incident Command System (ICS) will be used to accomplish hurricane preparatory and response missions. Primary hurricane operations have a two-fold focus: (1) ensuring the port(s) are prepared for heavy weather, and (2) facilitating COOP, unit shut-down, and personnel evacuation through the use of practiced teams.

The three below pre-storm objectives are scalable and will naturally vary depending on the actual situation, storm intensity, storm trajectory, degree of predicted storm surge, and overall conditions across the AOR. Sector Honolulu anticipates a degradation of capabilities while assets are repositioned to protect capabilities through the passage of severe weather.

1. Minimize the Risks of the Storm: Focus will be on alerting the maritime public, conducting assessments of port assets exposed to storm risks, and providing information to take action to minimize storm risk (i.e. reducing vulnerability to and/or reducing probable consequences of storm damage). These actions may begin well in advance of published PHWC timelines due to the size of the AOR and members' needs to protect their homes and families. This ends when the maritime public and port facilities are well informed of the severe weather risks and the likely consequences to human life, the environment, infrastructure, and the port where assets (terminals, barges, etc.) cannot take storm evasion.
2. Protect Coast Guard Families: USCG Personnel Accountability and Assessment System (CGPAAS) will be used to establish accountability tracking of USCG families as a tropical storm or hurricane approaches. This ends when there is 100% accountability, families are fully supported with necessary services, and orderly return to their normal living locations is being managed. Because damage is likely to be localized to specific neighborhoods, re-entry into neighborhoods may devolve to the control of local municipalities with the USCG Sector Logistics Department resuming support roles for those families which remain affected.
3. Reposition and Protect USCG Capabilities: USCG Sector Honolulu will liaise with the NWS for the most updated severe weather forecasts and projected impacts. The forecasted severity and direction of approach will determine if cutters and small boats are to be repositioned to evacuation locations. In all cases, unit preparedness actions will be taken to minimize the impacts of wind, storm surge, and rain flooding at units for infrastructure which cannot be relocated.

B. ROLES AND RESPONSIBILITIES

1. Command Staff: The Sector Honolulu COTP (or alternate) will serve as Incident Commander (IC) and be responsible for setting the PHWC. See Annex F for specific tasks and responsibilities.

2. Operations Section: Responsibilities include ensuring the ports and commercial facilities and vessels are prepared for the heavy weather, pre- and post-storm assessment surveys of ATON, shoreside and waterside operations (including security, law enforcement, and SAR), track and report the status of MTS Recovery, and report Essential Elements of Information (EEI), and recovery operations status via the USCG Common Assessment and Reporting Tool (CART). The makeup of each section's subordinate branches will be determined by the severity of each storm and its impact upon the ports and the unit. See Annex F for specific tasks and responsibilities.
3. Planning Section: Responsibilities include the maintenance of the ICS Planning Cycle and unit Heavy Weather Battle Rhythm, maintaining logs of unit activity and Incident Action Plans (IAPs), tracking PHWCs and vessel statuses and displaying that information in the Incident Command Post (ICP). See Annex F for specific tasks and responsibilities.
4. Logistics Section: Responsible for acquiring the necessary supplies to support the unit in the recovery stages of the operation. The Logistics Section is also responsible for tracking Active Duty, Reserve and Civilian personnel during evacuation and recall. If additional support is needed, the Logistics Section Chief shall request assistance from Deputy Commandant for Mission Support (DCMS). See Annex F for specific tasks and responsibilities.
5. Finance Section: Responsible for fiscally managing the incident, including claims processing, contracting, and administrative functions. The Finance Section provides overall administrative and finance services that include accounting, filing, invoices, and preparation of service contracts, as well as financial and cost analysis. This section will work closely with all sections to ensure that all costs are documented. See Annex F for specific tasks and responsibilities.

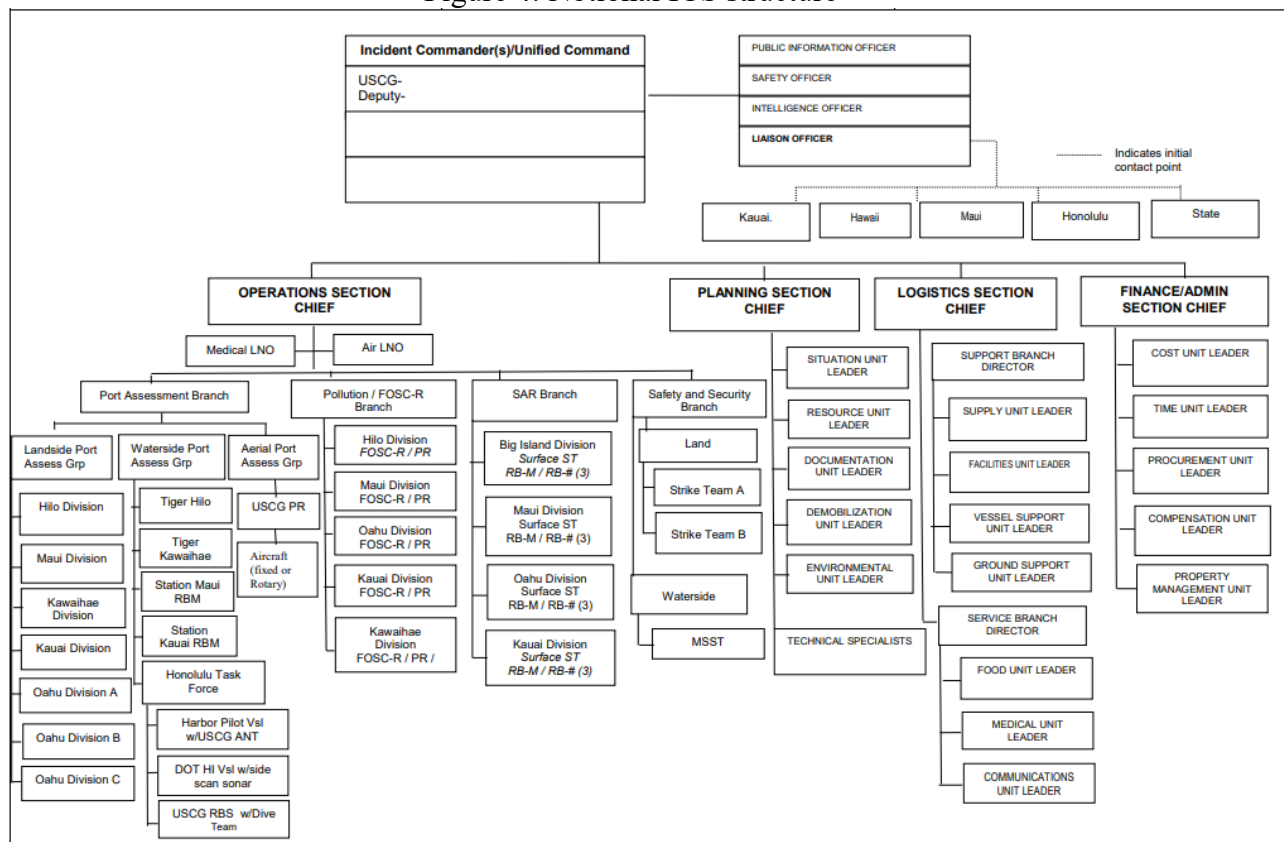
C. INCIDENT COMMAND SYSTEM CONSIDERATIONS

1. In general, an ICS structure will be used to accomplish severe weather preparatory and response missions.
2. It is envisioned that an Incident Management Team (IMT) will be activated with the setting of TC-COR 4 or higher. The Sector Honolulu Command can also decide to activate the IMT for other weather-related events. The initial minimum IMT staff will begin with:
 - Planning Section Chief (PSC)
 - Situation Unit Leader (SITL)
 - Two members for the Marine Transportation System Recovery Unit (MTSL and one assistant).

The Emergency Management and Force Readiness (EMFR) Chief, Incident Management Division (IMD) Chief, and/or Deputy Sector Commander will recommend the appropriate IMT staffing to the IC as the potential impacts of the storm are better understood by NWS forecasters and based on the pace of reporting requirements established by higher USCG authorities.

3. The following is an example of how USCG forces may be organized following a major natural disaster or MTS disruption. The organization will be situational dependent, and incident driven.

Figure 4: Notional ICS structure



4. The USCG COTP, in consultation with port partners, shall determine the location of the ICP at the time of the incident. This may be the USCG Base Honolulu at Sand Island (Smith Building Conference Room or Club 14) depending on the scale of operations, or the Hawai'i DOT-Harbors Command Center at Pier #1. Additional sites such as Wahiawa, may be used IAW Sector Honolulu's Continuity of Operations (COOP) Plan. Also, the Marine Spill Response Corporation (MSRC) located on Sand Island has the capabilities and resources necessary for incident management coordination for oil or HAZMAT-related incidents.
5. Refer to the Incident Management Handbook (IMH), USCG COMDTPUB P3120.17 and USCG ICS Position-Specific Section Chief and Unit Leader Job Aids found at <https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids>.
6. Sector Honolulu EMFR staff maintain pre-developed template IAP forms for multi-mission response operations. The following forms are available:

- Incident Objectives ICS 202
- Command Direction ICS 202A
- Critical Information Requirements ICS 202B
- Assessment & Security ICS 204s
- MTS / Salvage ICS 204s
- Pollution ICS 204s
- Communications Plan ICS 205
- Medical Plan ICS 206s
- Incident Organization Chart ICS 207
- Safety Message ICS 208
- Site Safety and Health Plan ICS-208-CG
- Daily Meeting Schedule ICS 230

D. COORDINATING AUTHORITIES

1. The command, control, and coordinating structure for this joint response to a natural disaster will be achieved through a joint Federal/state Unified Coordination Group (UCG). The State Coordinating Officer (SCO) and the Federal Coordinating Officer (FCO) are the designated officials that will lead the joint operation and assure disaster response activities are consistent with the priorities set by the Governor of Hawai‘i.
2. USCG District Fourteen may coordinate all USCG operations with state and Federal response efforts. However, USCG Sector Honolulu will normally coordinate response and recovery operations in the USCG COTP Zone with local agencies and civilian companies.
3. The USCG National Strike Force (NSF) is available to assist during an oil or hazardous material (HAZMAT) spill response. Although the team's personnel and equipment are used primarily in pollution response, their capabilities, support, and equipment might be useful following a natural disaster. The NSF may be able to provide communications equipment, portable generators, lights, pumps, damage assessment support, and a field command post.
4. FEMA plays a key role in catastrophic storm relief/response and recovery operations as outlined in the NRF. State and county Emergency Management Agencies (EMA) are in control, with Federal funds and assistance being coordinated by FEMA through the Federal/state Joint Field Office (JFO). JFOs are not authorized to assist until a federal disaster has been declared by the President. Each governor must request Federal assistance before the President can declare a disaster. The JFO contains various ESF groups which combine representatives from numerous Federal agencies into standard functions for assistance.
5. The U.S. Department of Transportation (DOT) is designated as a primary agency and will serve as Federal executive agent for transportation.
6. USCG Commander Pacific Area (PACAREA) is the Regional Emergency Transportation Coordinator (RETCO) for Region IX that encompasses California, Nevada, Arizona, Hawai‘i, Guam, and other US territories in the Pacific.

E. PLAN LINKAGES

1. The Hawai'i State Response will be informed by the [Hawaii Comprehensive Emergency Management Plan \(Catastrophic Hurricane Plan Annex and Tsunami Incident Annex\)](#).
 - a. This is an executable, operational response Plan/Annex that addresses the magnitude of physical effects and operational impacts from a Category 4 hurricane, or that of lesser severity, making impact anywhere in Hawaii. The Plan/Annex outlines scalable and coordinated strategies to execute a joint state and federal response to catastrophic damage.
 - b. The preparations and response actions outlined in the Plan/Annex are predicated on a phased, systematic decision-making process linked to criteria established with the State of Hawai'i under the scenario-specific forecasted impact of a Category 4 hurricane on the islands. Each phase is associated with an increased level of resource commitment for the scenario-specific forecasted impact.
2. Each county maintains a [Multi-Hazard Mitigation Plan](#).
3. Natural Disaster response is linked to the MTSRP, SRP, and the ACP. This plan provides a framework for a unified and coordinated approach to preparedness and natural disaster response. The plan complements required facility and vessel response plans but does not relieve vessel/facility owners/operators of their responsibility for the safety of vessels and/or facilities under their control.

F. STAKEHOLDER COORDINATION

1. Throughout the hurricane season, and again with the setting of each PHWC, Sector Honolulu personnel shall ensure the various maritime industries that conduct business in the Sector Honolulu COTP Zone comply with the provisions set forward in Annex D. Knowledge of, and compliance with Annex D will help ensure that the Sector Honolulu COTP Zone is adequately prepared for heavy weather, thus decreasing the probability of major environmental, economic, or other damage.
2. Sector Honolulu will send a Liaison Officer (LOFR) or Agency Representative (AREP) to the State of Hawai'i Emergency Management Agency (HI-EMA), and individual county EOCs. Members assigned to these positions will keep an open line of communication between Sector Honolulu and essential partners.

G. PLAN MAINTENANCE AND EXERCISES

1. Training and exercises have been shown to be the most effective means of mitigating the damage from heavy weather. Sector Honolulu's EMFR staff is responsible for this plan and will keep it current by consecutively numbering amendments or by issuing a revised plan. Any errors, suggested improvements, or changes in equipment or facilities should be communicated to:

Chief, Emergency Management
U.S. Coast Guard Sector Honolulu
400 Sand Island Parkway

Honolulu, HI 96819
(808) 842-2687

2. Preparation for the hurricane season will be conducted in the key areas of unit training, port training, and exercises.
 - a. Unit Training: Department Heads shall ensure that all of their personnel are familiar with this plan. Unit training should include:
 - i. Review of responsibilities to implement this plan and the checklists in Annex F.
 - ii. Local preparedness resources and forecasts (NWS/county resources).
 - iii. Review of USCG policies (travel claims, evacuations, and legal).
 - iv. Personal/family preparations, self-help, and survival.
 - v. Distribute hurricane preparation information to all members.
 - vi. The Deputy Sector Commander and Department Heads shall ensure dependents are aware that Active Duty members may be required to stand watch during and post disaster.
 - b. Port Training: Port training will consist of a meeting with local Maritime Industry personnel to discuss port-related issues and concerns. Sector Honolulu will be the lead agency for this meeting and should actively support and encourage the participation of all key port and industry members.
 - c. Exercises: Participation in the annual USCG District Fourteen exercise is mandatory. Participation in other Federal, state, or county exercises is highly encouraged.

SECTION 3: RESPONSE MANAGEMENT

A. GENERAL

There are two conditions associated with the approach of hurricanes – TC-COR and PHWC. The TC-COR dictates actions to be taken by USCG units in preparation for approaching heavy weather, while the PHWC describes the relative threat of severe weather impacting commercial ports of Hawai‘i and American Samoa, and the actions to be taken in the port at various stages. Since not every contingency may be anticipated, adaptability, creativity, and the implementation of the ICS are the keys to success.

Heavy weather conditions from hurricanes and tsunamis are seldom encountered without advance warning. Hurricanes occur most often in the Eastern Pacific and weather advisories from the NWS furnish frequent forecasts and storm path predictions to all units. However, tropical disturbances sometimes intensify rapidly and increase in severity to hurricane proportions within a matter of hours, therefore early planning and promptness in assuming readiness is mandatory.

B. MISSION

The extent of USCG response activities will vary considerably depending on the location of major damage and remaining capabilities to assist. Sector Honolulu’s response priorities are:

1. Life safety of the public and responders;
2. Protect and restore critical infrastructure and key resources;
3. Mitigate damage to the environment and property;
 - a. Any pollution or risk of pollution.
 - b. Breaches of facility/vessel security requirements.
4. Facilitate the recovery of USCG personnel and families;
 - a. Obtain immediate accountability and relief for USCG personnel who have experienced losses such as destruction of homes or serious injury to self or family;
5. Facilitate recovery of the Marine Transportation System;
 - a. Complete an assessment of the affected ports in the Sector AOR, their facilities, damaged vessels, and waterways to restore normal port operations; and
6. Restore the operational capability of Sector Honolulu.

C. PORT HEAVY WEATHER CONDITIONS (PHWC)

PHWCs are set by the COTP Honolulu for commercial ports and are used to manage port restrictions needed to protect life, vessels, facilities, and the environment. NWS products assist in determining timelines for the setting of conditions and will adjust for each specific commercial port as the threat of severe weather increases.

PHWCs will be provided simultaneously with specific requirements to port stakeholders via Marine Transportation System Recovery Unit (MTSRU) phone calls or emails, Marine Safety Information Bulletins (MSIB), Broadcast Notice to Mariners (BNM) on VHF-16 and 22A, and USCG Homeport website postings.

Whiskey

1. Reduce vessel traffic within affected ports and limit transportation of bulk oil and hazardous material.
2. Verify shore-side facilities are removing debris and making preparations for heavy weather.
3. Vessels over 200GT:
 - a. Prepare to complete operations and depart port within 36 hours.
 - b. Vessels unable to depart the port must submit a "Request to Remain in Port-Commercial Vessel Survey" to the USCG. This pertains to all vessels, barges, and "dead" ships that are unable to put to sea.
 - c. Vessels not on Hawaii Port Call will not be allowed to enter the port without prior approval.

X-Ray

1. Provide notice that all cargo operations within the affected port will be prohibited when Port Condition ZULU is set.
2. Provide notice to all vessels of 200 GT or more (to include recreational vessels and barges) that they will be required to depart the port when Port Condition ZULU is set. Vessels over 200GT:
 - a. Closely monitor the BNM and MSIB.
 - b. Prepare for departure within 24 hours.
 - c. Vessels remaining in port should have obtained written permission to remain in port and the appropriate approved precautions applied.

Yankee

1. Close all commercial ports to incoming traffic.
2. Prohibit vessel-to-vessel and shore-to-vessel oil transfers.
3. Provide notice that all cargo operations within the affected port will be prohibited when Port Condition ZULU is set.
4. Provide notice to all vessels of 200 GT or more (to include recreational vessels and barges) that they will be required to depart the port when Port Condition ZULU is set. Vessels over 200GT:
 - a. Notify that all cargo operations within the affected port will be prohibited when Port Condition ZULU is set.
 - b. Notify that they will be required to depart the port when Port Condition ZULU is set.

Zulu

1. Close all commercial ports within the potentially impacted area.
2. Vessels over 200GT:
 - a. All operations will cease and the ports will be physically closed.
 - b. All vessels remaining in port will monitor their vessel and will appropriately and safely attend to their vessels, to preserve the vessel and the facilities of the port.

D. CUTTER EVASION

Evasion is accomplished through a Surface Action Group (SAG) supporting the movement of USCG cutters and/or boats to one or more safe locations, usually at sea. Evasion plans, including the time of departure, location of evasion, and decision whether to evade, “ride out” the storm, or relocate to heavy weather moorings will be coordinated by the Senior Officer Present Afloat (SOPA). All cutters homeported or present in Sector Honolulu’s AOR will participate in evasion planning and maintain close contact with the SOPA throughout the preparation phase to ensure cutter sortie options are fully understood and agreed upon. In all evasion decisions, safety of the crew shall be paramount, followed by safety of the ship, and finally by post-storm response capability. USCG District Fourteen, SOPA, and SAG Commander, shall also consider the storm’s track, fuel and stores availability, the various capabilities and limitations of affected cutters, availability of storm moorings, outstanding casualties, and pre-storm geographic position, among other factors. Early and decisive evasion action is required to keep ships safe in heavy weather conditions.

E. POST STORM

1. Post-storm response efforts focus on port, unit, and dependent restoration, with the primary focus on re-opening the port expeditiously to facilitate commerce. Actual operations will naturally vary from this plan, depending on the actual situation, storm intensity, location, degree of damage, and overall conditions across the AOR.
2. All Sector Honolulu units shall immediately assess damage and submit consolidated damage assessment reports to the IMT. Sector Honolulu shall submit a detailed Situation Report (ICS-209) to USCG District Fourteen in accordance with the incident specific battle rhythm. These reports shall include an assessment of the units’ operating capabilities.
3. Pre-identified mission priorities for reopening ports in Hawai‘i and American Samoa have been developed to meet each of the six national interest areas identified in the Best Response concept developed by USCG Commandant Office of Emergency Management (CG-OEM). Table 3.1 below expands on these response priorities as identified in Section 3.B.
4. Long-range restoration and recovery efforts will be coordinated with state and local agencies. In the event of major damage to the region, these efforts will be activated through the NRF. An evaluation of the necessity of outside assistance should be made and communicated to USCG District Fourteen as soon as possible.

Table 3.1: Operational Priorities

Operational Objectives		
1) Life Safety of the Public and Responders		
Objective	Priority	Description
Support Sector Honolulu SAR posture	High	SAR is highest overall priority. Assess and repair USCG facilities and R21 throughout the AOR.

Manage public awareness of SAR posture	High	Utilize BNM.
2) Safety, Accountability, and Relief for USCG personnel and families		
Objective	Priority	Description
Verify status of USCG personnel and dependents	High	Use CGPAAS and phone trees to assess status.
3) MTS Assessments		
Objective	Priority	Description
Obtain complete waterway survey	High	All impacted ports.
Reopen access to Honolulu Harbor	High	
Reopen access to Kahului Harbor	High	
Reopen access to Hilo Harbor	High	
Reopen access to Nawiliwili Harbor	High	
Reopen access to Barbers Point Harbor	High	
Reopen access to Pago Pago Harbor	High	
Verify Pearl Harbor ATON	High	
Identify ongoing pollution incidents	High	Not limited to commercial shipping routes.
Manage public awareness of port reopening timeframes and response	High	Utilize MSIBs and port partners.
Reopen access to Kaunakakai Harbor	Medium	
Reopen access to Kaunapali Harbor	Medium	
Reopen access to Kawaihae Harbor	Medium	
Reopen access to Port Allen Harbor	Medium	
4) Restore Sector Operational Capability		
Objective	Priority	Description
Sector (Main Building)	High	
Pier 4	High	
Station Honolulu	High	
Station Kauai (including MST)	High	
Station Maui	High	
MSU American Samoa	Medium	
MST Maui	Medium	
MST Hawaii	Medium	
ANT Honolulu	Medium	

F. MTS RECOVERY CONSIDERATIONS

1. The primary purpose of the Port Assessment Branch (PAB) is to identify hazardous conditions and notify the responsible party to ensure timely correction prior to the arrival of heavy weather or tsunami conditions. Aircraft, vehicles, and small boats will conduct pre/post patrols and their primary focus will be on the commercial maritime aspects of the COTP Zone. These targeted areas will be inspected to ensure that no significant threat to safety and security exists.

2. After a natural disaster, it is likely that ports will remain closed while damage surveys are conducted, and channels are cleared. Plans will be made according to the results of the port assessments. The Sector Honolulu COTP and IMT will set priorities and consult with DOT Harbors, USACE, and NOAA. Every effort will be made to first make the port safe and then return to full operation. Reference the Sector Honolulu ACP, SRP, and MTSRP to incorporate strategies to recover the MTS.

G. PUBLIC AFFAIRS CONSIDERATIONS

1. General: The need to create, distribute, and continually update the status of the MTS and the underway recovery operations is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for cargo types, so it is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.
2. Joint Information Centers (JIC): JICs will be activated during most incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series), Homeland Security Presidential Directive-5; Management of Domestic Incidents, and National Incident Management System (3rd ed. 2017).
3. Use of Social Media: USCG District Fourteen Public Affairs will support incident response in developing and disseminating public information regarding the status of the MTS following standard press-release practices and through the use of social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the Public Information Officer (PIO) before posting. All posts must first be made using the following authorized social media accounts or, if created, the designated social media accounts for the response. The following authorized and pre-established social media accounts will be used:
 - a. Facebook <https://www.facebook.com/USCoastGuardSectorHonolulu/>. This site will be used for incident messaging and information dissemination. Access to this account will be limited to USCG Public Affairs Specialists.
 - b. X (formally Twitter) @uscghawaiipac - This site will be used for incident messaging and information dissemination. Access to this account will be limited to USCG Public Affairs Specialists.
4. Public Affairs Support:
 - a. USCG Sector Honolulu: In accordance with the USCG Public Affairs Manual, COMDTINST M5728.2D, Area, District and unit commanders can release news of activities of their commands without prior approval. USCG Sector Honolulu maintains

- a collateral duty Public Affairs Officer to assist with press releases and coordination with local news organization.
- b. USCG District Fourteen: Will determine the appropriate personnel and location for support during Type 2 and Type 1 incidents.
- c. USCG Public Information Assist Team (PIAT): The PIAT is an NSF team providing trained personnel and equipment for incident response.

H. SUPPORT FORCES

Refer to Emergency Management Manual, Volume IV: Incident Management and Crisis Response, COMDTINST M3010.24 (series) (reference f).

Natural disaster response operations may require the efforts of substantial numbers of personnel, both for immediate response and long-term recovery. Personnel shortfall support will be coordinated through USCG District Fourteen and addressed by PACAREA and the Personnel Services Center (PSC) Surge Staffing Branch using the Request for Forces (RFF) process.

[This page intentionally left blank]

Annex A: Tsunami

A. PURPOSE: To guide the actions of Sector Honolulu and sub-units in preparation for, and response to, tsunamis throughout the Main Hawaiian Islands. Guidance for response to a tsunami in American Samoa can be found in Annex B.

The Sector Honolulu Commander reserves the right to implement portions of this Annex depending on the nature and severity of the potential tsunami impact.

Depending on the severity of actual or predicted damage, the Sector Commander may activate the unit's COOP.

B. DISCUSSION:

1. Tsunamis, also known as seismic sea waves, are series of waves triggered by earthquakes, underwater disturbances such as submarine landslides offshore and submarine volcanic eruptions, or (in rare instances) meteorite impacts. Every disturbance does not generate a tsunami, but when generated, they move outward in concentric circles from the point of disturbance at speeds of 400-500 knots. The occurrence of earthquakes and/or volcanic eruptions cannot be predicted, so any advance warning of a tsunami is based on the travel time from the point of origin.
2. The remoteness of Sector Honolulu in the Pacific, and the delay in receiving aid and relief, places a special emphasis on the need for preparedness. Though relatively infrequent, tsunamis and their consequences can be significant. Among the most memorable in Hawaii was the April 1, 1946, tsunami that hit Hilo Harbor killing 159 people and causing \$26 million in damage (1946 dollars). There was also the December 26, 2004, tsunami that claimed 300,000 lives and caused damage throughout the Indian Ocean. Preparedness could mean the difference between life and death.
3. In Hawaii, tsunamis are described in two types: Distant Source or Local Source. Distant Source tsunamis originate from seismically active areas around the Pacific Rim and may take hours to arrive to the islands. Local Source tsunamis may be generated from local areas because Hawaii is seismically active. A tsunami generated from the southeast coast of the Big Island will only take 5-10 minutes to reach Hilo or Kona. Residents of Maui may have about 15-20 minutes, and Oahu may have about 30-40 minutes before Tsunami waves impact their shores. Although local source tsunamis may not allow for much time in preparation or action, modeling by the University of Hawaii indicates the potential impact is low.
4. Personal and family preparedness are also essential. Every member of the USCG family has a personal responsibility to ensure they and their families are prepared. This is especially true since they may be called upon after a tsunami to aid in the response and recovery. Personnel are also encouraged to create an emergency supply kit, develop a family emergency plan, and be informed about what might happen.

5. A rapid and accurate accountability of USCG personnel/dependents and their status following an emergency event is also essential.

C. OPERATIONS:

There are three operational phases to tsunami response: preparation, response and recovery. All three-phase actions should be coordinated with the maritime industry, local, state, and federal organizations.

- Preparation is a pre-tsunami phase that includes actions taken up to the arrival of the first waves of a tsunami.
 - Response is a post-tsunami phase for coordination of relief efforts to meet the immediate needs of affected personnel.
 - Recovery is a post-tsunami phase for managing the repair, restoration and replacement initiatives required to return the port to normal operations.
1. Preparation Phase: This phase is addressed in the form of prioritized checklists that provide guidance on preparation and revision of plans and actions to be taken to prepare for a tsunami. This Annex contains checklists for all Sector Honolulu departments and divisions. Stations and sub-units follow approved Tsunami Bills. Additional information is provided below for afloat units and stations.
 - a. Evasion is accomplished through a Surface Action Group (SAG) supporting the movement of USCG cutters and/or boats to one or more safe locations, usually at sea. Evasion plans, including the time of departure, location of evasion, and decision whether to evade, “ride out” the storm, or relocate to heavy weather moorings will be coordinated by the Senior Officer Present Afloat (SOPA). All cutters homeported or present in Sector Honolulu’s AOR will participate in evasion planning and maintain close contact with SOPA throughout the preparation phase to ensure cutter sortie options are fully understood and agreed upon. In all evasion decisions, safety of the crew shall be paramount, followed by safety of the ship, and finally by post-storm response capability. USCG District Fourteen, SOPA, and SAG Commander, shall also consider the storm’s track, fuel and stores availability, the various capabilities and limitations of affected cutters, availability of storm moorings, outstanding casualties, and pre-storm geographic position, among other factors. Early and decisive evasion action is required to keep ships safe in heavy weather conditions.
 - b. Hawaii Administrative Rule (<https://hidot.hawaii.gov/harbors/files/2013/01/19-42-89.pdf>) states that in the event of heavy weather/tsunami, the USCG and other government vessels have priority and tugs may be reassigned to support priority. Hawaii Department of Transportation-Harbors (DOT-Harbors) abides by this rule, however they may adjust based upon the situation/emergency. Cutters requiring a tug assist will place their request in Port Call, DOT-Harbors will make the necessary priority shift as needed based on the threat, which will allow at least one, if not two commercial tugs to be available to assist.
 - c. Upon receipt of an official Tsunami Watch, afloat units and stations take the following actions:

-
- i. If in port, assume B-2 status and make preparations to get underway, report any mission limiting casualties to the Sector Honolulu Command Center;
 - ii. If underway, report location, food and fuel status and receive direction from the Sector Honolulu Command Center; and
 - iii. Station Kauai, Station Honolulu, and Station Maui execute tasks in accordance with designated Station Tsunami Bill. Preparations shall include preparing and crewing 45' Response Boat-Mediums for an extended underway period (12-18 hours).
 - d. Upon receipt of an official Tsunami Advisory notification, afloat units and stations take the following actions:
 - i. If in port, make preparations to get underway with USCG Tsunami Evasion SAG; and
 - ii. Station Kauai, Station Honolulu, and Station Maui execute tasks in accordance with designated Station Tsunami Bill. Preparations shall include preparing and crewing 45' Response Boat-Mediums for an extended underway period (12-18 hours).
 - e. Upon receipt of an official Tsunami Warning or Extreme Tsunami Warning, afloat units and stations take the following actions:
 - i. Advise SAG Commander of earliest possible underway time;
 - ii. Get underway and evacuate at the time and location assigned by SAG Commander;
 - iii. If already underway, ensure water depth exceeds 300 feet (50 fathom line); and
 - iv. Station Kauai, Station Honolulu, and Station Maui execute tasks in accordance with designated Station Tsunami Bill. Preparations shall include preparing and crewing 45' Response Boat-Mediums for an extended underway period (12-18 hours).
 - 2. Response Phase: If the Tsunami causes damage, refer to the Natural Disaster Response Operations.
 - a. Upon receipt of a Tsunami Cancellation* message, afloat units and stations be prepared to take the following actions:
 - i. Organize equipment and personnel for possible recovery efforts in the event of destructive tsunami;
 - ii. Members of the SAG will continue to assist with enforcement of the Southern Oahu Regulated Navigation Area (RNA), and/or similar activities in vicinity of neighboring islands; and
 - iii. Station Kauai, Station Honolulu, and Station Maui receive tasking from USCG Sector Command Center and be prepared to execute tasks IAW designated Station Tsunami Bill.

*Note: receipt of a Tsunami Cancellation message from the Pacific Tsunami Warning Center (PTWC) or "all-clear" announcement from the state does not constitute opening of affected ports. The USCG COTP will announce reopening of affected ports and any conditions for vessel entry after port assessments are complete. Timing for the completion

of port assessments and reopening of ports will vary by port and post-event conditions and could take several days.

3. Post-Tsunami Response Activities:

- a. Immediately following a destructive tsunami, the USCG will be focused on reestablishing port operations. All units will maintain maximum flexibility for performance of missions in accordance with direction from USCG Sector Honolulu.
- b. Additionally, damage to USCG facilities and communications capabilities could impact Sector's ability to monitor Rescue-21 and/or coordinate response activities. SAG Commander and members shall be prepared to:
 - i. Execute urgent SAR.
 - ii. Place assets to facilitate command and control and/or monitor VHF channel 16 if directed;
 - iii. Continue enforcement of the Southern Oahu RNA;
 - iv. Assist mariners with safe navigation;
 - v. Delivery of gasoline, and/or coordination of tow/assistance from other mariners;
 - vi. Coordination of vessel traffic schemes;
 - vii. Conduct port assessments (i.e. ATON verifications, waterside pier/facility damage assessments, etc.);
 - viii. Coordinate and conduct humanitarian assistance such as delivery of life-sustaining aid and other humanitarian supplies to boats and/or impacted areas, as directed; and
 - ix. Perform other duties as assigned.

4. Recovery Phase:

- a. During recovery, the USCG, USACE, and DOT-Harbors will jointly conduct surveys of channel blockage and prioritize steps to resume essential—then normal—vessel traffic. Plans for re-opening the port will be closely coordinated with MTSRU to minimize risk of damage to vessels and assess the conditions of channels, aids to navigation, waterfront facilities, piers, and other infrastructure. The Sector Honolulu COTP, in conjunction with the DOT-Harbors in Hawaii and the Territorial Management Coordination Office / Department of Port Administration in American Samoa, will begin sending Port Assessment Teams (PATs) to accessible areas of the zone. PATs will document all activities using logs, photographs and any other appropriate means. The USCG will issue an updated BNM and email out an MSIB to notify the reopening of the port and any special conditions
- b. Dependent upon severity of damage to affected ports and potential obstructions or submerged debris, it could be several days before the Sector Honolulu COTP can safely re-open affected ports. This may require SAG members to maintain control of RNA, and other response activities for an extended period.

D. TSUNAMI CHECKLISTS AND QRC

Refer to Annex F for specific ICS actions.

E. COMMERCIAL HARBOR TSUNAMI SAFETY ZONES

Nine (9) permanent safety zones have been established encompassing Hawaii's commercial harbors (Nawiliwili and Port Allen, Kauai; Barbers Point and Honolulu Harbor, Oahu; Kaunakakai, Molokai; Kaunapali, Lanai; Kahului, Maui and Kawaihae and Hilo on the Island of Hawaii). The safety zones require all commercial vessels to evacuate the harbor when a tsunami warning is issued for the state. The purpose of these safety zones is to expedite the evacuation of the harbors in the event a tsunami warning is issued for the main Hawaiian Islands. More information on these safety zones can be found at <http://www.regulations.gov> and then entering USCG-2013-0021 into the search bar.

F. REGULATED NAVIGATION AREA (RNA)

A permanent RNA has been established in the waters off Southern Oahu, Hawaii, enforcement of which will take place only when a tsunami warning is issued for the Hawaiian Islands by the PTWC. Tsunami warnings require the evacuation of a large number of vessels from their respective harbors. Following the evacuation, these vessels must remain offshore until the emergency situation has passed and the harbors have been deemed safe for reentry. Past tsunami warnings have created potentially dangerous offshore traffic congestion between commercial and recreational vessel traffic. Because of this, designated vessel traffic staging areas are necessary for a safe and orderly evacuation of Southern Oahu ports. More information on this RNA can be found at <http://www.regulations.gov> and then entering USCG-2012-0080 into the search bar.

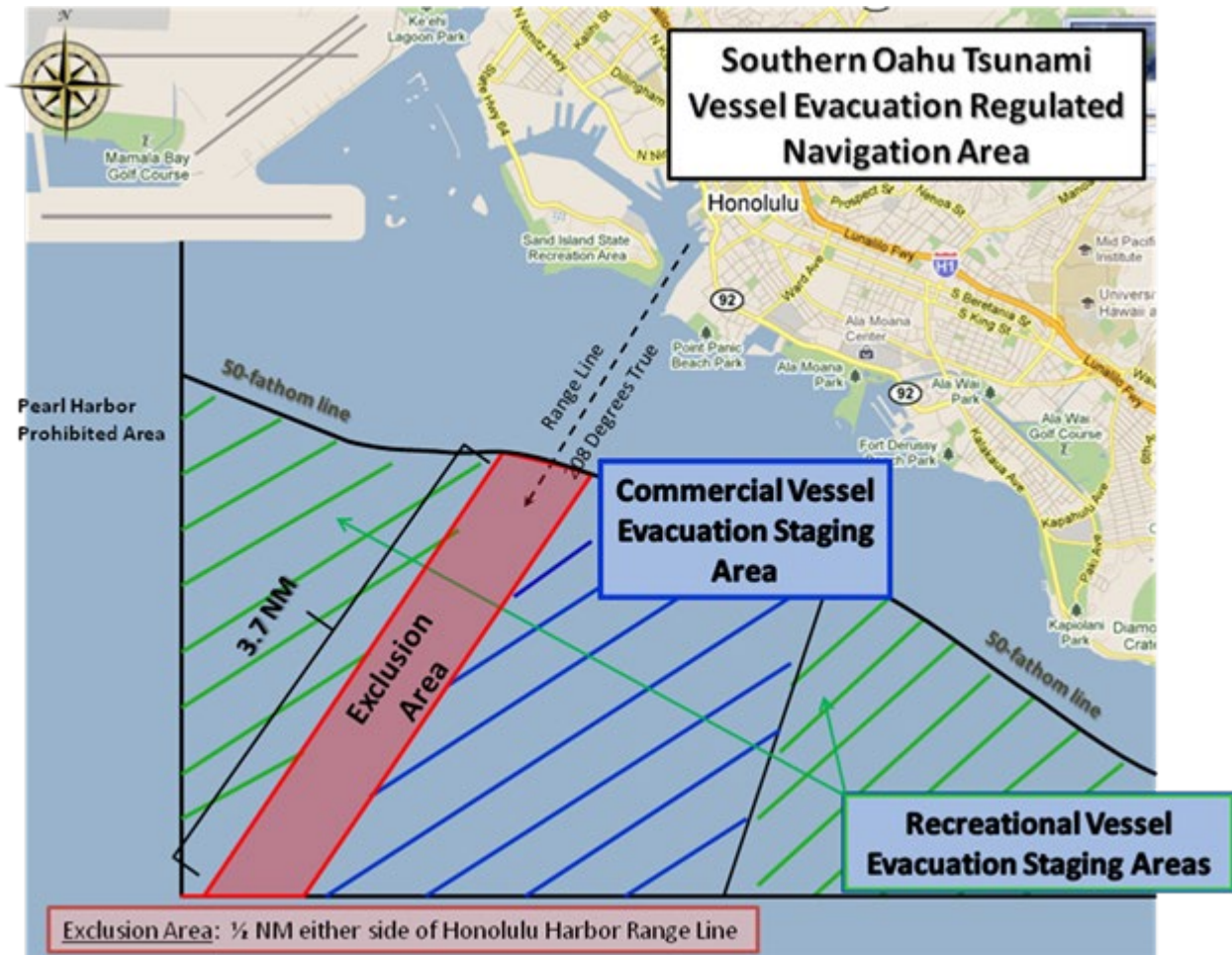


Figure A-1: Southern Oahu Tsunami Vessel Evacuation Regulated Navigation Area

G. PLANNING

1. Pacific Tsunami Warning Center (PTWC)
 - a. Located on Ford Island near Pearl Harbor, the PTWC is operated by the NOAA through its NWS. The PTWC maintains operational control of the tsunami warning system, detects earthquakes, requests reports, determines earthquake epicenters, evaluates sea wave reports, and issues warning information to Hawaii, to U.S. interests in the Pacific other than the West Coast and Alaska, and to countries located throughout the Pacific.
 - b. The PTWC will release tsunami watches and warnings that will include estimated time of arrivals (ETAs). However, they also provide tsunami travel time charts that may prove useful for rough ETAs for various locations throughout Sector's AOR. Information on tsunamis issued by the PTWC falls into the following four categories:
 - i. Information Statements: Issued when an earthquake has occurred or a tsunami warning, watch, or advisory has been issued for another section of the ocean. In most cases, information statements are issued to indicate there is no threat of a destructive tsunami in your area.

- ii. **Tsunami Advisory:** Issued due to the threat of a potential tsunami which may produce strong currents or waves dangerous to those in or near the water. Coastal regions historically prone to damage due to strong currents induced by tsunamis are at the greatest risk. The threat may continue for several hours after the arrival of the initial wave, but significant widespread inundation is not expected for areas under an advisory. Appropriate actions to be taken by local officials may include closing beaches, evacuating harbors and marinas, and the repositioning of ships to deep waters when there is time to safely do so. Advisories are normally updated to continue the advisory, expand/contract affected areas, upgrade to a watch, warning, or cancel the advisory.
- iii. **Tsunami Watch:** Issued to alert emergency management officials and the public of an event which may later impact the watch area. The watch area may be upgraded to a warning or canceled based on updated information and analysis. Therefore, emergency management officials and the public should prepare to take action. Watches are normally issued based on seismic information without confirmation that a destructive tsunami is underway.
- iv. **Tsunami Warning:** Issued when a potential tsunami with significant widespread inundation is imminent or expected. Warnings alert the public that widespread, dangerous coastal flooding accompanied by powerful currents is possible and may continue for several hours after arrival of the initial wave. Warnings also alert emergency management officials to take action for the entire tsunami hazard zone. Appropriate actions to be taken by local officials may include the evacuation of low-lying coastal areas, and the repositioning of ships to deep waters when there is time to safely do so. Warnings may be updated, adjusted geographically, downgraded, or canceled. To provide the earliest possible alert, initial warnings are normally based only on seismic information.

Note: A Tsunami warning issued anywhere in the Hawaiian Islands triggers evacuation for all commercial harbors. More information can be found at the PTWC website: <http://ptwc.weather.gov/>. Refer to the Templates section for PTWC Tsunami Sample Messaging.

H. MAIN HAWAIIAN ISLANDS

- 1. The Main Hawaiian Islands are centers for population and commerce. As such, the potential for widespread destruction is quite great. For this reason, maximum effort is made to emphasize preparedness, and coordinate these actions with other Federal, state and local agencies and organizations.
- 2. For distance source earthquakes, the PTWC will issue a tsunami warning when a tsunami is confirmed and evacuation of coastal areas is necessary. The warning will be announced over the radio and on television through the Emergency Alert System, in conjunction with the sounding of the Outdoor Siren Warning System. The warning will include the

predicted time of arrival of the first wave. The Outdoor Siren Warning System will be sounded at 3, 2, 1, and ½ hour prior to the estimated arrival time of the first wave.

3. For local source earthquakes, if the earthquake occurs in the vicinity of the Hawaiian Islands, the PTWC will issue Urgent Local Tsunami Warning. The warning will be announced over the radio and on television through the Emergency Alert System, in conjunction with the sounding of the Outdoor Siren Warning System. If the urgent local tsunami warning identifies the island you are on as subject to impact, leave any evacuation zone immediately.
4. In the event of a local earthquake that causes you to fall to the ground or to hold onto something to keep from falling, if you are in an evacuation zone, move immediately to higher ground when the shaking stops. There may be no time for an official warning from PTWC, the Emergency Alert System or the Outdoor Siren Warning System. You must take immediate actions and self-evacuate.

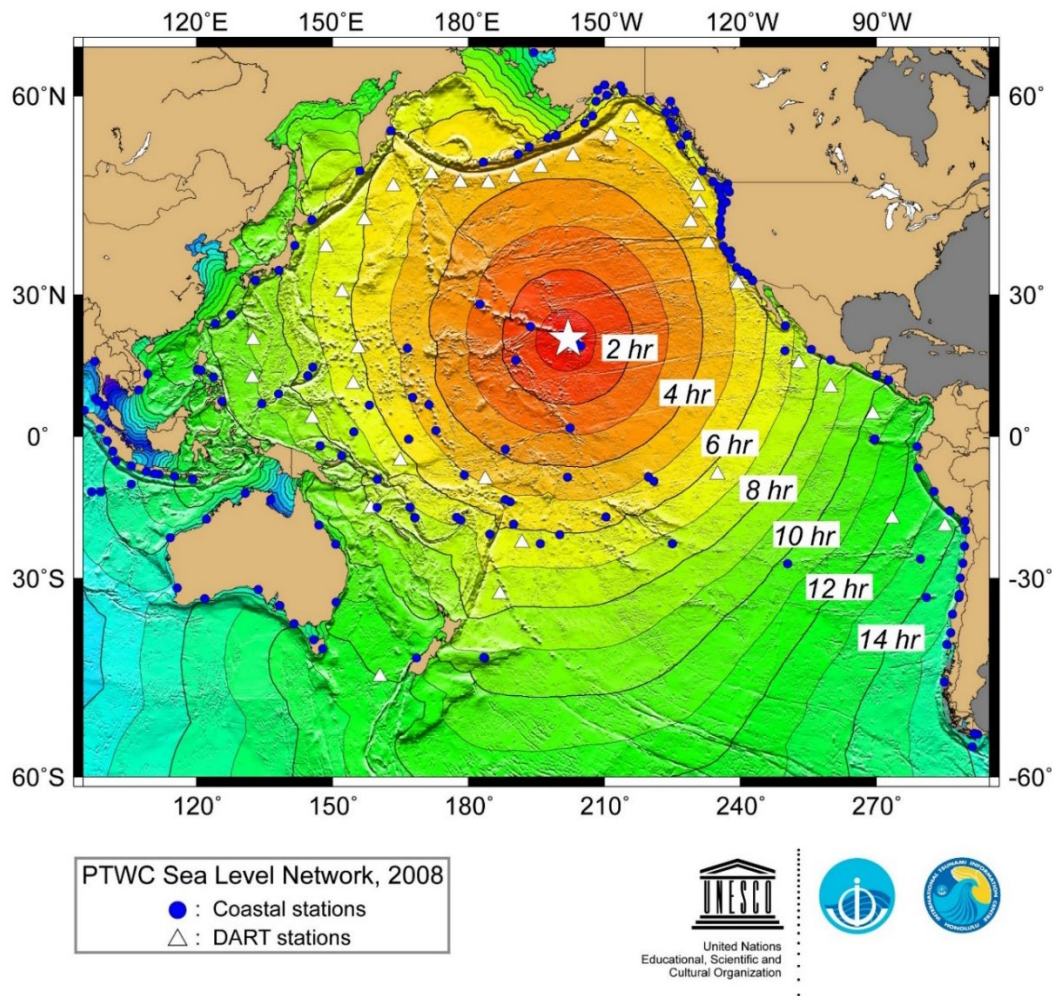


Figure A-2: Pacific Rim Distant Tsunami Hours to Hawaii (Unesco.org)

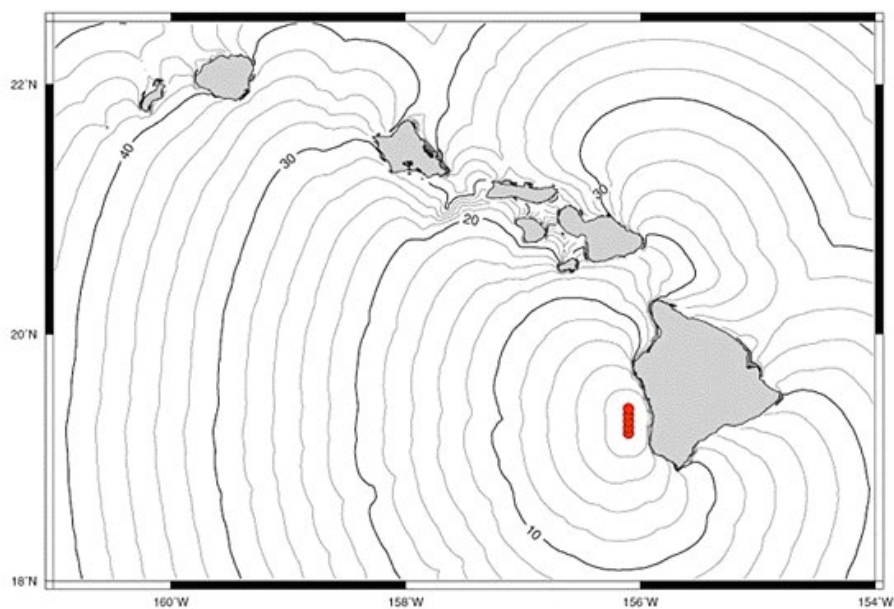


Figure A-3: Hawaii State Local Tsunami Minutes to other islands
Website: <http://tsunami.csc.noaa.gov/tsunamiMap3.htm>

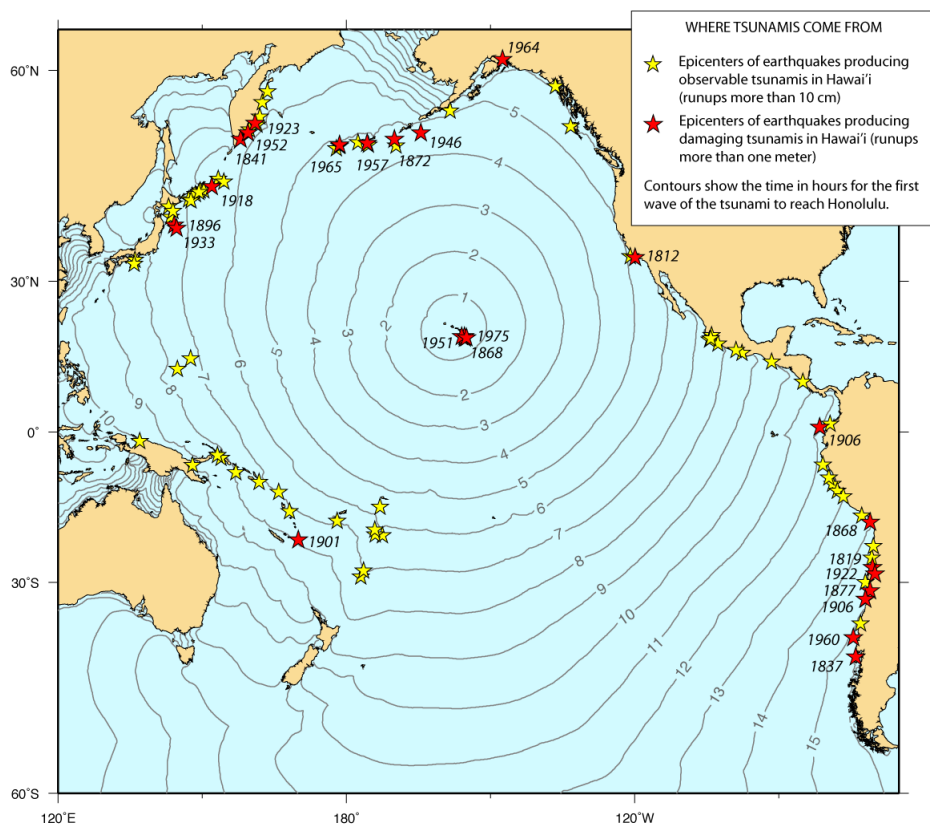


Figure A-4: Historical Representation
Website: http://ptwc.weather.gov/ptwc/images/tsunamis_affecting_hawaii.png

I. TERRITORIES & OTHER ISLANDS WITHIN AOR

Sector Honolulu's AOR extends beyond the Main Hawaiian Islands. The AOR also includes Midway Island and Kure Atoll within the Hawaiian Archipelago, Johnston Atoll, Kingman Reef, Palmyra Island, Howland and Baker Islands, Wake Island, Jarvis Island, and American Samoa. For detailed information on the above locations and their geographic composition and contacts, refer to the Hawaii Area Contingency Plan.

J. HAWAIIAN ISLAND TSUNAMI IMPACT SUMMARY

The University of Hawaii has developed “Tsunami Maritime Impact” profiles for the Hawaiian Islands in cooperation with the USCG, the Hawaii Emergency Management Agency, and representatives from the Maritime Industry. These profiles can be accessed on [Homeport](#).

Appendix 1 to Annex A: Tsunami Information Websites

- **Pacific Tsunami Warning Center:**
Provides current tsunami warning, watch or advisory information at <https://tsunami.gov/>.
- **National Weather Service Pacific Regional Headquarters:**
Provides links to other Pacific Region Offices at <https://www.weather.gov/HFO>.
- **Hawaii Emergency Management Agency:**
Provides State assistance during disasters and responsible for activation of tsunami warning sirens on the island of Oahu: <https://dod.hawaii.gov/hiema/>.
- **Counties Warning Points:**
Hawai'i County Civil Defense: <https://www.hawaiicounty.gov/>
Maui County Civil Defense: <https://www.mauicounty.gov/70/Emergency-Management-Agency>
Honolulu Department of Emergency Management: <http://www.honolulu.gov/dem.html>
Kaua'i County Civil Defense: <https://www.kauai.gov/KEMA>
- **Pacific Disaster Center:**
The Center provides multi-hazard warning and decision support tools to facilitate informed decision making and critical information sharing at <https://www.pdc.org/>.
- **USGS Tsunami History on the Island of Hawai'i:**
<https://pubs.er.usgs.gov/publication/sir20165053>
- **FEMA Tsunami Preparedness and Information:**
<https://community.fema.gov/ProtectiveActions/s/article/Tsunami#:~:text=Protect%20Yourself%20Key%20Messages,or%20draining%20of%20ocean%20waters.>
- **NOAA Tsunami Program:**
<https://www.tsunami.noaa.gov/>
- **National Weather Service West Coast and Alaska Tsunami Warning Center:**
<https://ntwc.ncep.noaa.gov/>
- **National Weather Service Tsunami Ready Program Website:**
<https://www.weather.gov/TsunamiReady/>
- **International Tsunami Information Center:**
<http://itic.ioc-unesco.org/index.php>

- **U.S. Geological Survey Tsunamis and Earthquakes Homepage:**
https://www.usgs.gov/centers/pcmssc/science/tsunami-and-earthquake-research?qt-science_center_objects=0#qt-science_center_objects
- **Centers for Disease Control and Prevention:**
<https://www.cdc.gov/tsunamis/about/index.html>

Appendix 2 to Annex A: Tsunami QRC

TSUNAMI WATCH/WARNING	Date/Time
Short Title:	MISLE
Watchstander:	CIC
INITIAL INFORMATION COLLECTION – AWARENESS	
<p>** If notified of imminent tsunami threat to the Hawaiian Islands (impact time <1hr);</p> <ul style="list-style-type: none"> • Watch standers will coordinate with JRCC for AWS message release to all D14 Main Hawaiian Islands. • Request DIRAUX notify all Main Hawaiian Island AUX members via EVERBRIDGE complete. • Immediately evacuate to the roof of Sector Honolulu. The Master Key to the roof is in a SF-700 in the 700 binder in the CU safe. ** 	
U.S. Tsunami Warning System initial report	COOP guidance
Tsunami watch - less than 8.0	Consider COOP after 1 hour if no addition information provided by National Tsunami Center
Tsunami watch – greater than 8.1	Treat as advisory/warning and prepare to COOP
Warning greater than 8.2	Initiate actions to stand up COOP site
<p>Receive notification of Tsunami Watch, Advisory or Warning via E-mail or D14 from U.S. Tsunami Warning System.</p> <p><u>Tsunami Information Statement</u> – A tsunami information statement is issued when an earthquake or tsunami has occurred of interest to the message recipients. In most cases, information statements are issued to indicate there is no threat of a destructive basin-wide tsunami and to prevent unnecessary evacuations. Information statements for distant events requiring evaluation may be upgraded to a warning, advisory, or watch based on updated information and analysis.</p> <p><u>Tsunami Watch</u> – A tsunami watch is issued when a tsunami may later impact the watch area. The watch may be upgraded to a warning or advisory or canceled based on updated information and analysis. Emergency management officials and the public should prepare to take action.</p> <p><u>Tsunami Advisory</u> – A tsunami advisory is issued when a tsunami with the potential to generate strong currents or waves dangerous to those in or very near the water is imminent, expected, or occurring. The threat may continue for several hours after initial arrival, but significant inundation is not expected for areas under an advisory. Appropriate actions to be taken by local officials may include closing beaches, evacuating harbors and marinas, and the repositioning of ships to deep waters when there is time to safely do so. Advisories may be updated, adjusted geographically, upgraded to a warning, or cancelled based on updated information and analysis.</p> <p><u>Tsunami Warning</u> – A tsunami warning is issued when a tsunami with the potential to generate widespread inundation is imminent, expected, or occurring. Warnings alert the public that dangerous coastal flooding accompanied by powerful currents is possible and may continue for several hours after initial arrival. Warnings alert emergency management officials to take action for the entire tsunami hazard zone. Appropriate actions to be taken by local officials may include the evacuation of low-lying coastal areas, and the repositioning of ships to deep waters when there is time to safely do so. Warnings may be updated, adjusted geographically, downgraded, or canceled based on updated information and analysis.</p>	

<div>_____ Time Watch/Advisory//Warning issued.</div> <div>Origin of tsunami/potential tsunami: _____</div> <div>Time of Origin: _____</div> <div>Coordinates: _____</div> <div>Location: _____</div> <div>Magnitude: _____</div> <div>Estimated ETA (Honolulu, Sector AOR, etc) _____</div> <div>Affected shores: _____</div> <div>Additional amplifying info: _____</div> <div>_____</div>					
<div>_____ List all assets CU has guard for:</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div> <div>Asset: _____ Freq: _____ Fuel Status: _____</div>					
<div>CU contact the following units and verify communications:</div> <div>_____ STA Kauai _____ STA Hono _____ STA Maui _____ ANT Hono _____ CGC WILLIAM HART</div> <div>_____ CGC OLIVER BERRY _____ CGC JOSEPH GERCZAK _____ CGC KITTIWAKE</div> <div>_____ CGC AHI _____ SOPA _____ MSST _____ Base OOD _____ Aloha Tower</div>					
ON-SCENE WEATHER					
VISIBILITY	WIND	SEA CONDITION		TEMPERATURE	
	<u>Direction/ Speed</u>	<u>Height</u>	<u>Direction</u>	<u>Air</u>	<u>Water</u>
SUNRISE/ SUNSET	TIDAL CURRENT	NEXT TIDE		MISCELLANEOUS	
	<u>Direction/ Speed</u>	<u>High/ Low</u>	<u>Time/ height</u>		

INITIAL ACTIONS

- _____ Visit <https://tsunami.gov/> for information. If necessary, contact Tsunami Warning Center for more information, ask for scientist in charge (808-725-6380).
- _____ Coordinate with JRCC on AWS and CIC call. Include contact list specified in the AMSP. If needed, send out Sector-wide AWS for Warning once upgraded (template in AWS). No AWS alert is required for Watches and Advisories < 8.0 magnitude.
- _____ CU broadcast UMIB/SMIB/Wx Bulletin as applicable.

PLANNING

- _____ SU contact PDH for verbiage and potential release of MSIB for port evacuation & closure. Reference Port Condition Zulu MSIB located Annex D of the Sector Honolulu Heavy Weather Plan. (Example on page A7-1 of Tsunami Plan)
- _____ Refer to EAP for anticipated actions
- _____ For additional information and Dept/Div checksheets. Refer to Tsunami Plan Annex A to the Sector Honolulu Heavy Weather Plan.
- _____ Collect Risk Management concerns from evacuating/responding unit(s).

PEACE MODEL – IDENTIFY HAZARDS

- | | | | | |
|-----------------------------------|---|--|---|--------------------------------------|
| <input type="checkbox"/> Planning | <input type="checkbox"/> Event Complexity | <input type="checkbox"/> Asset Selection | <input type="checkbox"/> Communications | <input type="checkbox"/> Environment |
|-----------------------------------|---|--|---|--------------------------------------|

STAAR MODEL – IDENTIFY OPTIONS

- | | | | | |
|-------------------------------------|-----------------------------------|--------------------------------|---------------------------------|---------------------------------|
| <input type="checkbox"/> Spread out | <input type="checkbox"/> Transfer | <input type="checkbox"/> Avoid | <input type="checkbox"/> Accept | <input type="checkbox"/> Reduce |
|-------------------------------------|-----------------------------------|--------------------------------|---------------------------------|---------------------------------|

OPERATIONAL EXECUTION

- _____ Coordinate with RESP on potential evasion of WPBs _____ Report asset status and intentions to D14JRCC

If evacuation order is given/expected:

- _____ If impact <30 min, evacuate to rooftop.
- _____ Power down/log off computers including SIPRNET
- _____ Have CU notify CG Auxiliary communications network
- _____ Notify 911/County Dispatches of alternate COOP numbers
- _____ Forward phones
- _____ Notify Command/Dept Heads of evacuation to SCC COOP site.
- _____ Enact EAP. Bring the following items during evacuation:

- SF-700 binder from the CU Safe
- Black go bag
- Open case folders, guard sheets

_____ Set the IDS Alarm System, Close door and spin lock on way out. Verify door is locked.

CONCLUSION

_____ Time Watch/Advisory/ /Warning cancelled.

_____ Notify all units to submit appropriate SITREPS for damage sustained

_____ Notify 911/County Dispatches once back in office

_____ Reconstitute watch at Base Honolulu

ADDITIONAL INFORMATION

Hawaiian Telcom Emergency Reroute Procedures

Emergency Reroute #: 1 (877) 482-3888

Emergency Reroute service provides for the re-routing of incoming calls to an alternate number designated by the U.S. Coast Guard. Emergency re-route service is for situations where you require incoming calls to be re-routed immediately and on a temporary basis.

If you need to do an emergency reroute, call 1-877-482-3888 and follow these instructions:

- At the voice prompt, enter your 14-digit person identification number (PIN). 808-842-2600 1003,
- At next voice prompt, enter three digit group number 103,
- Choose the Group Redirect Option you want:
- To deactivate, press 0,
- To activate option 1 (redirect to D14), press 1,
- To activate option 2 (redirect to any 10 digit number), press 2.

If you terminate your call without entering a response, no change will be made to your service. If you need assistance, call the Hawaiian Telcom Help Desk at 1-877-482-3900.

Instructions for coordinating emergency access to personnel and vehicles

After hours (4:30pm to 7:45am), while the EOC is activated, contact the following numbers in order:

City & County of Honolulu Dept of Emergency Management

DEM Position # 1: 547-7319
527-5136

DEM Position # 2: 527-7319
527-5169

DEM VOIP line: 723-8962

First four lines are analog telephone lines and are independent of electrical power. Last line is voice-over-internet-protocol line.

Upon receipt of the incoming call by EOC manned personnel, the caller will be routed to the Honolulu Police Department representative for coordination of exigent access requests for personnel and/or vehicles.

Appendix 3 to Annex A: Tsunami Advisory/Warning Checklist (30 minutes or less)

In addition to the QRC, the following steps must be taken:

DTG/INIT	TASK	DEPARTMENT
	Proceed to the upper floors of buildings at Pier 4 or Base Honolulu.	ALL DEPT / DIV
	Make Dept/Div notifications and ready IMT personnel based on WQSB.	
	Coordinate with JRCC on AWS release to all D14 personnel and contact list specified in the MTSR Plan. Determine if JRCC will initiate CIC call. NOTE: Sector will not participate in CIC call.	SCC
	If the magnitude is > 8.2, Cutter and Station Managers contact CO/OICs with update and instruct assets to get u/w (Cutters and max RBMs). All units shall follow their respective Tsunami Checklists.	RESP

[This page intentionally left blank]

Appendix 4 to Annex A: Tsunami Advisory/Warning Checklist (Greater than 30 minutes)

In addition to the QRC, the following steps must be taken:

DTG/INIT	TASK	DEPARTMENT
TSUNAMI WATCH < 8.0 magnitude:		
	Monitor all PTWC updates for additional information (usually about one hour after initial advisory).	ALL DEPT/ DIV
	Review this plan, IMT, Appendix 23 to Annex C to CGD Fourteen OPLAN, UH Tsunami Maritime Impact profiles, and Response and Recovery Objectives (ICS 202) from IAP Teams Page	
	Consider closure of commercial harbors.	COMMAND
	Request public affairs support from D14, if necessary.	
	Evaluate need to further reduce liberty/leave for recall of personnel.	
	Coordinate with JRCC to release AWS message to all MHI personnel. Prompt JRCC to initiate CIC call. NOTE: Sector will not participate in CIC call.	SCC
	SCC will COOP after one hour if no additional information is provided.	
	SCC will contact CO/OICs to provide briefing and place units in a standby posture.	
TSUNAMI WATCH (> 8.0 magnitude), ADVISORY or WARNING:		
	Review this plan, WQSB, Appendix 23 to Annex C to CGD Fourteen OPLAN, UH Tsunami Maritime Impact profiles, and Response and Recovery Objectives (ICS 202) from IAP Teams Page	ALL DEPT/DIV
	Make Dept/Div notifications and ready IMT personnel based on WQSB.	
	Evaluate need to further reduce liberty/leave for recall of personnel.	
	Direct CG personnel/families within the AOR to seek higher ground as necessary. [NOTE: Preparations for protection of CG property should also be considered at this point. Re-emphasize the locations of State shelters, if necessary.]	COMMAND
	Request public affairs support from D14, if necessary.	
	Notify the unit’s Ombudsman and coordinate notifications and associated instructions.	
	Consider closure of commercial harbors.	

	Coordinate with JRCC to release AWS message to all MHI personnel. Prompt JRCC to initiate CIC call. NOTE: Sector will not participate in CIC call.	SCC
	Verify CUC is broadcasting SMIB and coordinate with MTSL to ensure information accurately reflects harbor closures.	
	Engage DOT- Harbors Administrator and D14 to discuss intentions.	
	Discuss recommendation/actions with Sector/Deputy Commander on port preparedness IAW Tsunami Plan.	
	Consider activation of the Alternate Operations Facilities/COOP sites at the Wahiawa and Red Hill Bunker.	
	Activate ICP and Incident Management Team at Base Honolulu Command Conference Room or at ALTFAC site as warranted.	
	Activate SITL: maintain COP and produce required ICS-209 – Situation Summary, update status board and closures of affected harbors in Homeport.	
	Coordinate with SCC to ensure periodic updates and personnel accountability are sent via AWS.	PLANNING
	Ready conference room for IMT. Contact Base ESD for support (duty number 808-330-2201). Gather go kits, laptops and ICS supplies for COOP site. Contact Base OOD (808-226-4170) to activate Base Facilities.	
	Deploy LOFR to Aloha Tower (or contact 24-hr watch) and State/County EOCs, if necessary.	
	Coordinate to gather COOP supplies and execute COOP at the Red Hill and Wahiawa sites.	
	If the magnitude is > 8.2, Cutter and Station Managers contact CO/OICs with update and instruct assets to get u/w (Cutters and max RBMs).	
	Cutter and Station Managers contact CO/OICs with update and instruct to recall crews capable of getting u/w. For Stations this will to the extent possible include multiple crews to get max number of RBMs u/w and RBSs trailered/moved inland.	RESP
	WWM – Establish contact with DOT Harbors Admin to assess vessels in port, ongoing operations, and time needed to evacuate. Ensure AWS message was received and conveyed to commercial vessels.	
	WWM – Activate safety zones in accordance with 33 CFR 165.14-1414 Safety Zones; Hawaiian Islands Commercial Harbors; HI.	PREV
	Provide the following information to the Situation Unit: a. WWM – Determine location of all vessels and expected arrivals and departures using hawaii.portcall.com . b. WWM – Location of all fuel tanks in port established in baseline EEIs (Appendix D in MTSR Plan). c. Fac/Insp – Contact FSOs to obtain Dangerous Cargo Manifests for	PREV

	freight ships remaining in port. d. Fac/Insp – Work with vessel agents and/or FSOs to identify all vessels of 10,000 gallons of fuel/any HAZMAT or more remaining in port.	
	Track Sector personnel accountability. Provide status updates and concerns to the Situation Unit.	LOGS
	Hold meeting with support units and unit ombudsman.	

[This page intentionally left blank]

Appendix 5 to Annex A: Template MSIB / BNM / Message Traffic

Marine Safety Information Bulletin XX-00X

U.S. DEPARTMENT OF HOMELAND SECURITY



**U. S. Coast Guard
Sector Honolulu
400 Sand Island Parkway
Honolulu, Hawaii 96819
(808) 522-8264**



Tsunami Evacuation for State of Hawaii

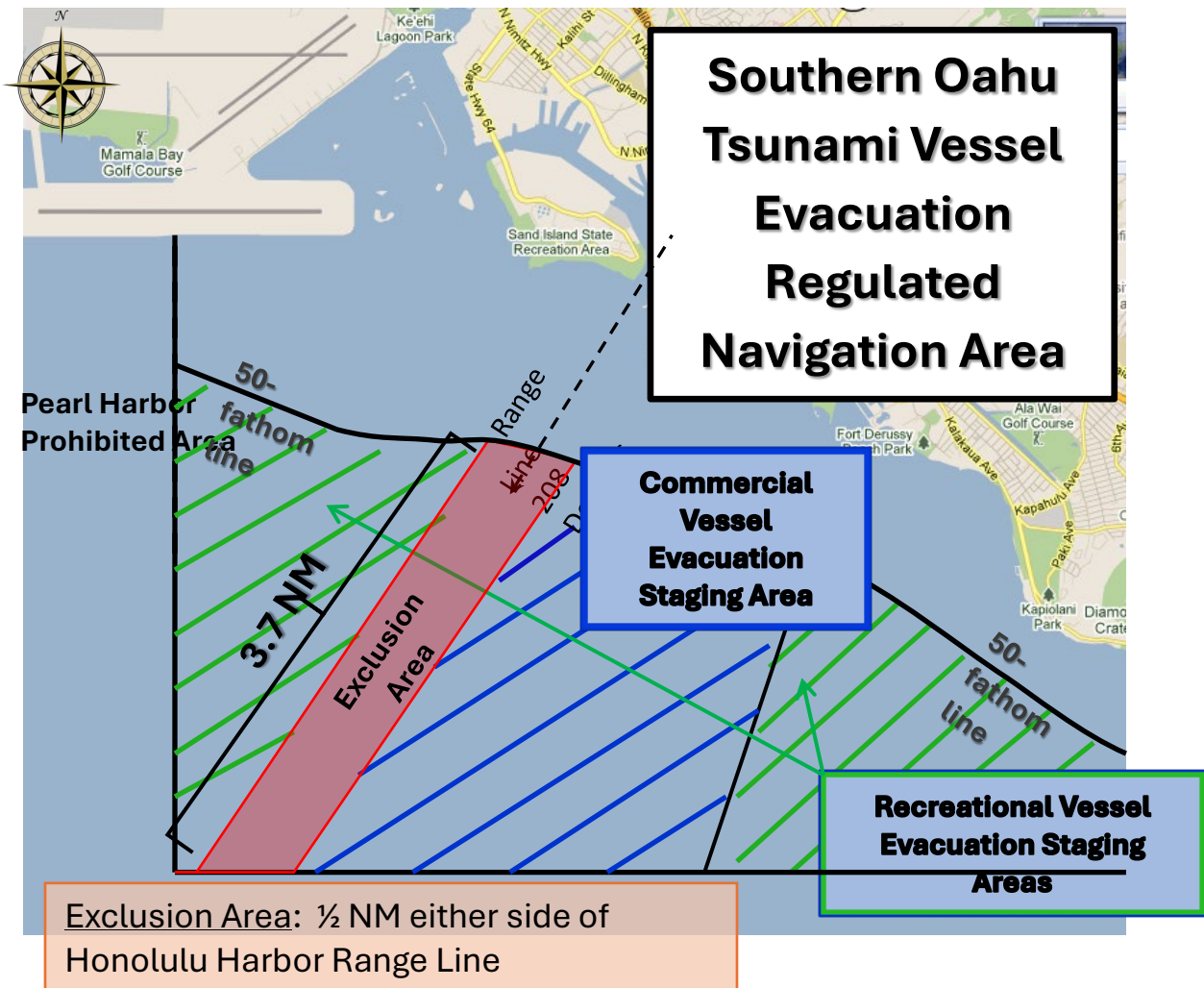
The Pacific Tsunami Warning Center (<https://www.tsunami.gov/>) has issued a Tsunami Warning for the State of Hawaii. Urgent action should be taken to protect lives and property. The first arrival of waves is estimated to be XXXX HST on [DAY], [MONTH] [DATE], [YEAR] at #####, HI. Effects of this wave action may occur throughout the island chain for several hours.

Vessels and facilities are to make tsunami preparations. The U.S. Coast Guard Captain of the Port (COTP) Honolulu has issued an order for evacuation of all ocean going commercial vessels and ocean going barges from all the commercial harbors for the Hawaiian Islands. Vessels transiting within the vicinity of the Hawaiian Islands or inbound to Hawaiian ports shall remain offshore until conditions subside. All Hawaiian harbors have been closed to incoming vessel traffic at the direction of the COTP. Any vessel intending to remain in port shall provide a written or oral request for a waiver from the COTP by calling the number below or emailing to the following address: SecHonoMTSRU@uscg.mil.

The COTP Honolulu will monitor the status of the ports and reopen each port on a case-by-case basis after hazardous conditions have subsided. Vessels should remain at sea until receiving confirmation that the ports are reopened by the COTP.

Port status information and updates will be provided via channel 16 VHF FM and at Sector Honolulu's USCG Homeport website (<http://homeport.uscg.mil/honolulu>).

Vessels and facilities should report any dangerous situations to the Sector Honolulu Command Center at (808) 842-2600 immediately.



#

Sample 8 Hour or Less Tsunami Watch/Advisory/ Broadcast Notice to Mariners

SUBJ: BNTM - TSUNAMI WATCH/ADVISORY

1. THE STATE OF HAWAII HAS ISSUED A TSUNAMI WATCH/ADVISORY FOR THE HAWAIIAN ISLANDS. THE CAPTAIN OF THE PORT HONOLULU ORDERS AN EVACUATION OF ALL COMMERCIAL HARBORS FOR THE HAWAIIAN ISLANDS IF UPGRADED TO A WARNING BY THE PACIFIC TSUNAMI WARNING CENTER.
 2. IN PREPARATION FOR A TSUNAMI EVACUATION, PORT USERS, VESSEL AND BARGE OPERATORS, AND TERMINAL AND FACILITY OPERATORS ARE STRONGLY ENCOURAGED TO REVIEW THEIR EMERGENCY PROCEDURES FOR VESSELS AND FACILITIES.
 3. PORT STATUS INFORMATION AND UPDATES WILL BE PROVIDED VIA CHANNEL 16 VHF FM AND AT SECTOR HONOLULU'S USCG HOMEPORT WEBSITE, HOMEPORT.USCG.MIL.
- BT

[This page intentionally left blank]

Sample 8 Hour or Less Tsunami Warning Broadcast Notice to Mariners

SUBJ: BNTM - TSUNAMI WARNING

1. THE STATE OF HAWAII HAS ISSUED A TSUNAMI WARNING AND ANTICIPATES A XX [FOOT/METER] WAVE TO REACH THE HAWAIIAN ISLANDS BY XXXX [AM/PM] HST ON [DAY], [MONTH] [DATE], [YEAR] AT [ISLAND], HI. URGENT ACTION SHOULD BE TAKEN TO PROTECT LIVES AND PROPERTY. EFFECTS OF THIS WAVE ACTION MAY OCCUR THROUGHOUT THE ISLAND CHAIN FOR SEVERAL HOURS.
2. THE CAPTAIN OF THE PORT HAWAII HAS ISSUED THE IMMEDIATE ORDER TO EVACUATE ALL COMMERCIAL HARBORS FOR THE HAWAIIAN ISLANDS AND CLOSE ALL HARBORS TO INCOMING TRAFFIC. ALL VESSELS, INCLUDING THOSE BOUND FOR A HAWAII PORT, SHALL REMAIN OFFSHORE UNTIL THE EMERGENCY SITUATION HAS PASSED AND THE HARBORS HAVE BEEN DEEMED SAFE FOR REENTRY BY THE CAPTAIN OF THE PORT.
3. ALL VESSELS IN HONOLULU HBR AND BARBERS PT MUST MAKE DEPARTURE ARRANGEMENTS WITH ALOHA TOWER BEFORE GETTING UNDERWAY. AFFECTED PORTS WILL REMAIN CLOSED UNTIL NOTIFIED BY THE CAPTAIN OF THE PORT BY BROADCAST VIA VHF-FM CH 16.
4. THE SOUTHERN OAHU TSUNAMI VESSEL EVACUATION REGULATED NAVIGATION AREA (RNA); HONOLULU, HI IS IN EFFECT. PARTICIPATING VESSELS SHOULD TRANSIT TO THE RNA AND REMAIN UNTIL THE "ALL CLEAR" IS ANNOUNCED FOR HONOLULU HARBOR.
5. FOR SCC BROADCAST UPON RECEIPT AND EVERY ____ HOURS AFTERWARDS UNTIL CANCELLED OR SUPERSEDED.

BT

[This page intentionally left blank]

Sample Safety Marine Information Broadcast (SMIB)

“SECURITE (3X), HLO ALSTAS, TI UNITED STATES COAST GUARD HONOLULU HAWAII (2X), BREAK, (TEXT).”

TEXT: THE CG HAS RCVD A RPT O OF **X-X** FT SURGES IN THE HBRS OF **XXXX**, HEADING TOWARDS **XXXX**. ALL VSLS IN HBRS OF THE HAWAIIAN ISLANDS ARE ADVISED TO USE CAUTION WHILE MOORED OR TRANSITTING THE HBRS OF HAWAII.

BROADCAST UPON RCPT THEN NEXT 2 SCHEDULED BROADCASTS ONLY.

[This page intentionally left blank]

Sample Cancellation of Safety Zone Broadcast Notice to Mariners

SUBJ: BNTM - SAFETY ZONE CANCELLATION

1. TSUNAMI HAS PASSED.

2. THE SAFETY ZONE REMAINS IN EFFECT FOR THE FOLLOWING AREAS:
_____, _____ AND _____. NO VESSELS MAY ENTER OR
TRANSIT WITHIN THIS SAFETY ZONE WITHOUT THE PERMISSION OF THE
CAPTAIN OF THE PORT.

3. THE CAPTAIN OF THE PORT HAS CANCELLED THE SAFETY ZONE FOR THE
FOLLOWING AREAS: _____, _____ AND _____. ALL
MARINERS ARE REMINDED TO PROCEED WITH EXTREME CAUTION DUE TO THE
POTENTIAL FOR SHOALING, UNMARKED HAZARDS AND MISSING OR
OFFSTATION NAVIGATION AIDS. PLEASE REPORT ANY HAZARDOUS CONDITIONS
TO THE NEAREST COAST GUARD UNIT.

4. FOR SCC BROADCAST UPON RECEIPT AND EVERY _____ HOURS AFTERWARDS
UNTIL CANCELLED OR SUPERSEDED.

BT

[This page intentionally left blank]

Example: Relocation of Sector Honolulu Command Center

FM COMCOGARD SECTOR HONOLULU HI
TO CCGDFOURTEEN HONOLULU HI//DRMC//
INFO USCGC OLIVER BERRY
USCGC JOSEPH GERCZAK
USCGC WILLIAM HART
COGARD STA HONOLULU HI
COGARD STA KAUAI HI
COGARD STA MAUI HI
USCGC JUNIPER
USCGC KIMBALL
USCGC MIDGETT
COGARD AIRSTA BARBERS PT HI
COGARD MSST 91107 HONOLULU HI
BT

UNCLAS //N03140//

SUBJ: RELOCATION OF SECTOR HONOLULU COMMAND CENTER (SCC)

1. THE BASE HONOLULU ADMINISTRATION BUILDING IS CLOSED DUE TO APPROACHING HURRICANE (STORM NAME) OR TSUNAMI (TSUNAMI NAME). ALL PERSONNEL FM SECTOR HONOLULU CC HAVE DEPARTED SAND ISLAND.
2. AS OF DDHHMMW MON YR, SCC HAS BEEN RE-ESTABLISHED AT COMMSTA HONOLULU AND WILL REMAIN UNTIL FURTHER NOTICE. RELOCATION MAY LIMIT THE OPERATIONAL CAPABILITIES OF THE SCC. LANDLINES AND DATA CIRCUIT LIMITATIONS MAY REQUIRE THE ASSISTANCE OF OTHER ENTITIES TO ENSURE NEAR FULL OPERATION OF THE SECTOR HONOLULU SCC.
3. FOR CAMSPAC PT REYES: REQUEST MONITORING OF CLASS TRAFFIC TO CGC XXXX (CDR, SURFACE ACTION GROUP) UNTIL FURTHER NOTICE.
4. FOR CGC XXXX (CDR, SURFACE ACTION GROUP): REQUEST YOUR UNIT NOTIFY SECTOR HONOLULU SCC VIA VOICE OF HIGH PRECEDENCE CLASS TRAFFIC.
5. LANDLINE COMMUNICATIONS: THE FOLLOWING CONTACT NUMBERS ARE AVAILABLE TO CONTACT THE SECTOR HONOLULU SCC:
 - A. VOICE:(808)XXX-XXXX, (808)XXX-XXXX, (808)XXX-XXXX
 - B. FAX: (808)XXX-XXXX

BT

NNNN

[This page intentionally left blank]

Annex B: American Samoa

A. PURPOSE: The purpose of this Annex is to give specific heavy weather information for American Samoa.

B. GENERAL: The seven islands of American Samoa are part of a chain of islands 350 miles long. The five high islands are characterized by fertile valleys and hills, and in parts are densely forested. The islands are periodically subjected to severe cyclones. Being in the Southern Hemisphere, the Cyclone (Hurricane) season in American Samoa is opposite from Hawaii. It runs from **1 November through 30 April**.

Sector Honolulu operates a Marine Safety Unit (MSU) in American Samoa. It is a subordinate command to Sector Honolulu, has 4 members, and is commanded by a Lieutenant. The contact phone numbers are:

Office	684-633-2299
FAX	684-633-1933
Sup Cell	684-258-7001

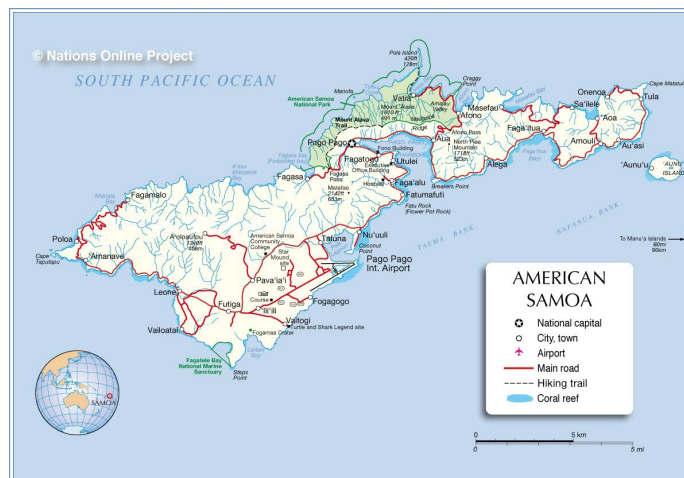


Figure B-1: American Samoa

1. Tutuila and Aunu'u

Tutuila, the largest of the seven islands, is 16 miles long and from 2 to 6 miles wide for a total area of 52 square miles. A densely wooded mountain range runs the length of the island and the highest peak is 2,141 feet. The capital city Pago Pago is located in about the middle of the island at the head of Pago Pago Harbor. Most of the southern shore is accessible by road, but most of the northern shore is not. Aunu'u is a small island about one mile in diameter and a mile off the eastern end of Tutuila.

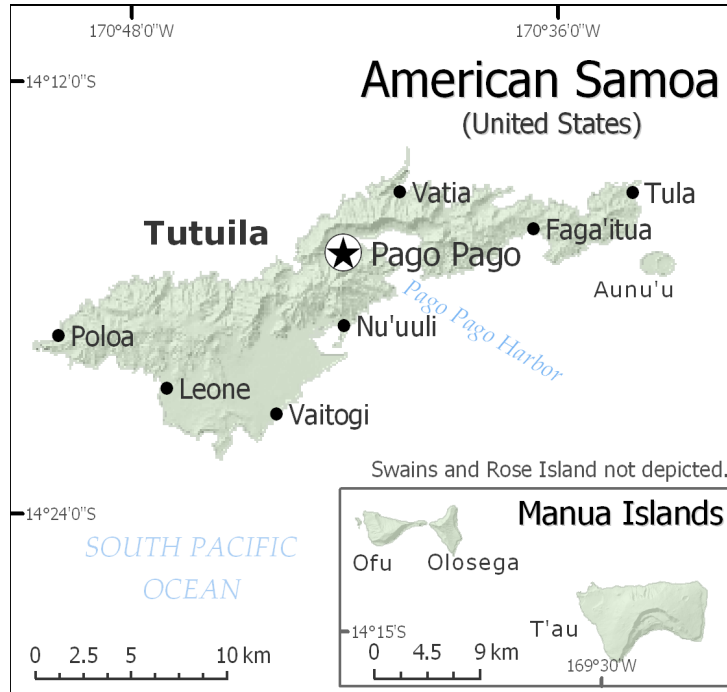


Figure B-2: Tutuila and Aunu'u Islands (14°18'S, 179°42'W)

2. Manu'a Islands

The Manu'a Islands is a cluster of three islands located east of Tutuila Island.



Figure B-3: Manu'a Islands (14°12'S, 169°0'W)

3. Ta'u

Ta'u Island is a rectangular island about 6 miles long and 2 to 4 miles wide for a total area of 17 square miles. The central peak is 3,170 feet high. The road runs only along the northern shore.

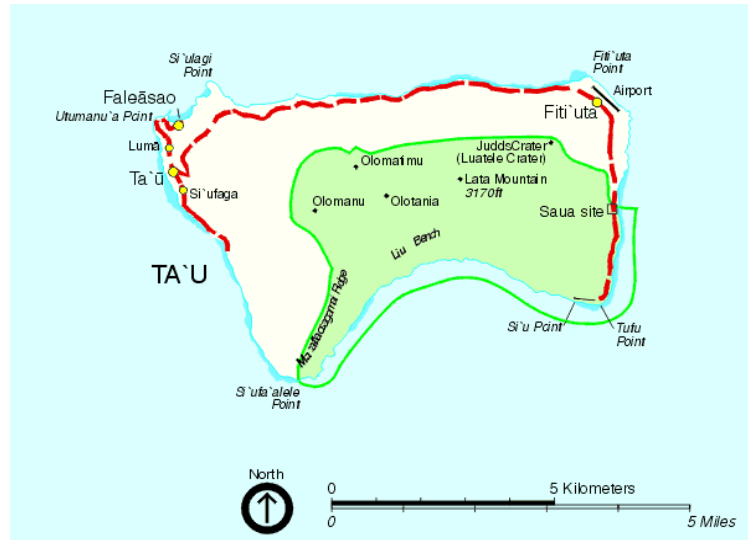


Figure B-4: Ta'u Island (14°14'S, 169°30'W)

4. Ofu and Olosega

Ofu and Olosega Islands are respectively 3 1/4 and 2 1/2 miles in their longest dimension and 1,621 and 2,095 feet high respectively. About half of their shoreline is accessible by road. These two islands are separated only by a narrow channel, and are about 7 1/2 miles to the northwest of Ta'u.

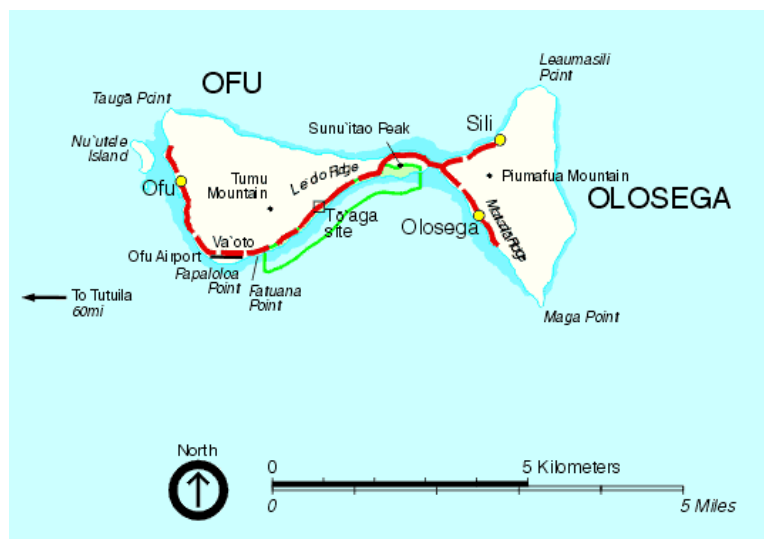


Figure B-5: Ofu and Olosega Islands (14°11'S, 169°40'W)

5. Swains Island

Swains Island is a low island about a mile and a half across. The highest point is about 25 feet (top of trees is about 100 feet). There is a shallow lagoon in the center of the island.

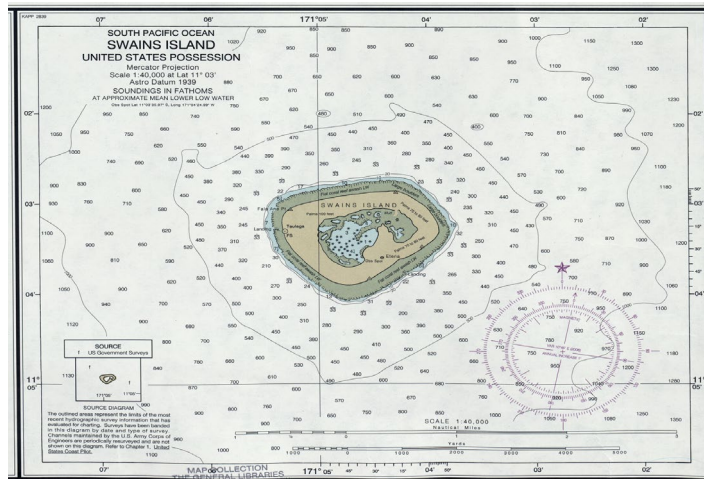


Figure B-6: Swains Island (11°04'S, 171°05'W)

6. Rose Atoll

Rose Atoll is one of the world's smallest atolls at less than 2 miles in diameter. There are two low sandy islets in the atoll (Rose Island with 18 acres and Sand Island with 2 acres), and the highest point (tops of palm trees) is about 65 feet. The atoll has been a National Wildlife Refuge since 1973, and the refuge boundary is the seaward low water mark and extends across the mouth of the main channel into the lagoon.

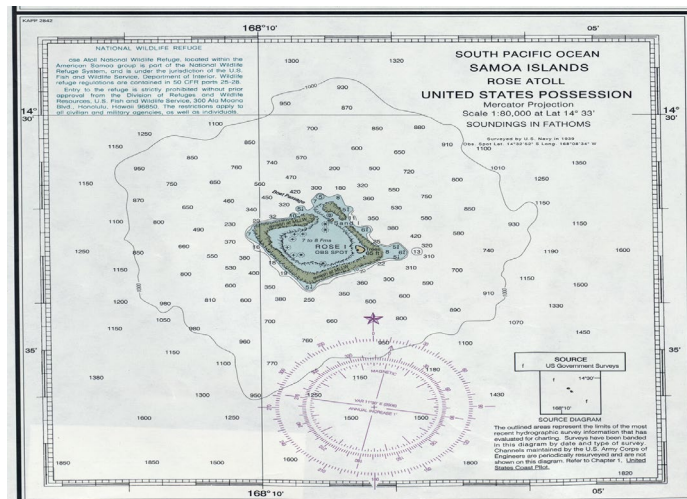


Figure B-7: Rose Atoll (14°33'S, 168°09'W)

C. COMMAND

MSU Samoa response organization may be structured in various ways according to the severity of the incident and possible external requirements. The organization may retain its standard department structure, adopt a unit ICS structure, and become a part of USCG Sector Honolulu's ICS structure, or any combination that fits the emergency. A possible ICS organization chart is included as Figure 4 in Section 2 of the Natural Disaster Plan.

Command Posts: The MSU Command Post will remain at the MSU unless the unit is damaged beyond reasonable use or is expected to be damaged beyond reasonable use. The second choice for a Command Post is at the Territorial EOC, located near the Pago, Pago International Airport.

D. RESPONSE AND RECOVERY EXECUTION CHECKLIST

The following checklists are organized chronologically with Preparatory, Storm, Response and Recovery phases.

Port Heavy Weather Conditions

Port Heavy Weather Conditions are set by the Coast Guard Captain of the Port (COTP) Pago Pago for commercial ports and are used to manage port restrictions needed to protect life, vessels, facilities, and the environment. National Weather Service products assist in determining timelines for the setting of Port Conditions. Port Conditions will adjust for each specific commercial port as the threat of severe weather increases.

Port Heavy Weather Conditions will be provided simultaneously with specific requirements to port stakeholders via Marine Transportation System Recovery Unit (MTSRU) phone calls or emails, Marine Safety Information Bulletins, Broadcast Notice to Mariners on VHF-16 and 22A, and Coast Guard HOMEPORT website postings.

*Port Conditions are set contingent upon the storm's course and speed. **Should the storm increase in speed, Port Conditions may be accelerated.***

Tropical Storm Force Wind Arrival	PORT CONDITIONS
SEASONAL ALERT (Nov 1-Apr 30)	N/A
72 HOURS	WHISKEY
48 HOURS	X-RAY
24 HOURS	YANKEE
12 HOURS	ZULU

Whiskey & X-Ray

Tropical Storm Force Winds (39 mph) are expected within 72/48 hours.

To enter, transit, or remain within the port, vessels must comply with the following requirements:

1) The COTP **may** restrict the operations of, or deny entry into the port to, vessels carrying oil or certain hazardous materials as cargo. The COTP will seek to minimize the number of vessels >200 GTs in port. Operators of vessels >200 GTs wishing to remain in port must submit a mooring plan to the Coast Guard and American Samoa Port Administration (AMSAM PA), if they want to moor at a State owned or operated harbor.

2) The COTP, in consultation with AMSAM PA, will review each request to remain in port on a case-by-case basis. Requests to remain in port can be found through AMSAM PA website ([Harbor Movement Request](#)). These requests should also be emailed to: SecHonoMTSRU@uscg.mil
MSUAmericanSamoa@uscg.mil

3) Vessels with permission to remain in port should be moored to piers designed to moor vessels of their respective size during heavy weather. Open areas of piers should be cleared of possible debris hazards. Timely correction of hazardous conditions may significantly eliminate or reduce the loss of life and property damage during heavy weather.

4) Vessel transits will be permitted so long as it is safe under forecasted weather conditions.

5) At Port Heavy Weather Condition X-Ray all vessels should prepare to complete cargo operations and depart port within 36 hours. Early coordination with Harbor Pilots is essential during port evacuations.

Yankee

Tropical Storm Force Winds (39 mph) are expected within 24 hours.

In addition to the requirements of Port Condition X-Ray, the below are in effect:

1) Port is closed to incoming traffic without specific approval of COTP. Unless specifically approved by

the COTP, cargo operations must stop within the next 12 hours and lightering and bunkering are to cease.

2) The USCG works closely with AMSAM PA through the MTSRU for vessel movements. Vessel operators are encouraged to coordinate with AMSAM PA through the MTSRU to make arrangements in advance to remain in port.

3) If vessels or facilities refuse to follow the COTP safety recommendations or fail to make adequate preparations, the COTP will issue orders to require appropriate actions.

4) A safety zone may be enforced to close harbor entry for harbor(s) within the COTP zone when Port Condition Yankee is set, restricting vessel entry, and will remain in effect until terminated by the COTP.

Zulu

Tropical Storm Force Winds (39 mph) are expected within 12 hours.

In addition to the requirements of Port Condition Yankee, the below are in effect:

1) Port is closed.

2) No terminal, facility or vessel operations are permitted and any vessel entering or transiting within the port without specific COTP permission.

Recovery

Port re-opening will be closely coordinated by the MTSRU to reduce the risk of damage to vessels, and to assess the conditions of channels, piers, aids to navigation, waterfront facilities, or other infrastructure.

EXAMPLES of Vessels over 200 GTs



LADY SAMOA IV Passenger Ferry.

GT: 1,200, Length/Width: 158/39 feet



PAPUAN CHIEF. Container ship.

GT: 18,723, Length/Width: 577/92 feet



NORD VISION – Chemical tankship

GT: 29,671, Length/Width: 600/106 feet



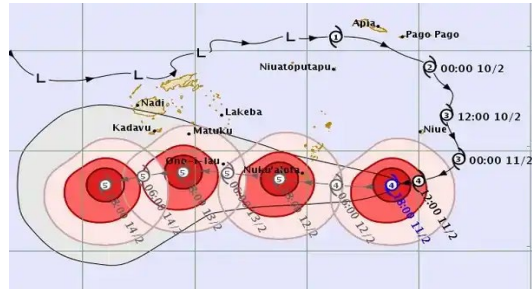
THE WORLD. Cruise Ship

GT: 43,188, Length/Width: 644/98 feet

Hurricane Season Preparedness

The COTP will set Hurricane Season Preparedness for Hawaii from June 1st to November 30th and for American Samoa from November 1st to April 30th. Each hurricane season, port users shall take the time to review their heavy weather plans for all vessels and facilities.

Vessels will generally **NOT** be permitted to enter or remain in lay-up status for Hurricane Season.



Tropical Cyclone Gita - 2018: Illustrates a storm track prompting the progression of Port Conditions.

Recovery Activities

Storms have the potential to cause a range of damage to the port. Post storm assessments can reveal if the port suffered damage which may affect or disrupt the maritime transportation system.

The MTSRU has the sole focus on re-opening the port for after a disruption. It is primarily staffed by Coast Guard and other government personnel and is augmented by local marine industry experts and harbor stakeholders.



Captain of the Port Pago Pago Port Heavy Weather Conditions

USCG MSU American Samoa
P.O. Box 249

Pago Pago, AS 96799
(684) 633-2299

MSUAmericanSamoa@uscg.mil

MTSRU

SecHonoMTSRU@uscg.mil

Sector Honolulu Command Center
SCCHonolulu@uscg.mil

Coast Guard HOMEPORT Website
<https://homeport.uscg.mil/port-directory/honolulu>

[This page intentionally left blank]

Appendix 1 to Annex B: TC-COR V (Seasonal Alert)

DTG/INIT

- _____ Review appropriate plans and references prior to December 1. Brief all hands on conditions and actions. (LT)
- _____ Set up and maintain Heavy Weather status boards. Track all hurricanes and tropical storms that threaten American Samoa. Maintain storm plots using National Weather Service updates/internet; National Hurricane Center website: www.nhc.noaa.gov. Anticipate storm force winds forward of the eye of a storm. (PO)
- _____ Notify the maritime community of the beginning of cyclone season. (PO)
- _____ Validate all POCs as necessary prior to 1 December. Send copy of updates to SEC HONO Emergency Management Staff. (PO)
- _____ Provide awareness to MSU personnel. Sponsor a heavy weather meeting to provide information on heavy weather/hurricane awareness and familiarity with MSU Heavy Weather Plan. Procure and disseminate literature on preparation for a hurricane, including information on survival supplies, food, water, alternative cooking methods, home protection, safe guarding possessions, etc. (See Red Cross or contact SEC HONO for supplies). Provide warning of dangers of flooding in low-lying near coastal locations and the need to find alternative safe housing if member lives there ensure personnel are aware that high schools are also the shelters on the island. (PO)
- _____ Review plans for quarters and safety of members. (LT)
- _____ Inventory and replenish Heavy Weather locker provisions as necessary. Ensure sufficient inventory of flashlights and spare dry batteries. (PO)

[This page intentionally left blank]

Appendix 2 to Annex B: TC-COR IV (72 Hour Alert)

DTG/INIT

- _____ Notify SEC HONO Command Center. (LT)
- _____ Notify maritime community via cellphone, email, or Channel 16. (LT)
- _____ Ensure all actions for TC-COR V have been completed. (LT)
- _____ Brief all hands on conditions and actions. (LT)
- _____ Notify all personnel, including reserves, of current TC-COR, and update personnel status on Personnel Status Board. (PO)
- _____ Evaluate need to reduce liberty or leave, plan for recall of personnel required to attain higher condition of readiness. (LT)
- _____ At the end of each day, contact SEC HONO Command Center to provide POC and phone number. (LT)
- _____ Establish contact and coordinate activities with American Samoa EOC: (684) 633-2331 to ensure the timely dissemination of information. EOC is located at the TEMCO office with the alternate EOC at the stadium. (LT)
- _____ Ensure appropriate notifications are conducted, advising the port community of the changing conditions of readiness. (LT)
- _____ Ensure lay-up facilities are adequately secured. (LT)
- _____ Conduct/coordinate harbor patrols to identify potential hazardous situation. Determine locations of tank ships and LPG vessels within storm area and determine their intentions. Survey facilities to determine if any vessels will be required to leave the port prior to storm arrival. Use “Request to Remain in Port - Commercial Vessel Survey”. (LT)
- _____ Maintain a minimum of 75% fuel in vehicles. (PO)
- _____ If CG housing inaccessible then temporary housing for unit personnel will be at a local Hotel. Contact SEC HONO for funding; obligate unit funds if necessary. (LT)

[This page intentionally left blank]

Appendix 3 to Annex B: TC-COR III (48 Hour Readiness)

DTG/INIT

_____	Notify SEC HONO Command Center.	(LT)
_____	Ensure actions for TC-COR IV have been completed.	(LT)
_____	Prepare to relocate to alternate command center, TEMCO, as necessary based on predicted path and severity of the storm and ability to sustain operations in the Pago Plaza under those conditions.	(LT)
_____	Review liberty schedule. Consider revisions of liberty/leave status.	(LT)
_____	Remind all hands on home preparedness and general MSU procedures.	(LT)
_____	Ensure that all work areas, buildings, and property are properly secured.	(LT)
_____	At the end of each day, contact SEC HONO Command Center to provide POC and phone number.	(LT)
_____	Notify all personnel, including reserves, of current TC-COR, and provide personnel status to maintain Personnel status board.	(PO)
_____	Brief personnel on housing policies and remind personnel that the high schools serve as evacuation shelters.	(PO)
_____	Monitor national weather reports for potential storms and disseminate pertinent information.	(PO)
_____	Check vessel arrivals reported for next 72 hours. Update the status board.	(PO)
_____	Ensure appropriate notifications are conducted, advising the port community of the changing conditions of readiness. Draft appropriate warning and email to port community.	(LT)
_____	Contact all facilities and agents, advise them of condition and determine status and intentions of vessels and facilities. Update the status board.	(PO)
_____	Initiate a twice-daily situation briefing for the COTP.	(LT)
_____	Conduct Harbor Patrols. Inspect vessel moorings carefully and facilities for missile hazards.	(PO)
_____	Fuel vehicles to 100%.	(PO)
_____	Ensure emergency relief equipment is moved to a safe location if necessary.	(PO)

_____ Establish 2 hour recall list of personnel essential to attain TC-COR II and TC-COR I. (PO)

_____ Ensure backup all ADP system files. (PO)

_____ Check all communications equipment. Charge all portable radios and cellular phones. (PO)

Appendix 4 to Annex B: TC-COR II (24 Hour Warning)

DTG/INIT

- _____ Notify SEC HONO Command Center. (LT)
- _____ Ensure actions for TC-COR III have been completed. (LT)
- _____ Anticipate full closure of the port at the onset of Heavy Weather COR I. Email MSIB prohibiting commercial and private vessels from entering port. Local authority is harbormaster and/or TEMCO. (LT)
- _____ Anticipate full closure of the port at the onset of TC-COR I. Closure authority is from American Samoa Port Administration. Commence vessel evasion, and if necessary, recommend government closure of port by appropriate harbor master, shipping interests, and marine terminals. (LT)
- _____ Consider revisions of liberty and leave status. Recall all personnel, cancel liberty/leave and request Reserve call-up from SEC HONO as appropriate. (LT)
- _____ Provide Storm Briefing to all MSU personnel. Include personnel on liberty and leave status remaining in the area. (LT)
- _____ Notify all personnel, including reserves, of current TC-COR, and update Personnel status board. (PO)
- _____ Ensure personnel are informed of post-storm all hands muster locations. Primary location is MSU, with the secondary location is at TEMCO. Establish and distribute the times for post-storm all hands muster. (LT)
- _____ Provide general storm information and let personnel know what supplies they will need to have (radios, water, cash, etc.). Identify a particular TV and radio station to listen to for CG specific information. Remind people to look out for each other, as psychological stress levels may be high. (LT)
- _____ Ensure to the maximum extent possible that all personnel keep hard hats, coveralls, steel toed boots and gloves with them. (PO)
- _____ Monitor vessel movements. Anticipate no vessels will be allowed into port upon setting of TC-COR II without specific COTP approval. (LT)
- _____ Contact SEC HONO Command Center at the end of day to provide POC and phone number. (LT)
- _____ Prepare safety zone message for release in TC-COR I or as appropriate. (PO)

- _____ Ensure Broadcast Notice to Mariners (See Appendix G) accurately reflect COTP orders/harbor closures. (LT)
- _____ Update list of available tugs on status board. (PO)
- _____ If appropriate authority orders evacuation, ensure preparations completed for protection of CG property prior to evacuation. (LT)
- _____ Ensure all bunkering and lightering ops are terminated. (PO)
- _____ As conditions apply, advise all bulk oil facilities of the need to remove oil products from lines from the fueling manifold back to the first valve inside containment, to reduce impact from possible pipeline breaks. (PO)
- _____ Conduct Port Assessment/Harbor Patrols as necessary. Inspect vessel moorings carefully and facilities for missile hazards. (PO)
- _____ If there is danger of flooding of the MSU, prepare for relocating the MSU Command Post to the Coast Guard housing compound. (LT)
- _____ Establish and monitor communications on VHF CH 16. Additional channels may be used and are listed for informational purposes. (PO)

- (a) VHF-FM freq.'s:
 - 156.3 MHz - Channel 6 (Ship to ship SAR)
 - 156.6 MHz - Channel 12 (Port operations ship to shore)
 - 156.65 MHz - Channel 13 (Bridge to bridge)
 - 156.8 MHz - Channel 16 (Distress/calling)*
 - 157.1 MHz - Channel 22A (Vessel working)
 - 157.15 MHz - Channel 23A (Primary CG working)*
 - 157.05 MHz - Channel 21 (Internal CG working)
 - 157.075 MHz - Channel 81 (CG marine environmental response)
 - 157.175 MHz - Channel 83 (CG command & control)
 - (b) UHF freq.'s:
 - 243.0 MHz - Distress
 - 282.2 MHz - On scene joint SAR
 - 240.6 MHz - SAR Datum Buoy
 - 275.1 MHz - SAR Datum Buoy
 - 381.7 MHz - Air/Surface
 - 381.8 MHz - Air/Surface
 - 383.9 MHz - Air/Surface*
 - (c) HF freq.'s:
 - 8773.0 kHz (USB)*
 - 2183.4 (2182) kHz - (COMMCOM Emergency comms net)
 - 2676.4 kHz - (COMMCOM Emergency comms net)
-

5423.9 kHz - (CG/non-CG working)

- _____ Activate and use the following communications equipment, if relocation necessary and above numbers inoperative: (PO)
 - (a) INMARSAT: (808) 434-1237
 - (b) Cellular: (684)258-7001/7002/7003/7004
- _____ Recall additional personnel as necessary to maintain readiness. (LT)
- _____ Ensure TAD personnel en route to Samoa are informed and have alternate plans. (PO)
- _____ Park MSU vehicles as far apart as practical at TEMCO. (PO)

[This page intentionally left blank]

Appendix 5 to Annex B: TC-COR I (12 Hour Danger)

DTG/INIT

- _____ Notify SEC HONO Command Center. (LT)
- _____ Ensure actions for TC-COR II have been completed. (LT)
- _____ Re emphasize the location to check in after the storm is first at the MSU, if unavailable, then at the TEMCO. Establish the time and method for personnel to check-in after the storm passes. (LT)
- _____ At the end of each day, contact SEC HONO Command Center to provide POC and phone number. (LT)
- _____ Notify all personnel, including reserves, of current TC-COR, and update Personnel status board. Notify personnel of location, time, and method of check-in after the storm passes. (PO)
- _____ Ensure Personnel Status Boards are current and all personnel are accounted for. (PO)
- _____ Develop ICS for Post Storm Response & Recovery. Develop list of personnel and fill Incident Support Team billets. (LT)
- _____ Make a copy of the CG-4819 (Classified Document Control Log). Keep one copy in the safe and take one copy away from unit. Note: Classified Material to remain in the unit safe (classified addendum to MSN Volume VIII.). (LT)
- _____ Conduct final harbor patrol/survey to identify storm locations of all large vessels. (PO)
- _____ Complete warnings to shipping and small craft. (PO)
- _____ From the time TC-COR I is set until the storm has passed use extreme caution when dispatching any forces for assistance missions. (PO)
- _____ Ensure appropriate notifications are conducted, advising the port community of the changing conditions of readiness. (PO)
- _____ Establish communications with Emergency Management agencies as necessary. Send a representative to the EOC if appropriate. (PO)
- _____ Move computer equipment to inner office space away from windows. Cover equipment with plastic or tarps. (PO)
- _____ Secure all electrical systems except those associated with alarms. Secure office.

[This page intentionally left blank]



Appendix 6 to Annex B: Response Operations

As the heavy weather reaches landfall, its course of action becomes more predictable and it usually reduces in strength. Actions and plans for staging relief operations can now be initiated and executed, respectively, since relatively safe areas and impacted areas are now known. Keep in mind that it may take a few days to a couple of weeks after the storm has passed before outside assistance arrives.

DTG/INIT

- _____ If not already done, designate location of post-disaster command post. (LT)
- _____ Gather personnel at post-disaster command post. Establish contact with SEC HONO Command Center as soon as possible. SEC HONO's response personnel will mobilize to America Samoa to assist with response operations. (LT)
- _____ Account for all personnel, by location and status. Initiate searches for missing persons. (LT)
- _____ Prepare for influx of personnel and equipment and for a heavy influx of damage assessments or relief requests. (PO)
- _____ Provide SCC with a list of personnel incapacitated through injuries to themselves or their families, or loss of housing that should be replaced. (PO)
- _____ Assess situation and determine whether to stand-up ICS or to continue with the standard command structure. (LT)
- _____ Establish Objectives: (LT)
 - _____ (a) Reconstitute Unit
 - _____ (b) SAR Assistance [no action taken]
 - _____ (c) Overflight survey
 - _____ (d) Open Shipping Channels
 - _____ (e) Stop pollution
 - _____ (f) Contact inspected vessels, UPVs, UTVs and facilities.

- _____ Account for all ships which remained in port, obtain status of waterfront facilities. Update status boards. (PO)
 - _____ Issue or re-issue Safety Zones as needed for severely damaged ports and liaison with Harbor Masters. Ensure appropriate notifications are conducted, advising the port community of port status and response operations. (PO)
 - _____ As operations permit, organize work parties for community assistance. Make assignments of personnel and equipment to do initial assessment of sectors. (LT)
 - _____ SEC HONO facilitate using CCGD14/PACAREA ATON assets as necessary to assess ATONs. (SEC HONO IMT)
 - _____ SEC HONO facilitate using CCGD14 assets and personnel as necessary. (IMT)
 - _____ Request Public Affairs Team from CCGD14 as necessary. (IMT)
 - _____ Request overflight of entire impacted area for initial assessment of damage if necessary. (IMT)
 - _____ Transmit request for resources after overflight assessment is performed. (LT)
 - _____ Determine and submit a prioritized needs report to SEC HONO, by any means available following post heavy weather overflight. Describe amount of damage, list of immediate needs and operational capability within 6 hours of storm passage. (LT)
 - _____ Send Task Forces to conduct surveys of AOR for the following: (PO)
 - _____ (a) Persons and vessels in distress.
 - _____ (b) Pollution.
 - _____ (c) Hazards to navigation/debris.
 - _____ (d) Displaced/damaged navigation aids.
 - _____ Send damage assessment teams to check status of port. Equip each team with a video camera if possible. (LT)
 - _____ (a) Commercial and recreational harbors.
 - _____ (b) Oil facilities and stored supplies. Damage may require special COTP regulations if products are to be delivered to an alternate facility.
 - _____ Request SEC HONO, USACE, NOAA and local pilot's associations survey commercial channels as soon as possible. (IMT)
 - _____ Repair and return all CG equipment and property to operational status using the following priorities. (LT)
 - _____ (a) Personnel casualties;
 - _____ (b) Communications;
 - _____ (c) Buildings and other facilities;
-

_____	Return to evacuated facilities as soon as safety permits.	(LT)
_____	Establish safety zones around damaged ships and/or facilities.	(PO)
_____	Begin pollution cleanup as needed. Request assistance from PST if necessary.	(IMT)
_____	Inspect damaged vessels.	(LT)
_____	Dispatch investigation teams to vessel casualties/deaths.	(LT)
_____	Monitor private industry's use of vessels for crisis evacuations.	(PO)
_____	Update SEC HONO Command Center at least twice daily. Include any personnel items, address status of communications, results of damage assessment teams, request help where needed, and notable events.	(PO)
_____	Consider the need to conduct a meeting with other federal, territorial, and local agencies involved in the heavy weather response operations.	(LT)
_____	Restore computer systems.	(PO)
_____	Secure financing for purchasing, contracting etc.	(PO)

[This page intentionally left blank]

Appendix 7 to Annex B: Recovery Operations

For the CG these are primarily rebuilding processes of our own damages. The CG overall role is minor compared to the American Samoan government and other federal agencies (FEMA). Unit to assist as necessary.

DTG/INIT

_____	Ensure CGMA funds are available.	(IMT)
_____	Return to SEASONAL ALERT status if appropriate.	(LT)
_____	Ensure all impacted CG personnel receive comparable CG assistance as appropriate and are aware of CG benefits and the limitations.	(IMT)
_____	Compile lessons learned.	(PO)
_____	Update status boards.	(PO)
_____	Check in TAD personnel, assign positions, and set up berthing and transportation to sites.	(PO)
_____	Check in equipment.	(PO)
_____	Processes housing, travel, and damage claims.	(PO)
_____	Ensure all funds expended are properly documented.	(PO)
_____	Secure funding strings for personnel, equipment, supplies, berthing, food and transportation.	(PO)

[This page intentionally left blank]

Annex C: Dependent Shelter-in-Place and Preparedness

A. GENERAL:

The priority of hurricane/tsunami preparation is the safety and health of USCG personnel. The member's family is an integral part of the member and therefore their safety is a top priority. Preparedness encompasses the entire year, however, with the arrival of hurricane season it is the responsibility of each person within the command to prepare his/her family and household for the possibility of a hurricane. This section gives guidelines to assist the member in their preparations. In addition, the command will seek to educate the members of the command via meetings, general discussion and mailings.

B. PREPARATION FOR FAMILY EVACUATION:

Before any storm develops, people need to decide whether they should plan for evacuation of their homes prior to the storm. To set expectations, the limitations of living on an island prevent the USCG from issuing an evacuation order prior to a storm. Families will not be flown off island or supplied a POET for hotels. Members and families need to prepare to shelter in place. The City and County of Honolulu's Department of Emergency Management recommends the following for evacuation preparations:

1. Residents who live in or near the Tsunami Inundation/Evacuation Zones described on the Pacific Disaster Center website ([Hawaii State Tsunami Evacuation Maps \(pdc.org\)](https://www.pdc.org/hawaii-state-tsunami-evacuation-maps)).
2. Individual residing along ridge lines subject to higher wind speeds.
3. Those living in low-lying river run-off areas subject to flooding.
4. Occupants of wood frame or other lightly constructed buildings, especially homes built before 1995.

NOTE: Residents of multi-story buildings of heavy concrete and steel within 300 feet of the shoreline should go to the third floor or above in their building's enclosed rooms, hallways, or stairwells that have load-bearing walls.

It is recommended that personnel who live in homes considered to be as safe as any shelter stay at home throughout the storm unless directed otherwise by the HI-EMA or the District Fourteen Commander. Members who live in evacuation zones should plan to stay with friends or families outside of the hazard area. Public shelters should be a last resort only. Members who live in safe housing are encouraged to invite USCG families and unmarried unit personnel who live in the community to stay with them during the storm. For those who choose to evacuate their homes and go to an Emergency Management/Civil Defense shelter, shelters will be opened selectively depending on storm severity. Listen to radio and television for shelter designations and opening schedule. Important to note, in a growing number of shelters, pets

can be brought along. It is the responsibility of individuals to check ahead with their shelters (cots, food, water are not provided at shelters).

Hurricane Preparation:

Recommended preparations before the hurricane season:

1. Prepare or update a hurricane survival kit. It should include the following:
 - ☐ Portable radio
 - ☐ Flashlights
 - ☐ Extra batteries
 - ☐ First Aid kit
 - ☐ Non-perishable food (minimum 14 days)
 - ☐ Manual can opener
 - ☐ Containers of water (1 gal per person per day for 2 weeks, 14 gallons total per person)
 - ☐ Sleeping bags/blankets/air mattresses
 - ☐ Special medications/diets
 - ☐ Change of clothes
 - ☐ Personal hygiene/sanitary supplies
 - ☐ Toilet articles/diapers
 - ☐ Copy of Communication Plan
 - ☐ Gather and place all important documents in one central location
 - ☐ Sanitary Supplies (trash bags, wipes)
 - ☐ dust masks
 - ☐ whistle
 - ☐ closed toe shoes
 - ☐ consider pet kit also.
2. Obtain and store materials, such as plywood and plastic, necessary to properly secure your home.
3. Check home for loose and clogged rain gutters and downspouts.
4. Keep trees and shrubbery trimmed. Cut weak branches and trees that might fall or bump against the house. When trimming, try to create a channel through the foliage to the center of the tree to allow for air flow.

5. Review your insurance policy to ensure it provides adequate coverage. Take pictures of valuables, and your insurance policies noting policy.
6. Individuals with special needs should contact their local office of emergency management. JBPHH places all special needs families in rooms with backup generators. Pre-registration is required with the Military Family Support Center and JBPHH Emergency Management Office.
7. If both parents work, have a plan for childcare as many schools close a day before a hurricane watch is issued.

When a Hurricane Watch is issued:

1. Frequently monitor radio, TV, NOAA Weather Radio, or the Weather Channel for official bulletins of the storm's progress.
2. Fuel family vehicles.
3. Prepare to cover all window and door openings with shutters or other shielding materials.
4. Check food and water supplies:
5. Have clean, airtight containers on hand to store at least 2 weeks of drinking water (14 gallons per person).
6. Stock up on canned provisions and have a manually operated can opener available.
7. Obtain a camping stove and fuel.
8. Keep a small cooler with frozen gel packs handy for packing refrigerated items.
9. Check prescription medicines, obtain at least a 10-to-14-day supply.
10. Stock up on extra batteries for radios, flashlights, and lanterns.
11. Prepare to store and secure outdoor lawn furniture and other loose, lightweight objects such as garbage cans, garden tools, potted plants, etc.
12. Check and replenish first-aid supplies.
13. Have an extra supply of cash (small bills) on hand. Recommendation: \$200 (think 2 weeks with no access to ATMs or stores only accepting cash)

When a Hurricane Warning is issued:

1. Closely monitor radio, TV, NOAA Weather Radio, or the Weather Channel for official bulletins.
2. Follow instructions issued by local officials. Evacuate dependents immediately if told to do so.
3. Complete preparation activities, such as putting up storm shutters, storing loose objects, etc.
4. Evacuate areas that might be affected by storm surge flooding.
5. If evacuating, leave early (if possible, in daylight).
6. Notify neighbors and family members outside of the warning area of your evacuation plans. Have a common mainland contact all members of the family know to contact if families are separated.
7. If you are evacuating:
 - a. Stay with friends or relatives at other safe location.

- b. Put food and water out for your pet if you cannot take it with you. Some public shelters do not allow pets nor do most hotels/motels.
 - c. If driving through a flooded area, turn around. Do not go through it.
 - d. Head to the closest shelter you come across, do not go pass with intending to go to another one. Hurricane shelters will be available for people who have nowhere else to go. Shelters may be crowded and uncomfortable, with no privacy and no electricity. Do not leave your home for a shelter until government officials announce and radio and/or television that a particular shelter is open.
 - e. What to bring to a shelter:
 - ☐ First-aid kit including dust mask.
 - ☐ Medicine.
 - ☐ Baby food and diapers.
 - ☐ Cards, games, books, etc.
 - ☐ Toiletries, wipes, hand sanitizer.
 - ☐ Battery-powered radio.
 - ☐ Flashlights (one per person) with extra batteries.
 - ☐ Blankets or sleeping bags.
 - ☐ Identification.
 - ☐ Valuable papers; insurance policy number, birth certificates, mortgage papers, proof of residency, etc.
 - ☐ Extra cash (including small bills).
 - ☐ If pets are evacuated, ensure veterinary records are taken.
8. What to do before you leave your home:
- a. Assemble family.
 - b. Leave note for those absent, give time, destination, and telephone number.
 - c. Shut off electricity, gas and water.
 - d. Secure residence. Lock windows and doors and wedge sliding glass at top.
 - e. Take survival kit and small valuables.
 - f. Provide for your pets (remember, they may not be allowed at shelters).
9. If you are staying in a home.
- a. Store Water:
 - i. Fill sterilized jugs and bottles with water for a 2-week supply of drinking water.
 - ii. Fill bathtub and large containers with water for sanitary purposes.
 - b. Turn refrigerator to maximum cold and open it only when necessary.
 - c. Turn off utilities if told to do so by authorities.
 - d. Turn off propane tanks.

- e. Unplug small appliances.
- f. Stay inside a well-constructed building. In structures, such as a home, examine the building and plan in advance what you will do if winds become strong. Strong winds can produce deadly missiles and cause structural failures. If winds become strong:
 - i. Stay away from windows and doors even if they are covered. Take refuge in a small interior room (on the first floor if in a two-story home), closet, or hallway. Take a battery-powered radio and flashlight with you to your place of refuge.
 - ii. Close all interior doors. Secure and brace external doors, particularly double inward opening doors and garage doors.
 - iii. If you are in a multiple story building and away from the water, go to the first or second floor and take refuge in the halls or other interior rooms away from the windows. Interior stairwells and the areas around elevator shafts are generally the strongest part of the building.
 - iv. Lie on the floor under tables or other sturdy objects.
- g. If the eye of the hurricane passes over your area, be aware that the improved weather conditions are temporary and that the strongest winds are around the eyewall. The storm conditions will return with winds coming from the opposite direction. This change may take place in a period of just a few minutes.

After the Storm Passes:

1. Stay in your protected area until announcements are made on the radio or television that the dangerous winds have passed. Remember even if it feels like the storm is over you may be in the eye. Shelter in place until you hear an all-clear announcement.
2. If you have evacuated, do not return to your home until officials announce that your area is ready. Remember, proof of residency may be required in order to reenter evacuated areas.
3. If your home or building has structural damage, do not enter until it is checked by officials.
4. Avoid using candles and other open flames indoors. Do not use propane tanks indoors.
5. Be aware of outdoor hazards:
 - a. Avoid downed power lines and water in which they may be lying.
 - b. Be alert for landslides due to hillside stability being weakened by extensive wind and rain.
 - c. Beware of weakened bridges and washed-out roads.
 - d. Watch for weakened limbs on trees and/or damaged overhanging structures.
6. Do not use the telephone unless necessary. The system usually is jammed with calls during and after a hurricane.
7. Guard against spoiled food. Use dry or canned food. Do not drink or prepare food with tap water until you are certain it is not contaminated. To check freezer thaw, freeze a cup of water before the storm and place a coin on the top after frozen solid. The placement of the coin after the storm will demonstrate the thaw.

Useful References:

- Hawaii Emergency Management Agency (HI-EMA): <https://dod.hawaii.gov/hiema/get-ready/prepare-your-family/>
- DHS: www.ready.gov
- NOAA Central Pacific Hurricane Center Hurricane Tracking: <https://www.nhc.noaa.gov/?cpac>
- Local Radio Broadcasting KSSK AM590/ FM 92.3

[This page intentionally left blank]

Annex D – Maritime Heavy Weather Plan

A. PURPOSE

This annex provides guidance to the Hawaiian Islands and maritime community within the U.S. Coast Guard (USCG) Captain of the Port (COTP) Honolulu Zone on steps that should be taken and critical risk factors to consider before, during, and after heavy weather. It should be used by all marine interests to prepare plans for terminals, facilities, vessels and marine operations.

This plan is developed to ensure that critical Maritime Transportation System (MTS) ports within the Sector Honolulu COTP Zone have taken all practical precautions for severe weather, including the worst-case scenario, a direct hit by a major hurricane.

Sector Honolulu COTP Zone MTS Ports:

- Hawaii: Hilo, Kawaihae
- Maui: Kahului
- Lanai: Kaunapau
- Molokai: Kaunakakai
- Oahu: Honolulu, Kalaeloa Barber's Point
- Kauai: Nawiliwili, Port Allen
- American Samoa: Pago Pago

For hurricanes, most of the preventive provisions and requirements of this Annex are intended to be enacted prior to the onset of sustained Tropical Storm Force Winds, when hurricane conditions (winds and surge) are predicted to follow. However, when Gale Forces Winds are expected, but hurricane conditions are not predicted to follow, the COTP may elect to implement some of the requirements outlined in this plan. In any case, due to the unpredictable nature of tropical storms and hurricanes, marine interests should plan for the worst case.

B. Key Terms and Definitions

1. Storm Terminology: The National Oceanic and Atmospheric Administration's (NOAA) National Weather Service (NWS) provides advance warning of tropical storms and hurricanes on a national basis. The Central Pacific Hurricane Center (CPHC) identifies and tracks storms between Longitudes 140° West to 180° and gives warnings of those storms affecting the Hawaiian Islands and North of the equator. Information from these two agencies can be obtained online at: <http://www.weather.gov/Hawaii> and <http://www.weather.gov/cphc>, respectively. Please note that a storm need not be considered a hurricane for the provisions of this plan to be enacted by the COTP.

2. General: The following terminology is used throughout this plan:

Terminology	Sustained Wind Speed
Gale Force Winds (Storm/Hurricane conditions not expected)	39-54 MPH
Tropical Storm Force Winds	Cyclonic winds 39-73 MPH
Hurricane Force Winds	74 MPH or greater

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

NWS Alert	When Issued
Wind Advisory	Sustained winds of 30-39 MPH for an hour or more, and/or gusts of 50 to 57 MPH.
High-Wind Warning	Sustained winds of 40 MPH or greater for an hour or more, and/or gusts of 58 MPH or higher. The NWS also uses the following terms to describe the risks posed by tropical storm or hurricane force winds to a geographic area.
Tropical Storm Watch	Issued when Tropical Storm conditions (sustained winds of 39 to 73 mph) are possible within the specified area within 48 hours.
Tropical Storm Warning	Issued when Tropical Storm conditions (sustained winds of 39 to 73 mph) are possible within the specified area within 36 hours.
Hurricane Watch	Issued when Hurricane conditions (sustained winds of 74 mph or greater) are possible within your area. Hurricane Watches are normally issued 48 hours before anticipated tropical storm force winds.
Hurricane Warning	Issued when Hurricane conditions (sustained winds of 74 mph or greater) are possible within your area. Hurricane Warnings are normally issued 36 hours before anticipated tropical storm force winds.

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

Hurricane Category	Sustained Wind Speed
Category 1	74 -95 mph / 64-82 kts (Very dangerous winds will produce some damage)
Category 2	96-110 mph / 83-95 kts (Extremely dangerous winds will cause extensive damage)
Category 3	111-129 mph / 96-112 kts (Devastating damage will occur)
Category 4	130-156 mph / 113-136 kts (Catastrophic damage will occur)
Category 5	≥ 157 mph / ≥ 137 kts (Catastrophic damage will occur)

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

5. Port Heavy Weather Conditions (PHWC): PHWC are set by the COTP for commercial ports and are used to describe restrictions needed to protect life, vessels, facilities, ports, and the environment for severe weather. The NWS provides both Earliest Time of Arrival and Most Likely Time of Arrival wind products which are used to determine Port Heavy Weather Condition changes. The COTP generally references the Earliest Time of Arrival when determining PHWC. These conditions may be changed for each specific commercial port as the threat of severe weather increases, or as the storm approaches our area.

Port Condition	When Set	Port Status
Hurricane Seasonal Alert	01 June – 30 Nov (return to this condition after passage of storm during season).	OPEN
Whiskey	Sustained Tropical Storm Force Winds are predicted within 72 hours.	OPEN
X-Ray	Sustained Tropical Storm Force Winds are predicted within 48 hours.	OPEN
Yankee	Sustained Tropical Storm Force Winds are predicted within 24 hours.	RESTRICTED – vessel/facility control measures in effect
Zulu	Sustained Tropical Storm Force Winds are predicted within 12 hours.	CLOSED – all vessel traffic and waterside operations except for activities approved by COTP

NOTE: Storm movements impacting the time between Port Conditions may be less than listed.

C. RESPONSIBILITIES

1. General: The primary responsibility for natural disaster preparation and response rests with affected individuals, private industry, state and local governments. This plan provides recommended actions to be taken by the maritime community with the goal of having everyone prepared for an approaching storm. This plan cannot foresee all situations or conditions and does not reduce or replace the responsibility of any person or organization to exercise prudent judgement in the preparation for and response to heavy weather conditions.

The COTP will close ports and waterways whenever conditions pose an unacceptably high risk to vessel and facility safety. Post heavy weather recovery emphasis is put on immediate surveys of channel blockage and prioritization of steps necessary to resume essential, then normal vessel traffic.

Preparations for the arrival of a storm are critical to the safety and security of the port. Timely preventative actions can significantly eliminate or reduce the loss of life and property and it is the responsibility of everyone in the maritime community to take appropriate precautions.

2. **COTP Responsibilities:** The USCG is one of several Federal agencies that respond to actual or threatened natural disasters or emergencies. The COTP is responsible for the safety and security of the ports within a zone that includes the islands and atolls of the Hawaiian island chain and American Samoa. The COTP will oversee actions intended to safeguard the port against damage caused by heavy weather.

Upon initial notification of a storm that has the potential for affecting the COTP zone, the COTP will begin tracking the storm. The COTP will issue Broadcast Notice to Mariners (BNM) on VHF-FM Channels 16 and 22A, when a storm's trajectory, speed, or strength poses a threat to the Hawaiian Islands. The intent of issuing a BNM is to ensure that reasonable and timely preparations can be made by the maritime community to minimize damage from heavy weather. In America Samoa, Industry will receive these same notifications via phone calls from the local USCG representative to the COTP.

The COTP will issue Marine Safety Information Bulletins (MSIB) via email distribution and posting on Homeport in addition to BNMs. The intent of issuing BNMs and MSIBs is to ensure that reasonable and timely preparations can be made by the maritime community to minimize damage from heavy weather. In America Samoa, Industry will receive these same notifications via phone calls from the local USCG representative to the COTP.

The COTP will attempt to pass updates on forecasted closure times at least twice per day through the Maritime Transportation Recovery Unit (MTSRU).

Port Heavy Weather Conditions Preparations

Hurricane Season Preparedness 01 Jun to 30 Nov:

Making preparedness part of annual planning alleviates the rush to do these things when a storm is approaching. These efforts include:

- Updating internal contact lists and phone numbers.
- Any updated company numbers used by the Coast Guard to disseminate correspondence should be emailed to D14-DG-SH-SecHono-MTSRU@uscg.mil and addressed to the attention of the MTSRU Team.
- Reviewing contingency plans to minimize disruptions and ensure your business or organization is back up-and-running as early as possible.
- Attending port briefs by the Coast Guard helps understand actions that the Coast Guard will be taking before, during and after the storm.
- Determining what preparedness actions your staff and workforce will need to take.
- Ensuring that your business has the proper tools and equipment that is needed for safeguarding your vessel and/or facility.

Port Condition Whiskey – sustained 39 MPH winds are expected within 72 hours:

Preparations for the arrival of a storm are critical to the safety and security of the port. Specific actions and expectations should include the following:

- Port Status: Open to all commercial traffic.
- All operators should monitor the Central Pacific Hurricane Center for updates on storm track and the projected “Earliest Reasonable Arrival Time of Tropical-Storm-Force Winds”.
- The Coast Guard will issue a BNM and email out MSIBs.
- The COTP may restrict the operations of, or deny entry into the port to, vessels transporting oil or certain hazardous materials.
- The COTP will minimize the number of vessels in port. Prior to the setting of Whiskey, Operators of vessels 200 GTs and greater wishing to remain in port must submit a mooring plan to the DOT-Harbors if planning to moor in a state owned or operated commercial harbor.
- The COTP, in consultation with DOT-Harbors, will review each request on a case-by-case basis. Requests to remain in port can be found at the end of this Annex. These requests should be emailed to: D14-DG-SH-SecHono-MTSRU@uscg.mil.
- For DOT-Harbors, requests should be sent to the appropriate email below:
 - OahuDistrict.heavyweather.request@hawaii.gov
 - KauaiDistrict.heavyweather.request@hawaii.gov
 - MauiDistrict.heavyweather.request@hawaii.gov
 - HawaiiDistrict.heavyweather.request@hawaii.gov
 - DOT-Harbors may require more information which can be found at: <http://hidot.hawaii.gov/harbors/hurricane-preparedness/>
- Oceangoing vessels with permission to remain in port should be moored to piers designed to moor vessels of their respective size during heavy weather.
- Open areas of piers should be cleared of possible debris hazards. Timely correction of hazardous conditions will reduce the loss of life and property during heavy weather.
- Vessel transits may be permitted under safe forecasted weather conditions.
- In accordance with the Memorandum of Understanding (MOU) between U.S. Navy Region Hawaii and Coast Guard Sector Honolulu, commercial vessels may be allowed to anchor in Pearl Harbor for pre-hurricane situations. Commercial vessels that desire to anchor in Pearl Harbor must submit their vessel information, reasoning and intent to the COTP through the MTSRU for possible clearance by Joint Base Pearl Harbor Hickam as soon as practical.

Port Condition X-Ray – sustained 39 MPH winds are expected within 48 hours:

- Port Status: Open to all commercial traffic.

- All vessels should prepare to complete cargo operations and depart port within 36 hours.

Port Condition Yankee – sustained 39 MPH winds are expected within 24 hours:

- Port Status: Closed to incoming traffic without specific written approval of the COTP.
- All cargo operations must stop, within the next 12 hours.
- All lightering and bunkering operations are to cease.
- Vessel operators must coordinate with DOT-Harbors through the MTSRU to make arrangements in advance to remain in port.

Port Condition Zulu – sustained 39 MPH winds are expected within 12 hours:

- Port Status: Closed.
- Requests to continue terminal, facility or vessel operations require coordination and approval by COTP and DOT-Harbors. All requests to transit or continue operations should be communicated through the MTSRU. Any operations occurring within the port without specific permission may result in a civil penalty for violation of safety zones set by the COTP.

Response (During and Immediately After the Storm):

Immediately after the storm passes, the Coast Guard will be focused on reestablishing port operations. Coast Guard mission emphasis will be on: (1) conducting urgent Search and Rescue (SAR), (2) survey channel entries, (3) spill response, and (4) port reopening. Port operations will be focused on reopening the port.

Recovery (After the Storm):

During recovery, the Coast Guard, United States Army Corps of Engineers, and State will jointly conduct surveys of channel blockage and prioritize steps to resume essential—then normal—vessel traffic. Plans for re-opening the port will be closely coordinated with MTSRU to minimize risk of damage to vessels and assess the conditions of channels, aids to navigation, waterfront facilities, piers, and other infrastructure. The COTP, in conjunction with the State DOT-Harbors in Hawaii and the Territorial Emergency Management Coordinating Office (TEMCO) / Department of Port Administration in American Samoa, will begin sending Port Assessment Teams (PATs) to accessible areas of the zone. PATs will document all activities using logs, photographs and any other appropriate means. The Coast Guard will issue an updated BNTM and email out an MSIB to notify the reopening of the port and any special conditions.

Evacuation vs. Lay-up:*Vessel Evacuations:*

There are few safe havens within the COTP Zone in Honolulu and America Samoa. As a result, the safety and security of our ports are maximized when the number of commercial vessels in port during heavy weather events is limited. Accordingly, commercial ocean-going vessels and ocean-going tug/barge combinations 200 GTs and over will be required to depart when hurricanes approach.

The following factors should be considered when planning vessel evacuations:

1. Harbor Tugs – Masters and agents of deep draft vessels and tug/barges that require assistance during docking and transit should keep in mind that there is very limited availability of harbor tugs. For this reason, vessel owners/operators should make arrangements in advance with the harbor tug owners/operators for departing the port prior to Port Heavy Weather Condition Yankee (24 hours prior to storm making landfall). Failure to do so may result in difficulty in scheduling harbor tugs and/or delays that may make it difficult to evade the storm at sea. Plan to depart the port early, and anticipate some scheduling conflicts caused by the simultaneous departure of many deep draft vessels.
2. Pilots – Pilots generally stop working when conditions at the sea buoy prevent safe transfer from ship to pilot boat, or at the on-set of sustained Gale Force Winds. For this reason, vessel owners/operators should make arrangements in advance with the Pilots for departing the port prior to Port Heavy Weather Condition Yankee (24 hours prior to storm making landfall). Failure to do so may result in difficulty in scheduling harbor tugs and/or delays that may make it difficult to evade the storm at sea.

Lay-Up Vessels:

1. No vessel will be permitted to enter or remain in lay-up status during the hurricane season, except as provided below. Laid-up vessels unable to depart, before June 1 in the Hawaiian Islands and November 1 in America Samoa, each year must obtain written permission from the COTP and DOT-Harbors (for Hawaii) to remain in port. This is done by completing the “Request to Remain in Port” form, attached to this annex. Requests that are not fully or properly completed will not be considered, and the vessel will not receive the written permission. Requests, at a minimum, shall include a lay-up plan containing specific provisions for all categories of hurricanes.
2. If a vessel of over 200 GTs experiences an unplanned situation where it is unable to evacuate, the vessel owner/operator shall complete the “Request to Remain in Port” form. This request should be made as soon as possible but no later than when Port Heavy Weather Condition X-Ray (48 hours prior to storm making landfall). Requests submitted after that will not be considered. This is

vital due to the time it will take for the Coast Guard and DOT-Harbors to evaluate each vessel's request.

3. For purposes of this policy, a vessel is considered in lay-up status if it is not operational or undergoing repairs or contracted to commence repairs within seven (7) days. A vessel is considered operational only if it is manned, has valid certificates from the Flag Administration, and is prepared to conduct cargo operations or sail within 14 days of entering port.

Vessels Under 200 GTs:

1. The COTP defers to DOT-Harbors on the decision to allow vessels under 200 GTs to remain in a commercial port. Therefore, vessels that are under 200 GTs who plan on mooring in port (State facility or pier) during a heavy weather event should coordinate with DOT-Harbors. This includes any vessel experiencing an unplanned situation where it is unable to evacuate. Vessel requests to remain in port should be provided to DOT-Harbors.
2. DOT-Harbors information on requests to remain in port can be found at: <http://hidot.hawaii.gov/harbors/hurricane-preparedness/>
3. For DOT-Harbors, requests should be sent to the appropriate email below:
 - a. OahuDistrict.heavyweather.request@hawaii.gov
 - b. KauaiDistrict.heavyweather.request@hawaii.gov
 - c. MauiDistrict.heavyweather.request@hawaii.gov
 - d. HawaiiDistrict.heavyweather.request@hawaii.gov
4. Requests should be made as soon as possible but no later than setting of Port Heavy Weather Condition X-Ray (48 hours prior to storm making landfall).

This will make it possible for the State to ensure that all appropriate actions are being taken throughout the port and that all safety concerns are being addressed ahead of time and not at the last minute. This will also make it possible to ensure that the port or harbor that a vessel operator or owner plans to use is sufficient for safe mooring during heavy weather. It is important to note that some harbors may not be safe due to their location, exposure to open waters and/or the direction that a storm might approach. If you have questions on this, please contact DOT-Harbors at (808) 587-2050.

Request to Remain in Port—Commercial Vessel Survey:

This vessel information is required prior to the setting of Port Condition Whiskey. The request is subject to approval and will be reviewed by the Coast Guard Captain of the Port and DOT-Harbors Division. In order to reduce requirements, Sector Honolulu will accept DOT-Harbors requests found at <http://hidot.hawaii.gov/harbors/hurricane-preparedness/>. These requests should be emailed to D14-DG-SH-SecHono-MTSRU@uscg.mil and should also be sent to the appropriate email below:

- OahuDistrict.heavyweather.request@hawaii.gov

- KauaiDistrict.heavyweather.request@hawaii.gov
- MauiDistrict.heavyweather.request@hawaii.gov
- HawaiiDistrict.heavyweather.request@hawaii.gov

[This page intentionally left blank]

Captain of the Port Honolulu

Port Heavy Weather Conditions

Port Heavy Weather Conditions

Port Heavy Weather Conditions are set by the Coast Guard Captain of the Port (COTP) Honolulu for commercial ports and are used to manage port restrictions needed to protect life, vessels, facilities, and the environment. National Weather Service products assist in determining timelines for the setting of Port Conditions. Port Conditions will adjust for each specific commercial port as the threat of severe weather increases.

Port Heavy Weather Conditions will be provided simultaneously with specific requirements to port stakeholders via Marine Transportation System Recovery Unit (MTSRU) phone calls or emails, Marine Safety Information Bulletins, Broadcast Notice to Mariners on VHF-16 and 22A, and Coast Guard HOMEPORt website postings.

Port Conditions are set contingent upon the storm's course and speed. Should the storm increase in speed, Port Conditions may be accelerated.

Tropical Storm Force Wind Arrival	PORT CONDITIONS
SEASONAL ALERT (Jun 1-Nov 30)	N/A
72 HOURS	WHISKEY
48 HOURS	X-RAY
24 HOURS	YANKEE
12 HOURS	ZULU

Whiskey & X-Ray

Tropical Storm Force Winds (39 mph) are expected within 72/48 hours.

To enter, transit, or remain within the port, vessels must comply with the following requirements:

1) The COTP **may** restrict the operations of, or deny entry into the port to, vessels carrying oil or certain

hazardous materials as cargo. The COTP will seek to minimize the number of vessels >200 GTs in port. Operators of vessels >200 GTs wishing to remain in port must submit a mooring plan to the Coast Guard and Hawaii Department of Transportation Harbors Division (DOT-Harbors), if they want to moor at a State owned or operated harbor.

2) The COTP, in consultation with DOT-Harbors, will review each request to remain in port on a case-by-case basis. Requests to remain in port can be found through DOT-Harbors website ([Harbors | Hurricane Preparedness \(hawaii.gov\)](https://www.hawaii.gov/dot/harbors/)). These requests should be emailed to SecHonoMTSRU@uscg.mil and the appropriate DOT-Harbors email from their website.

3) Vessels with permission to remain in port should be moored to piers designed to moor vessels of their respective size during heavy weather. Open areas of piers should be cleared of possible debris hazards. Timely correction of hazardous conditions may significantly eliminate or reduce the loss of life and property damage during heavy weather.

4) Vessel transits will be permitted so long as it is safe under forecasted weather conditions. Commercial vessels that desire to anchor in Pearl Harbor must submit their vessel information, reason and intent to COTP through the MTSRU via email for Joint Base Pearl Harbor Hickam port entry approval as soon as practical. Pearl Harbor has limited space for emergency anchoring.

5) At Port Heavy Weather Condition X-Ray all vessels should prepare to complete cargo operations and depart port within 36 hours. Early coordination with Harbor Pilots is essential during port evacuations.

Yankee

Tropical Storm Force Winds (39 mph) are expected within 24 hours.

In addition to the requirements of Port Condition X-Ray, the below are in effect:

1) Port is closed to incoming traffic without specific approval of COTP. Unless specifically approved by the COTP, cargo operations must stop within the next 12 hours and lightering and bunkering are to cease.

2) The USCG works closely with DOT-Harbors through the MTSRU for vessel movements. Vessel operators are encouraged to coordinate with DOT-Harbors through the MTSRU to make arrangements in advance to remain in port.

3) If vessels or facilities refuse to follow the COTP safety recommendations or fail to make adequate preparations, the COTP will issue orders to require appropriate actions.

4) A safety zone may be enforced to close harbor entry for harbor(s) within the COTP zone when Port Condition Yankee is set, restricting vessel entry, and will remain in effect until terminated by the COTP.

Zulu

Tropical Storm Force Winds (39 mph) are expected within 12 hours.

In addition to the requirements of Port Condition Yankee, the below are in effect:

1) Port is closed.

2) No terminal, facility or vessel operations are permitted and any vessel entering or transiting within the port without specific COTP permission.

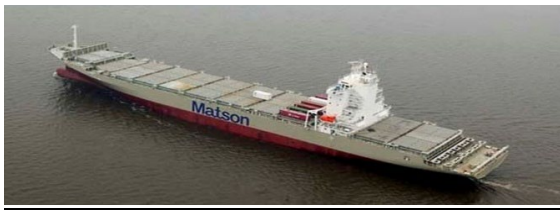
Recovery

Port re-opening will be closely coordinated by the MTSRU to reduce the risk of damage to vessels, and to assess the conditions of channels, piers, aids to navigation, waterfront facilities, or other infrastructure.

EXAMPLES of Vessels over 200 GTs



MARJORIE C. Container & vehicle ship.
GT: 26,000, Length/Width: 692/106 feet



DANIEL K. INOUE. Container ship.
GT: 48,409, Length/Width: 854/114.8 feet



Kaholo - Young Brothers Vehicle Barge
Length/Width: 330/86 feet

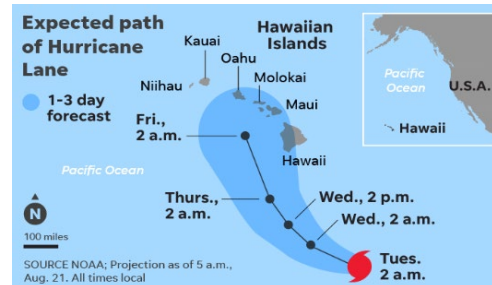


Pride of America. Cruise Ship
GT: 80,439, Length/Width: 850/106 feet

Hurricane Season Preparedness

The COTP will set Hurricane Season Preparedness for Hawaii from June 1st to November 30th and for American Samoa from November 1st to April 30th. Each hurricane season, port users shall take the time to review their heavy weather plans for all vessels and facilities.

Vessels will generally **NOT** be permitted to enter or remain in lay-up status for Hurricane Season.



Hurricane Lane - 2018: Illustrates a storm track prompting the progression of Port Conditions.

Recovery Activities

Storms have the potential to cause a range of damage to the port. Post storm assessments can reveal if the port suffered damage which may affect or disrupt the maritime transportation system.

The MTSRU has the sole focus on re-opening the port for after a disruption. It is primarily staffed by Coast Guard and other government personnel and is augmented by local marine industry experts and harbor stakeholders.



**Captain of the Port Honolulu
Port Heavy Weather
Conditions**

**USCG Sector Honolulu
400 Sand Island Parkway
Honolulu, HI 96819
(808) 842-2600**

MTSRU
SecHonoMTSRU@uscg.mil

Sector Honolulu Command Center
SCCHonolulu@uscg.mil

Coast Guard HOMEPORT Website
[https://homeport.uscg.mil/port-
directory/honolulu](https://homeport.uscg.mil/port-directory/honolulu)

Annex F: TC-COR Checklists

Appendix 1 to Annex F: Season Prep Checklist

Month before the start of hurricane season (1-31 May)

DATE/ INITIALS	TASK	KEY POSITION, DEPT, OR STAFF
	Ensure all Sector personnel (Active Duty, Reservist, and Civilians) have updated their Direct Access and CGPAAS records & provide current recall info to Logistics. Review questionnaires that list quarters and safety of dependents, including shelter information.	ALL DEPT/DIV
	Notification procedures & recall lists to be readily available (even at home) in case of after-hours notifications.	
	Forward any new contact updates for the Alert Warning System to SCC (Maritime Partners) or to LOGS (CG personnel, including Reserves, Civilians, AUX).	
	Validate WQSB, especially during transfer season	
	Review appropriate plans, references, and Sector Honolulu WQSB. Ensure MTSRP, ACP, SRP, and Annex D of the Natural Disaster Plan are posted to CG HOMEPOR website.	EMFR
	Review associated District SOP & Heavy Weather plans and references prior to June 1.	
	Coordinate and Facilitate All-Hands Hurricane Preparedness and COOP training (May & August All-Hands).	
	With the assistance of the unit Ombudsman, procure and disseminate info to CG members and families on preparation for a hurricane, including information on survival supplies, food, water, alternative cooking methods, home protection, safeguarding possessions, etc. (See Red Cross and/or Civil Defense Web Sites).	
	Ensure MS Teams COP is scrubbed for new hurricane season.	
	Ensure all Departments complete their responsibilities on this checklist and report to Sector Commander the status of preparations.	
	Review COOP Plan and verify readiness of the COOP site, particularly the spare batteries and any emergency supplies (i.e. food, water, etc.). Test Generators. A complete inventory & replenish of the locker shall be done in May.	SCC

Natural Disaster Plan

	Check all Communications circuits with sub-units and in conference room.	SCC
	Conduct monthly AWS phone exercise.	
	Conduct test of all satellite phones for Sector and Sub-units. Verify satellite phone numbers with State Hawaii Emergency Management Agency (HI-EMA) and get latest satellite directory from them.	
	Update Sector personnel security verifications via Permanent Certification memo and transmit to NCTAMS PAC via C201X.	
	Validate readiness of Cutters and Stations.	RESP
	Attend SOPA Evasion Seminar conducted by D14. Seminar typically conducted in May and August of each year.	
	Prepare Port Assessment Kits.	
	Draft TDY requests for Port Assessment Teams.	
	Identify state impounded vessels.	
	Ensure training/refresher is completed for all Port Assessment Team Members.	PREV
	Sponsor Heavy Weather/Hurricane brief/meeting with maritime community and stakeholders (ex: HOST, HHUG). Topics to include Mooring Plans, Request to Remain in Port Surveys and contact information. Distribute copies of Annex C. Ensure Port Community receives any amendments or changes to the Port Plan.	
	Validate readiness of MSTs.	
	Coordinate the timely distribution of the Command Preparedness Letter (using the "Emergency Evacuation/ Shelter Questionnaire" template in Annex E) to CG members. The letter should be emailed by 15 MAY with return date of 1 June. (Admin)	LOGS
	Working with EMFR, review COOP Plan and verify the readiness of the COOP site. Inventory and replenish any emergency supplies (i.e. food, water, etc.) by end of May. (ENG & FIN/SUP)	
	Verify with Base Honolulu the status of emergency generator and fuel. Coordinate with Base to test portable generator and light cart, ensure maintenance is up to date, and fill generator with fuel. (ENG)	
	Have in stock plastic bags/tarps for distribution to Departments to cover electronic equipment, if needed. (Fin/Sup)	
	Send up-to-date unit roster to Ombudsman.	

Appendix 2 to Annex F: TC-COR V Checklist

DATE/ INITIALS	TASK	KEY POSITION, DEPT, OR STAFF
	Brief all hands on the start of hurricane season and preparatory actions. [NOTE: This can be done through a regularly scheduled all-hands muster in May and for new members in August.]	COMMAND
	Ensure all government vehicles maintain a minimum of 75% fuel during Hurricane Season (TC-COR V).	ALL DEPT/DIV
	Ensure all actions for Tropical Cyclone Condition of Readiness (TC-COR) V have been completed.	EMFR
	Update/Validate IMT phone list and WQSB.	
	Ensure completion of procedures in CCGD14 OPLAN 9840-14 section C-21-A and submit attainment SITREP if required.	SCC
	Maintain status boards & track all hurricanes and tropical storms that threaten inhabited islands in the Sector's AOR. Maintain storm plots using National Weather Service updates/internet; National Hurricane Center website: www.nhc.noaa.gov ; and Hawaii Emergency Management Agency – Pacific Disaster center website: www.pdc.org . Anticipate storm force winds forward of the eye of a storm.	
	Ensure CART processors are logged into CART system.	PREV
	Provide updated recall, dependent and safe refuge list to SCC and Department Heads.	LOGS
	Maintain communications with Base Facilities Engineering in inspecting COOP site for general maintenance.	
	During a pandemic or social distancing environment, identify required testing for personnel and ensure proper PPE is available for designated members.	SOFR

[This page intentionally left blank]

Appendix 3 to Annex F: TC-COR IV Checklist

1. Incident Name: Hurricane _____		TC-COR IV (72 Hours)			INCIDENT OPEN ACTION TRACKER		
					ICS-233		
2. No.	3. Item	4. For/POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident Commander							
1	Sector Commander (IC) meets with Base Honolulu CO (IC Support), SOPA (IC Afloat), and other major unit COs, to discuss objectives & determine cutter asset control.	IC					
2	Initiate stand up of the Incident Command Post and Incident Management Team at Base Honolulu Command Conference Room or at ALTFAC site as warranted. PLANS and LOGS to take for action. Optional teleconference in a social distancing environment.	IC					
3	IC to hold Command & General Staff Meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan. Review Hurricane preparedness objectives and begin to develop tasks for the Command and General Staff. Present from the IMT will be OSC, PSC, MTS Section Chief, LSC, FSC, Safety Officer and Liaison Officer.	IC					
4	Sector Commander or Representative to attend or participate in State/Local daily teleconference with HI-EMA and National Weather Service (NWS).	IC					

Natural Disaster Plan

5	Review and set Port Heavy Weather Conditions as necessary.	IC					
6	Discuss/evaluate with D14 on possible evacuation of CG personnel/families; neighbor island situation with MSTs Maui, Kauai, and Hawaii; Samoa situation with MSU American Samoa. as necessary. Depending upon the nature of the threat, personnel may be pre-positioned unless their personal safety would be jeopardized.	IC					
7	If a hurricane is forecasted to be a Category 1 or above, consider activation of the Alternate Operations Facilities/COOP sites at Wahiawa and Red Hill Bunker.	IC					
8	IC to consider requesting CG EPLO/LOFR from D14 for Governor interaction.	IC					
9	Engage DOT- Harbors Administrator and D14 to discuss intentions. Pulse in with MTSRU	IC					
10	Review requirements for attaining TC-COR III.	IC					
Deputy Incident Commander							
11	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	DPIC					
12	Brief all hands on conditions and actions. Emphasize home preparedness and Sector preparation.	DPIC					

13	During C&GS Meeting, consult with C&GS and consider the potential impact/projections of the storm, evaluate the need to reduce Liberty or Leave or plan for recall of personnel required to attain higher condition of readiness. Consider Reserve call-up from CGD14 (dxr) as appropriate.	DPIC					
14	Contact the unit Ombudsman and invite to the Sector for collaboration of information.	DPIC					
15	Coordinate with AIRSTA CO to identify liaisons for Sector IMT.	DPIC					
16	Review requirements for attaining TC-COR III.	DPIC					
Command Staff (Public Information Officer, Safety Officer, Liaison Officer)							
17	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	PIO,SOFR, LOFR					
19	If necessary, engage IC/UC on requesting representatives (Senior Officers) directly assigned to the Governor/Mayor, in addition to the representatives at the EOC.	LOFR					
20	Establish contact & coordinate activities with other government emergency operating centers (EOCs) (operated by Emergency Management/Civil Defense) to ensure the timely dissemination of information. This includes participating in regular phone bridges (teleconferences) when a	LOFR					

	liaison is NOT dispatched to one or more of these EOCs.						
21	Assign & coordinate CG AREP for EOCs as needed:	LOFR					
22	Hawaii Emergency Management Agency (HI-EMA) EOC: (808) 733-4300	LOFR					
23	Oahu Department of Emergency Management (DEM) EOC: (808) 723-8960	LOFR					
24	Maui County (Maui, Molokai, Lanai) EOC: (808) 270-7285	LOFR					
25	Kauai County (Kauai, Niihau) EOC: (808) 241-1800	LOFR					
26	Hawaii County (Big Island) EOC: (808) 935-0031	LOFR					
27	American Samoa EOC: (684) 699-3800	LOFR					
28	Reach out to the ICP and other key partners (SITL, NOAA, HIEMA, Governor, etc) to obtain meeting schedules to deconflict to the greatest possibility of Sector IMT meetings . Pass to Planning Section.	LOFR					
29	Review & update Safety Plan (ICS 208)	SOFR					
30	During pandemic / social distancing utilize FEMA's COVID-19 Pandemic Operational Guidance found in Appendix xx in Heavy Weather Plan. <i>Implementing safety measures at disaster facilities to include temperature and health screenings, facility cleaning and disinfection measures, and social distancing requirements for on-site personnel.</i>	SOFR					

31	Engage D14 External Affairs for messaging	PIO					
32	Report status of completion or actions taken to the SITL.	PIO,SOFR, LOFR					
33	Review requirements for attaining TC-COR III.	PIO,SOFR, LOFR					
Operations Section							
34	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	OSC					
35	Coordinate with Response and Prevention Departments regarding establishing outreach and landside Port Assessment Branch (Harbor Patrol).	OSC					
36	D14(dr)(dpw), Commander, SAG, and Sector Honolulu shall set up a meeting to agree on when the FRCs fall under TACON of SAG, Commander. Also to be agreed upon is when the FRCs will be released from TACON of SAG, Commander for emergent SAR and post-storm assessments of the MTS for the MHI.	OSC					
37	Establish communications with SAG Commander. SAG Commander is: _____. Coordinate with SAG & ensure they have cutter information & needs (fueling, departure, etc). Ensure info required by SOPA and SAG Commander for Sector's Cutters is passed.	OSC					
38	Coordinate with Commander, SAG departure times with the D14 IMT when the Hurricane Evasion fleet has cleared Honolulu Harbor. Coordinate	OSC					

	departure times with Aloha Tower/Harbormaster in Port Call (https://Hawaii.PortCall.com).						
39	All 154' FRCs and larger cutters physically berthed, anchored, or operating in the Sector Honolulu AOR shall assume a minimum B-12 status when Condition IV is set. If cutters are unable to assume B-12 then they shall request a waiver through their chain of command to D14.	OSC					
40	Establish communications with CGC OLIVER BERRY, CGC JOSEPH GERCZAK and CGC WILLIAM HART regarding possible early evacuation.	OSC					
41	Recommend actions to conduct/coordinate Port Assessments on all islands to identify potential hazardous situations.	OSC/PAB					
42	Contact and have ready Port Assessment Teams.	OSC					
43	Notify BOA Contractor for potential DOSC.	OSC					
44	Engage MSST Future OPS in regard to potential TACON shift (number of boats/personnel) Future OPS # 808-864-9526	OSC					
45	Report status of completion or actions taken to the SITL.	OSC					
46	Once cutters are underway there is no longer a need to attain TC-COR.	OSC					
47	Review requirements for attaining TC-COR III.	OSC					
Port Assessment Teams							
48	Alert all personnel of TC-COR IV	MSTC					
49	Monitor National Weather reports	MSTC					

50	Ensure heavy weather go-bags and other items are prepared and moved to safe area.	MSTC					
51	Top off GV's with fuel. Maintain minimum of 75% in tanks.	MSTC					
52	Conduct port assessments/harbor patrols: 1) Execute ICS 204 Objectives 2) Inspect vsl moorings and facilities for missile hazards 3) ID Hazardous conditions & notify responsible party to ensure timely correction prior to arrival of heavy weather 4) Ensure laid up vessels are adequately secured.	MSTC					
53	Determine need for additional PAT personnel from Sector, request if necessary.	MSTC					
54	Coordinate with MTSL to maintain schedule and status of vessel at Harbor (Call to Harbor Master) https://Hawaii.PortCall.com - Monitor vessel movements	MSTC					
55	Port Assessment Teams attend pre and scheduled MSTRU Calls at 0930	MSTC					
Planning Section							
56	Initiate stand up of ICP in Base Honolulu Command Conference Room or at ALTFAC site as warranted. Augment with IMT members as needed. (boards, displays, computers, phones, etc.). Coordinate with Base Command Secretary & Base IT/ESD support (duty number 808-330-2201). Optional teleconference in a social distancing environment.	PSC					
57	Conduct C&GS meeting to discuss actions &	PSC					

	recommendations on port preparedness IAW draft 202.						
58	Determine need for pre-staging special teams in advance of storm: 1) NOAA Scientific Support Coordinator (SSC): Ruth Yender (206) 526-6081/Cell (206) 849-9926; 2) ACOE Lorayne Shimabuku (808) 497-4499; NOAA Operations Center (808) 725-5762/Cell (401) 218-0139; 3) SUPSALV	PSC					
59	Complete RFF for personnel from Pacific Strike Team: CDO Desk: (415) 883-3311 (0630-1600 PST) or CDO Cell: (415) 559-9405 and Incident Management Assist Team (IMAT) Operations Officer: (757) 567-8622.	PSC					
60	Establish, post & distribute daily Battle Rhythm for IMT. Post meeting schedules.	PSC					
61	Provide daily status of the hurricane situation at morning brief.	PSC or SITL					
62	Reach out to LOFR and/or the ICP to deconflict Sector IMT meetings with partner meetings to the greatest extent possible, i.e. D14, NOAA, HIEMA, Governors, etc.	PSC or SITL					
63	Ensure ICS209 has been drafted, approved and sent out. Coordinate with SCC & Prevention on BNTM and MSIBs.	SITL					
64	Create Situation Status Board utilizing Teams template.	SITL					
65	Commence storm plot and create storm folder in Teams for all applicable messages and information.	SITL					

66	Monitor storm approach utilizing NWS web products. Monitor closest approach for various ports.	SITL					
67	Support Status Board information with the following: Include hurricane response facilities infrastructure; Emergency Management Agency/Civil Defense, Fire Departments, USMC Waterfront Operations, 93rd Civil Support Team, AIRSTA Barbers Point, Ocean Safety Command Center, USN ROC, COMMSTA Wahiawa, Joint Field Office, and any other pertinent facilities. Ensure chart and road map of city is posted for monitoring of roadways and other transportation routes.	SITL					
68	Confirm Sub-units have alerted all personnel of TC-COR IV; Followed steps of individual unit's Heavy Weather Bill & have attained TC-COR IV.	SITL					
69	Coordinate with D14 on TC-COR Status reporting via Teams and 209 submittal.	SITL					
70	Create first Incident Action Plan.	PSC					
71	Send RFF to District as soon as deemed more personnel are necessary.	PSC					
72	Collect status reports of TC-COR IV attainment from other components of the Incident Command and notify the PSC when all are completed.	SITL					
73	Report status of completion or actions taken, for all components of the Incident Command, to the DPIC.	PSC					

74	Review requirements for attaining TC-COR III.	PSC					
Marine Transportation System (MTS)							
76	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	MTS Unit Leader					
77	Initiate email on Port Status 2 times daily to industry. Morning and afternoon.	MTS Unit Leader					
78	Post MSIBs on HOMEPORT website.	MTS Unit Leader					
79	IAW the Maritime Heavy Weather & Hurricane Plan, determine locations & intentions of vessels >200 GT within storm area. Use Request to Remain in Port – Commercial Vessel Survey (See Annex D) to gauge their intentions.	MTSRU					
80	Obtain and review vessel mooring plans. Provide SITL with information for update of Situation status.	MTSRU					
81	Develop in-port vessel transit plans for various weather/sea state scenarios.	MTSRU					
82	Support SITL Status Board information with the following: a. Location of all vessels in port (https://Hawaii.PortCall.com). b. Location of all fuel tanks in port. Differentiate between MTSA and non-MTSA regulated. Initiate IMD Facility Status QRC checklist. Ensure facility tank capacities are identified & posted. c. Post vessel queue; listing upcoming arrivals and departures.	MTSRU					

	d. DOT Harbors establish MTSRU Liaison						
83	Coordinate with DOT-H regarding port operations throughout increasing Port Conditions. Vessels/Facilities may continue operations ICW DOT-H and COTP concurrence. Continue to evaluate with partners and ensure any offshore lightering is secured when weather conditions reach dangerous levels. Contact Hawaii Independent Energy (HIE) Manager at 479-9690, Hawaii Marine Superintendent at ph: 547-3395/479-0594.	MTSRU/FAC					
84	Notify facilities (email, HOMEPORT) of changes in port status.	MTSRU/FAC					
85	Prepare/Verify AWS message in conjunction with changing port conditions and send to Command Center for release upon IC approval.	MTSRU/FAC					
86	Ensure facilities document all DOT HAZMAT expected to be stored on the facility and provides the information to Sector.	MTSRU/FAC					
87	Ensure Dangerous Cargo Manifests are readily available for freight ships remaining in port.	MTSRU/FAC					
88	Identify all Nearshore/Coastal pipelines pressed with oil, include above ground storage tanks and airfields. Coordinate with Response on any issues.	MTSRU/FAC					
89	Identify all vessels of 10,000 gallons of fuel/any HAZMAT or more remaining in port after	MTSRU/VSL					

	hurricane landfall (SANS or MISLE for vessel arrivals).						
90	Ensure CART processors are logged into CART system	MTSRU					
91	Engage DOT Harbors, Department of Health, Emergency Management/Civil Defense, and Aloha Tower for hurricane preparedness.	MSTRU					
92	Report status of completion or actions taken to the SITL.	MTS Unit Leader					
93	Review requirements for attaining TC-COR III.	MTS Unit Leader					
Logistics Section							
94	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	LSC					
95	Check availability of rooms at area military facilities for the staging and resting of off duty personnel as needed; provide information to the Sector Command Center. Comment: Schofield Inn is primary (ph: 624-9650), but monetary deposit is needed to secure the room. The earlier the evacuation declaration, the greater the chance of securing the rooms for use by IMT. Alternate: Fort Shafter Lodging Ph: 438-1685. In a social distancing environment optional teleconference and potentially need multiple open conference rooms.	LSC					
96	Evaluate need (only) to obtain temporary housing for unit personnel. Contact D14 (dm) in anticipation of steps for authorization (evac order),	LSC					

	funding; obligate unit funds if necessary.						
97	Hold meeting with Logistics Section support units; Base Honolulu, Civil Engineering Unit (CEU), and FORCECOM Armory. Discuss coordination and organization issues, Base closure.	LSC					
98	Top off vehicle fuel tanks (Maintain a minimum of 75% fuel in vehicles).	LSC/SUPT					
99	Notify Auxiliary phone tree and communication facilities for possible activation. _____ AUX POC _____ Sector Hono AUX Liaison	COML					
100	Confirm with CUC that Emergency Communications "Go-Pack" and MOTOROLA SABER/ASTRO Radios (fixed and handheld) are operating properly and ready to use.	COML					
101	KMI Manager verifies running inventory of unit KMI holdings for EAP purposes.	COML					
102	Ensure satellite phones are tested to ensure proper working condition. Confirm Sector Cutters are outfitted with a satellite phones.	COML					
103	Inventory on hand satellite phones, first net and other relevant C4IT devices (cell phones, plum kits, mifi, etc...). Consider current and future IMT expansion potential and submit C4IT requests via D14 DT for potential resource gaps	COML					
104	Generate TDY orders for Port Assessment Teams. Coordinate with Ops	LSC					
105	Secure vehicles and assess communications needs / test	LSC					

	communication for Port Assessment Teams.						
106	Report status of completion or actions taken to the SITL.	LSC					
107	Review requirements for attaining TC-COR III.	LSC					
Finance/Administration Section							
108	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	FSC					
109	Notify Logistics Section Chief to ensure unit recall roster is accurate.	ADMIN					
110	If not done already (via pre-season Hurricane Preparedness questionnaire), determine all Sector personnel evacuation locations and update database as needed.	ADMIN					
111	Ensure TAD/Leave personnel in your department en route to Hawaii are informed and have alternate plan.	ADMIN					
112	Determine need to establish a Personnel Accountability Unit and a Contact Desk to ensure Personnel Accountability. Personnel Accountability Unit reports to Finance/Admin Section Chief.	FSC					
113	Review requirements for attaining TC-COR III.	FSC					
114	Report status of completion or actions taken to the SITL.	FSC					
Sector Honolulu Command Center							
115	All watch personnel re-read evacuation EAP.	SCC					
116	Consider designating CDO, OUC, SUC, and CUC for COOP site. (Verify if messages need to be sent)	SCC					

117	Identify need and coordinate potential long-range C-130 broadcast requests with D14 JRCC and OSC.	SCC					
118	Contact D14 dt COMMSTA WAHIAWA manager to identify any potential issues with using the COOP site and NCTAMS PAC security. Coordinate as needed if COOP may be activated so that COOP teams that need to go to Wahiawa can gain access to COMMSTA.	SCC					
119	Report status of completion or actions taken to the SITL.	SCC					
120	Review requirements for attaining TC-COR III.	SCC					

[This page intentionally left blank]

Appendix 4 to Annex F: TC-COR III Checklist

7. Incident Name: Hurricane.((((((((		TC_COR.III.(00Hours)			INCIDENT.OPEN. ACTION.TRACKER		
					ICS_899		
2. No.	3. Item	4. For /POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident.Commander							
1	Meet with potential Unified Command members to review objectives, assigned tasks and share preparedness efforts.	IC					
2	IC to hold Command & General Staff Meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan. Review objectives and assigned tasks. Present from the IMT will be OSC, PSC, MTS Section Chief, LSC, FSC, Safety Officer and Liaison Officer.	IC					
3	Sector Commander or Representative to attend or participate in State/Local daily teleconference with HI-EMA and NWS.	IC					
4	Review and set Port Heavy Weather Conditions as necessary.	IC					
5	Consider activation of the Alternate Operations Facility/COOP Plan, as warranted (deviation from activating at TC-COR IV will be dependent on Storm forecast).	IC					
6	Discuss/evaluate with D14 on possible evacuation of CG personnel/families; neighbor island situation with MSTs Maui, Kauai, and Hawaii; Samoa situation with MSU American Samoa. as necessary. Depending upon the nature of the threat, personnel may be pre-positioned unless their personal safety would be jeopardized.	IC					
7	Engage D14 to discuss intentions.	IC					

8	Review requirements for attaining TC-COR II.	IC					
Deputy.Incident.Commander							
9	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	DPIC					
10	Ensure all actions for TC-COR IV have been completed.	DPIC					
11	Review Liberty schedule. Consider revisions of Liberty/Leave status based on Dept Head/Staff Chief recommendations.	DPIC					
12	Brief military personnel on housing policies and of website with locations of Emergency Management/Civil Defense shelters. Also posted on the web at: (www.co.honolulu.hi.us/ocda)	DPIC					
13	Contact/notify the unit Ombudsman of change in TC-COR and relay any pertinent information.	DPIC					
14	Review requirements for attaining TC-COR II.	DPIC					
Command.Staff.(Public.Information.Officer?Safety.Officer?Liaison.Officer)							
15	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	PIO,SOF R, LOFR					
16	Send RFIs to SITL and RFAs to RESL	LOFR					
17	Review requirements for attaining TC-COR II.	PIO,SOF R, LOFR					
Operations.Section							
18	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	OSC					
19	Ensure info required by SOPA and SAG Commander for Sector's Cutters is passed. Assume higher readiness status (B-2 or B-0) or get underway as advised by SEC Hono COTP.	OSC					
20	Note: All readiness/attainment of TC-COR IV will be reported to SOPA for FRCs	OSC					

21	Recommend actions to conduct Port Assessment/Harbor Patrols (including neighbor islands as necessary) to inspect vessel moorings and facilities for missile hazards.	OSC/PA B					
22	Ensure heavy weather mooring availability for non-evasion cutters at X-ray buoy at Pearl Harbor.	OSC					
23	Engage MSST Future OPS in regard to TACON shift and utilization of Red Hill COOP Site (number of boats/personnel). Deployable Team Leader as liaison at Sector IMT.	OSC					
24	Report status of completion or actions taken to the SITL.	OSC					
25	Review requirements for attaining TC-COR II.	OSC					
Port.Assessment.Teams							
26	Alert all personnel of TC-COR III	MSTC					
27	Monitor National Weather reports	MSTC					
28	Conduct port assessments/harbor patrols: 1) Execute ICS 204 Objectives 2) Inspect vsl moorings and facilities for missile hazards 3) ID Hazardous conditions & notify responsible party to ensure timely correction prior to arrival of heavy weather 4) Ensure laid up vessels are adequately secured.	MSTC					
29	Determine need for additional PAT personnel from Sector, request if necessary.	MSTC					
30	Coordinate with MTSL to maintain schedule and status of vessel at Harbor (Call to Harbor Master) https://Hawaii.PortCall.com - Monitor vessel movements	MSTC					
31	Attend scheduled MSTRU Calls	MSTC					

Planning Section							
32	Ensure the Planning Section Chief (PSC) has an electronic copy of the IAP no later than 0700.	DOCL					
33	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	PSC					
34	Provide daily status of the hurricane situation and port status at morning brief.	PSC or SITL					
35	Develop list of available personnel from information received from all departments and fill ICS billets to support 12-hour shifts. ICS will be constructed/ staffed appropriate to the severity of the storm.	PSC					
36	Confirm Sub-units (Stations, Cutters, ANT, etc) have: 1) alerted all personnel of TC-COR III; 2) Followed steps of individual unit's Heavy Weather Bill for TC-COR III, and 3) attained TC-COR III.	SITL					
37	Ensure Homeport/IMSS accounts are set up for SITL/MTSRU	SITL					
38	Ensure ICS209 has been drafted, approved and sent out. Coordinate with OSC & PSC on BNTM and MSIBs.	SITL					
39	Coordinate with D14 on TC-COR/Port Condition Status reporting via Teams and 209 submittal.	SITL					
40	Review, update, and validate IAP.	PSC					
41	Send RFF to District as soon as practicable if it is deemed more personnel are necessary.	PSC					
42	Collect status reports from other components of Incident Command and report to PSC once all have attained TC-COR III.						
43	Report status of completion or actions taken for all components of the Incident Command to the DPIC.	PSC					
44	Review requirements for attaining TC-COR II.	PSC					
Marine Transportation System (MTS)							

45	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	MTS Unit Leader					
46	Hold initial teleconference call with industry partners. Advise of possible evasion at TC-COR II.	MTS Unit Leader					
47	Notify facilities (email, HOMEPORT) of changes in port status.	MTSRU/ FAC					
48	Prepare/Verify AWS message in conjunction with changing port conditions and send to Command Center for release upon IC approval.	MTSRU/ FAC					
49	Update MSIBs on HOMEPORT website. Update Harbor Open/Closed information if needed.	MTS Unit Leader					
50	Confirm with Harbormasters/Aloha Tower/Pilots all vessels in port and expected arrivals. Update status board.	MSTRU/ SITL					
51	Contact local tug companies; develop list of available tugs for use in an emergency and the POCs. Provide input to update of status board.	MTSRU/ VSL					
52	Contact agents as needed, advise them of condition and determine status and intentions of vessels. Provide input to update status board.	MTSRU/ FAC					
53	Contact regulated facilities, advise them of condition and determine status and their intentions for pending transfers. Provide input to update of status board.	MTSRU/ FAC					
54	Ensure vessels complete cargo operations and if necessary, depart from port or securely moor within 24 hours.	MTSRU/ VSL					
55	As needed, prepare Safety Zone(s) for COTP signature	MTS Unit Leader					
56	Stand up CART	MTS Unit Leader					
57	Complete MTSR Facility Status form (https://homeport.uscg.mil/Lists/Content/Attachments/81088/MTSR_Facility Status Form_CG_11410A_for)	MTSRU					

	Homeport.PDF) and email to SecHonoMTSRU@uscg.mil						
58	Review requirements for attaining TC-COR II.	MTS Unit Leader					
Logistics Section							
59	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	LSC					
60	Confirm with Base Hono that the emergency generator is fueled and in operational condition.	LSC					
61	Coordinate with D14(dm) for evacuating/funding, if needed.	LSC/FSC					
62	In concert w/ Base Hono FED determine the need to relocate electronic gear, ensure that all Departments secure work areas, buildings, and property is protected and accounted for. Each Dept secure workspaces (e.g., interior doors closed, major electrical appliances unplugged, all computers labeled and moved to 2 nd floor of the Base Hono Admin Building EMFR Conference Room. Move all first floor (Base Honolulu Admin Building) electronic equipment (computers, copiers, etc.) to the second floor EMFR conference room for safe storage (label items that are being moved for ease when putting them back afterwards). Pier 4: move all first floor (Pier 4) electronic equipment (computers, copiers, etc.) to the second-floor conference room for safe storage (label items that are being moved for ease when putting them back afterwards). If necessary, ALL.ELECTRONIC.GEAR.MUST.BE.BAGGED.AND.COVERED;	LSC/SUB D					

63	Coordinate with Sector Engineering and ensure COOP generator and the mobile light cart are positioned at a safe location TBD. Confirm functioning. Generators expected to be used during recovery phase must be fully fueled.	LSC/SUB D					
64	Provide plastic bags/tarps to all depts for use in covering computers and equipment.	LSC/SUB D					
65	Develop a GV plan and provide to planning/IAP. Coordinate GV assignments and movement. Ensure GV remains on Sand Island for SCC.	LSC/SUB D					
66	Top off vehicle fuel tanks (Maintain a minimum of 75% fuel in vehicles).	LSC/SUB D					
67	UTM - AUX boat/Mobile COMMS trailer positioned in a safe location						
68	Verify CUC broadcasting NWS warnings.	COML					
69	Establish communications with FEMA and State ESF2 COMLs for spectrum and C4IT resource allocation, planning, and coordination. This may be completed via the FEMA Communications HSIN webpage.	COML					
70	Report status of completion or actions taken to the SITL.	LSC					
71	Review requirements for attaining TC-COR II.	LSC					
Finance-Administration Section							
72	Work with Base Hono Comptroller to order all necessary supplies, personnel and equipment.	FSC					
73	Report status of completion or actions taken to the SITL.	FSC					
74	Review requirements for attaining TC-COR II.	FSC					
Sector.Honolulu.Command.Center							
75	Coordinate with D14 JRCC and MTSRU to notify, pass information to all sub-units and Maritime Partners regarding current Heavy Weather Warning Condition via AWS. Report to DPIC when task is complete.	SCC					

76	<i>Monitor storm track and consider COOP options and timelines based on forecast. If evacuating, reserve GV with LSC for transport of KMI materials to the COOP site.</i>	SCC					
77	<i>Receive updated Broadcast Notice to Mariners from WWM/MTSRU and broadcast.</i>	SCC					
78	<i>Report status of completion or actions taken to the SITL.</i>	SCC					
79	<i>Verify CUC broadcasting NWS warnings.</i>	SCC					
80	<i>Review requirements for attaining TC-COR II.</i>	SCC					

Appendix 5 to Annex F: TC-COR II Checklist

7. Incident Name: Hurricane. ((((((((		TC_COR.II.(80.Hours)			INCIDENT.OPEN.ACTION. TRACKER		
					ICS_899		
2. No.	3. Item	4. For/POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident.Commander							
1	Attend UC/CG meeting(s). Participate in any UC/State teleconferences or meetings.	IC					
2	IC to hold Command & General Staff Meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan. Review objectives and assigned tasks. Present from the IMT will be OSC, PSC, MTS Section Chief, LSC, FSC, Safety Officer and Liaison Officer.	IC					
3	Review and set Port Heavy Weather Conditions as necessary.	IC					
4	Engage D14 to discuss intentions.	IC					
5	Review requirements for attaining TC-COR I.	IC					
Deputy.Incident.Commander							
6	Ensure all actions for TC-COR III have been completed.	DPIC					
7	Consider with Base Honolulu leadership and provide storm briefing to all Sector personnel not on Liberty and Leave status. Ensure personnel are informed of post-storm All-Hands muster locations. Locations/venues to consider are Base gymnasium, Microsoft Teams, Zoom, etc. Establish and distribute the times for an All-Hands muster	DPIC					

	<i>after the storm has passed and danger to personnel is removed. Provide general storm information. Identify particular TV and radio stations to listen to for CG-specific information. Remind people to look out for each other as psychological stress levels may be high.</i>						
8	<i>Consider release of Civilian personnel under Administrative Leave.</i>	DPIC					
9	<i>Contact/notify the unit Ombudsman of change in TC-COR and relay any pertinent information including CG dependent instructions and State shelter locations.</i>	DPIC					
10	<i>Review requirements for attaining TC-COR I.</i>	DPIC					
Command.Staff.(Public.Information.Officer?Safety.Officer?Liaison.Officer)							
11	<i>Ensure information is first verified and approved by the JIC or Sector Commander and/or in accordance with the Coast Guard's Public Affairs Manual.</i>	PIO					
12	<i>Obtain watch period information, disseminate contact information to SITL, and maintain contact with the CG Liaison(s) at any State or Local EOC.</i>	LOFR					
13	<i>Send RFIs to SITL and RFAs to RESL.</i>	LOFR					
14	<i>Review/update safety message or monitor safety equipment with deployed teams.</i>	SOFR					
Operations.Section							
15	<i>Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane</i>	OSC					

	<i>Plan. Discuss considerations to determine when to cease vessel and vehicle PAT/HARPATs.</i>						
16	<i>Ensure info required by SOPA and SAG Commander for Sector's Cutters is passed.</i>	OSC					
17	<i>Verify all B-0 or underway cutters have shifted TACON to SAG Commander and are preparing to evade or have evaded already.</i>	OSC					
18	<i>Recommend actions to conduct Harbor Patrols (including neighbor islands as necessary) to inspect vessel moorings and facilities for missile hazards.</i>	OSC / PAB					
19	<i>Recommend actions for Station.Honolulu;Maui;Kauai;Prepare all spaces for possible Evacuation Order. Place plastic bags/tarps over/around electronic equipment as needed. Upon departure, power down and unplug equipment. Ensure all CPUs are off the floor. If power is secured to STAs Kauai & Maui, notify LSC and ESU. OSC/Unit Readiness Group to confirm actions taken.</i>	OSC					
20	<i>Recommend actions for Station.Honolulu;1. Evacuate and secure operational RBS and trailer any operational RBS boats to Red Hill or other staging sites. 2. Maintain the RBMs in a ready status until final Evacuation Order is given by D14 or the Sector Commander. The OIC has authority to evacuate the unit if communications with OPCON are lost. OSC/Unit Readiness</i>	OSC					

	<i>Group to confirm actions taken.</i>						
21	<i>Recommend actions for Station.Mauiz1. Make preparations to trailer RBS for evacuation. Maintain one unit boat in ready status until final Evacuation Order is given by D14(dr) or the Sector Commander. The OIC has the authority to evacuate unit if communications with OPCON are lost. 2. Anticipate taking Maui VHF-FM Hi-Site guard if storm bypasses the Maui area. OSC/Unit Readiness Group to confirm actions taken.</i>	OSC					
22	<i>Recommend actions for Station.Kauaiiz1. Maintain one-unit RBM in ready status until final Evacuation Order is given by D14(dr) or the Sector Commander. The OINC has the authority evacuate the unit if communications with OPCON are lost. 2. Anticipate taking Kauai VHF-FM hi-site guard if storm bypasses Kauai area. OSC/Unit Readiness Group to confirm actions taken.</i>	OSC					
23	<i>Recommend actions for ANTiz1. Prepare all spaces for possible evacuation order. Place plastic bags/tarps to cover electronic equipment as needed. On departure, power down and unplug equipment. Ensure all CPUs are off the floor. OSC/Unit Readiness Group to confirm actions taken.</i>	OSC					
24	<i>Verify non-evasion cutter's mooring plan at x-ray buoy at Pearl Harbor.</i>	OSC					

25	Engage MSST on status/location of assets.	OSC					
26	Report status of completion or actions taken to the SITL.	OSC					
27	Review requirements for attaining TC-COR I.	OSC					
Port.Assessment.Teams							
28	Alert Personnel of TC-COR II	MSTC					
29	Monitor National Weather reports	MSTC					
30	Ensure location and accuracy of contact numbers for personnel	MSTC					
31	Continue port assessments/harbor patrols: 1) Execute ICS 204 Objectives 2) Inspect vsl moorings and facilities for missile hazards 3) ID Hazardous conditions & notify responsible party to ensure timely correction prior to arrival of heavy weather 4) Ensure laid up vessels are adequately secured.	MSTC					
32	Coordinate with MTSL to maintain schedule and status of vessel at Harbor (Call to Harbor Master) https://Hawaii.PortCall.com - Monitor vessel movements - Arriving vessels must be capable of being completely secured prior to projected onset to COR I. Anticipate closure of port when COR I is set. - Confirm list of available tugs in port - Verify all bunkering and lightering operations have been terminated. - Upon direction from SC/COTP advise all bulk oil facilities to remove oil products from any lines	MSTC					

	<i>leading from the fueling manifold back to the first valve inside containment to reduce impact from possible pipeline breaks</i>						
33	<i>Attend MTSRU calls</i>	<i>MSTC</i>					
Planning.Section							
34	<i>Ensure.the.Planning.Section.Chief.(PSC).has.an.electronic.copy.of.the.IAP.no.later.than.6066; Assist in making additional copies as needed.</i>	<i>DOCL</i>					
35	<i>Provide daily status of the hurricane situation and port status at morning brief.</i>	<i>SITL or PSC</i>					
36	<i>Ensure Broadcast Notice to Mariners and Marine Safety Information Bulletins accurately reflect COTP Orders/harbor closures.</i>	<i>PSC</i>					
37	<i>Maintain status of vessels in major ports.</i>	<i>SITL</i>					
38	<i>Ensure ICS209 has been drafted, approved and sent out. Coordinate with OSC & PSC on BNTM and MSIBs.</i>	<i>SITL</i>					
39	<i>Hold in possession and take if relocating: The Hawaiian Islands Coast Pilot and Harbor charts of Honolulu, Hilo, Kawaihae, Kahului, Nawiliwili, Port Allen, and American Samoa Harbors.</i>	<i>SITL</i>					
40	<i>Maintain a Sector personnel status board.</i>	<i>RESL</i>					
41	<i>Coordinate with D14 on TC-COR Status reporting via Teams and 209 submittal.</i>	<i>SITL</i>					
42	<i>Review, update, and validate IAP.</i>	<i>PSC</i>					
43	<i>Send RFF to District as soon as deemed more personnel are necessary.</i>	<i>PSC</i>					

44	Collect status reports on attainment of TC-COR II from all other Incident Command components, brief PSC when complete.	SITL					
45	Once SITL confirms all actions for TC-COR II have been completed, Brief DPIC on status.	PSC					
46	Review requirements for attaining TC-COR I.	PSC					
Marine.Transportation.System.(MTS)							
47	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	MTS Unit Leader					
48	Update MSIBs on HOMEPORT website. Update Harbor Open/Closed information if needed.	MTS Unit Leader					
49	Through coordination with harbor authorities and waterfront facility operators, ensure harbors are as secure as possible from real or potential threats to navigation.	MTS Unit Leader					
50	Notify facilities (email, HOMEPORT) of changes in port status.	MTSRU/FAC					
51	Prepare/Verify AWS message in conjunction with changing port conditions and send to Command Center for release upon IC approval	MTSRU/FAC					
52	Provide and verify list of available tugs and vessels in major ports with SITL for updates to the status boards.	MTSRU					
53	Monitor vessel movements. Arriving vessels must be capable of being completely secured prior to projected onset of appropriate port	MTSRU					

	<i>condition or in line of approval with COTP/IC</i>						
54	<i>Coordinate handling of Fishing Vessel Fleet as needed. DOTH conducts a meeting with CFV community representatives / operations. Have Port Assessment Teams verifying that lines are double up, check bilge alarms, etc</i>	MTSRU					
55	<i>Verify that all bunkering and lightering ops have been terminated or scheduled to be secured by an established time (approved by IC/COTP)</i>	MTSRU					
56	<i>As conditions apply, and upon the direction of the SC/COTP, advise all bulk oil facilities to remove oil products from any lines leading from the fueling manifold back to the first valve inside containment, to reduce impact from possible pipeline breaks.</i>	MTSRU					
57	<i>Review requirements for attaining TC-COR I.</i>	MTS Unit Leader					
Logistics.Section							
58	<i>Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.</i>	LSC					
59	<i>Notify ESU if power to STAs Kauai, Maui, and/or Pier 4 is secured so they know why their services are no longer on-line.</i>	LSC					
60	<i>Work with Base Hono Comptroller to procure GOVs or rental vehicles and additional hand-held radios if necessary.</i>	LSC					

61	Coordinate dispatch/release of Sector vehicles (loaded w/ supplies) to Department reps. Review vehicle plan (TBD) for guidance.	LSC/SUBD					
62	Prepare/submit COMMS/MED plan	COML					
63	Sign out COMMS go kit for Command/General staff as needed.	COML					
64	Report status of completion or actions taken to the SITL.	LSC					
65	Review requirements for attaining TC-COR I.	LSC					
Finance-Administration.Section							
66	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	FSC					
67	Ensure location and accuracy of contact numbers for all Sector Honolulu personnel	ADMIN					
68	Ascertain the availability of all Reservists and status of their families for Post-Heavy Weather Operations.	ADMIN					
69	Report status of completion or actions taken to the SITL.	FSC					
70	Review requirements for attaining TC-COR I.	FSC					
Sector.Honolulu.Command.Center							
71	Monitor storm track and consider COOP options and timelines based on forecast and potential impact. If evacuating, reserve GV with LSC for transport of KMI materials to the COOP site.	SCC					
72	If evacuating, designate and determine time for alternate command site personnel proceed to Wahiawa COOP site; Enact EAP	SCC					

73	<i>If not evacuating, designate watch relief team and identify potential berthing options with LSC or STA Honolulu.</i>	SCC					
74	<i>Coordinate with D14 JRCC and MTSRU to notify, pass information to MTS Partners regarding current Heavy Weather Warning Condition via AWS. Report to DPIC when task is complete.</i>	SCC					
75	<i>Update Broadcast Notice to Mariners to include NWS warnings.</i>	SCC					
76	<i>Report status of completion or actions taken to the SITL.</i>	SCC					
77	<i>Review requirements for attaining TC-COR I.</i>	SCC					

Appendix 6 to Annex F: TC-COR I Checklist

7. Incident Name: Hurricane. ((((((((		TC_COR.I.(78.Hours)			INCIDENT.OPEN.ACTION. TRACKER		
					ICS_899		
2. No.	3. Item	4. For/POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident.Commander							
1	Attend UC/CG meeting(s). Participate in any UC/State teleconferences or meetings.	IC					
2	Preparations for protection of CG property should already be completed at this point. Re-emphasize the locations of State shelters.	IC					
3	Engage D14 to discuss intentions.	IC					
Deputy.Incident.Commander							
4	Ensure all actions for TC-COR II have been completed.	DPIC					
5	Notify the unit's Ombudsman of the TC-COR I requirements and coordinate notifications and associated instructions to dependents.	DPIC					
Command.Staff.(Public.Information.Officer?Safety.Officer?Liaison.Officer)							
6	Ensure information is first verified and approved by the JIC or Sector Commander and/or in accordance with the Coast Guard's Public Affairs Manual.	PIO					
7	Ensure to the maximum extent possible that all personnel keep safety gear; hard hats, coveralls, steel toed boots, and gloves with them.	SOFR					
8	Monitor and report safety concerns identified by Operations.	SOFR					
9	Obtain watch period information, disseminate contact information to SITL, and maintain contact with the CG Liaison(s) at any State or Local EOC.	LOFR					
10	Send RFIs to SITL and RFAs to RESL	LOFR					

Operations.Section							
11	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan. Discuss considerations to determine when to cease vessel and vehicle HARPATs.	OSC					
12	Ensure info required by SOPA and SAG Commander for Sector's Cutters is passed.	OSC					
13	From the time TC-COR I is set until the storm passes, use extreme caution when dispatching any forces for assistance missions. PAT/HARPATs should be secured at TC-COR I unless absolutely necessary to ensure any final preparations are made IAW any COTP orders that were issued. By 12 hours out, all operations should have ceased. Only last minute COTP approved ops should be occurring. It may be necessary to conduct harbor patrols via road only and report back via cell phone. Contact neighbor island assets to also begin securing from conducting patrols/surveys. It may be necessary to authorize continued patrols on islands which are not expected to be hit directly.	OSC					
14	Add a Waterways Management Group to OPS and staff with ANT member. Note: ANT priorities post storm: Range markers and lights for Honolulu Harbor, Barbers Point Deep Draft Harbor, and Pearl Harbor; then #4, 1, 2 for PH. Have trucks loaded with prioritize supplies. Fix most important aids on each island.	OSC					
15	Discuss need to direct STA Kauai and STA Maui personnel to take local control of island Hi-Sites if	OSC					

	<i>they are not evacuating. Coordinate with SCC.</i>						
16	<i>Verify non-evasion cutters are moored at x-ray buoy at Pearl Harbor.</i>	OSC					
17	<i>Report status of completion or actions taken with the DPIC.</i>	OSC					
Port.Assessment.Teams							
18	<i>Alert all personnel of TC-COR I</i>	MSTC					
19	<i>Monitor National Weather reports</i>	MSTC					
20	<i>Designate method/schedule for unit/TDY personnel to check in post storm. Designate primary and secondary meeting locations/times if communication system down.</i>	MSTC					
21	<i>Port Assessments and Harbor Patrols should be secured at TC-COR I unless absolutely necessary to ensure any final preparations are made IAW any COTP orders that were issued. From time TC-COR I is set until storm passes, use extreme caution when dispatching any forces for assistance missions.</i>	MSTC					
22	<i>Coordinate with MTSL to maintain schedule and status of vessel at Harbor (Call to Harbor Master) https://Hawaii.PortCall.com - ID vessels remaining in port. - Ensure container yard properly prepped - Ensure bunkering and lightering operations have been terminated - Ensure product from any bulk oil facility lines leading from fueling manifold have been removed per SC/COTP direction in TC-COR II</i>	MSTC					
23	<i>All operations should be ceased. Only last minute COTP approved ops should be occurring.</i>	MSTC					
24	<i>Attend MTSRU calls</i>	MSTC					
25	<i>Review requirements for post storm response</i>	MSTC					

Natural Disaster Plan

Planning.Section							
26	Ensure.the.Planning.Section.Chief.(PSC).has.an.electronic.copy.of.the.IAP.no.later.than.6066; Assist in making additional copies as needed.	DOCL					
27	Provide daily status of the hurricane situation and port status at morning brief.	SITL or PSC					
28	Ensure Broadcast Notice to Mariners and Marine Safety Information Bulletins accurately reflect COTP Orders/harbor closures.	PSC					
29	Ensure ICS209 has been drafted, approved and sent out. Coordinate with OSC & PSC on BNTM and MSIBs.	SITL					
30	Immediately send RFF to District if it is deemed that more personnel are necessary.	PSC					
31	Coordinate with D14 on TC-COR Status reporting via Teams and 209 submittal.	SITL					
32	Collect status reports on attainment of TC-COR I from all other Incident Command components, brief PSC when complete.	SITL					
33	Once SITL confirms all actions for TC-COR I have been completed, Brief DPIC on status.	PSC					
Marine.Transportation.System.(MTS).Section							
34	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	MTS Unit Leader					
35	Report status of completion or actions taken with the DPIC.	MTS Unit Leader					
36	Ensure MSIBs are on HOMEPOR website. Update Harbor Open/Closed information.	MTSRU					

37	Maintain CART and COTP concerns	MTS Unit Leader					
Logistics.Section							
38	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	LSC					
39	Verify with the Prevention Department Head that the Pier 4 access gate is closed.	LSC					
40	Notify Auxiliary phone tree, requesting all Auxiliary radio facilities to assume a VHF-FM channel 16 guard.	COML					
41	Report status of completion or actions taken with the DPIC.	LSC					
Finance-Administration.Section							
42	Attend C&GS meeting to discuss actions & recommendations on port preparedness IAW Maritime Heavy Weather & Hurricane Plan.	FSC					
43	Working with SCC, Notify, pass information to all department personnel, including CG Reserves and civilians, regarding current Heavy Weather Condition of Readiness (COR) via AWS and provide personnel status to RESL. [PAU to maintain personnel status board]. Report to DPIC when task is complete.	ADMIN					
43	Ascertain the availability of all Reservists and status of their families for Post-Heavy Weather Operations (if not done already).	ADMIN					
44	Report status of completion or actions taken with the DPIC.	FSC					
Sector.Honolulu.Command.Center							
45	If evacuating, assume R21 radio guard at Alternate Facility/COOP site. Report stand-up status of COOP, communication capabilities and limitations to OSC.	SCC					

46	<i>If not evacuating, identify reporting requirements for watch relief team.</i>						
47	<i>Update Broadcast Notice to Mariners to include NWS warnings.</i>	SCC					
48	<i>Coordinate with D14 JRCC and MTSRU to notify, pass information to MTS Partners regarding current Heavy Weather Warning Condition via AWS. Report to DPIC when task is complete.</i>	SCC					
49	<i>Report status of completion or actions taken with the DPIC.</i>	SCC					

Appendix 7 to Annex F: Recovery Checklist

7j..Incident.Name Hurricane. ((((((((		Recovery.Phase			INCIDENT.OPEN.ACTION. TRACKER		
					ICS_899		
2. No.	3. Item	4. For/POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident.Commander							
1	For the CG these are primarily rebuilding processes of our own damages. The CG's overall role is minor compared to the state and other federal agencies (FEMA). Refer to the Sector Honolulu Maritime Transportation System Recovery Plan / Salvage Response Plan to incorporate strategies to recover the MTS and impacted ports.	IC					
2	Make determination to return to SEASONAL ALERT status, after consultation with D14. As soon as operational pace and communications capabilities allow, resume normal command and control.	IC					
Deputy.Incident.Commander							
3	Communicate with Ombudsman network to pass and receive information.	DPIC					
4	Consider need to evacuate families post storm, particularly if storm is CAT 3 or above.	DPIC					
Operations.Section							
5	If not already done....Commander, SAG: Sector Honolulu IMT will make the request to D14 IMT to shift TACON back to Sector for post-storm assessment.	OSC					
Planning.Section							
6	Update status boards.	SITL					

7	Check in equipment / THD personnel	RESL					
8	Compile lessons learned.	PSC					
Logistics.Section							
9	Order equipment and set up berthing and transportation to sites.	LSC					
Finance-Administration.Section							
10	Ensure CGMA funds are available in consult with CGMA Officer. Ensure all impacted CG personnel receive comparable CG assistance as appropriate and are aware of CG benefits and limitations.	FSC					
11	Secure funding strings for personnel, equipment, supplies, berthing, food, and transportation. Ensure all funds expended are properly documented.	FSC					
12	Process travel claims.	ADMI N					

Appendix 8 to Annex F: Response Checklist

7. Incident Name: Hurricane. ((((((((		Response Phase			INCIDENT.OPEN.ACTION. TRACKER		
					ICS_899		
2. No.	3. Item	4. For/POC	5. Briefed POC	6. Start Date	7. Status	8. Target Date	9. Actual Date
Incident Commander							
1	If not already done, designate location of post-disaster command post based upon known conditions. (possible considerations: Red Hill Bunker, Base HONO Club 14, etc).	IC					
2	Depending on severity of storm, anticipate supporting State HI-EMA Unified Coordination Group Command Post (if stood up).	IC					
3	Attend UC/CG meeting(s). Participate in any UC/State teleconferences or meetings.	IC					
4	Assess situation and determine whether to continue w/ICS or default to standard command structure.	IC					
5	Consider possible Objectives: 1. Unit: personnel accountability / Resource status and location. 2. Core Missions: SAR assistance / stop pollution. 3. Mobility & Commerce (in concert with DOT Harbors: Stand up Seaport Unified Command with key partners / Affirm priorities / liaison with shipping agents / open shipping channels / contact inspected vessels, UPVs, UTVs and facilities to assess operating status. Adjust ICS 202 Objectives as needed.	IC					
Deputy Incident Commander							

6	Following an initial assessment of CG facilities by Base Honolulu and the Sector Facility Manager, direct a return to evacuated facilities in consult w/ the Safety Officer Report same to SITL.	DPIC					
7	Notify the unit's Ombudsman of Response Phase requirements and coordinate notifications and associated instructions to dependents.	DPIC					
Command.Staff.(Public.Information.Officer?Safety.Officer?Liaison.Officer)							
8	Request Public Affairs Team from D14 as necessary. Provide input through D14 Public Affairs to Joint Field Office (JFO) as it comes online.	PIO					
9	Obtain watch period information, disseminate contact information to SITL, and maintain contact with the CG Liaison(s) at any State or Local EOC.	LOFR					
10	Verify conditions of State-run shelters immediately following the storm.	OSC					
Operations.Section							
11	Attend C&GS meeting to discuss actions & recommendations on response and recovery operations.	OSC					
12	Reestablish DOT Harbors liaison for post-storm coordination.	OSC/M TSRU					
13	If Pearl Harbor is being utilized as an Alternate Port, establish Liaison team at JBPHH/Pearl Harbor as needed (EOC, Marine Control Tower, etc).	OSC					

14	<i>Schedule more intensive damage assessment overflights as soon as possible after storms passage. Sector Rep (or ICS Planning Section Field Observer) to use CG Helo, if possible, and conduct survey with USACE Rep using ANG helos. Coordinate overflight through D14 for AIRSTA aircraft support. Provide results to SITL.</i>	OSC					
15	<i>Conduct/coordinate Port Assessment/Harbor Patrols on all islands for situational awareness and to identify hazardous situations.</i>	OSC/P AB					
16	<i>Request USCG Regional Dive Locker Pacific to conduct underwater Port Survey of Honolulu Harbor if impacted.</i>	OSC					
17	<i>Request CGD14 to provide Sector and D14/Pac ATON assets as necessary to assess ATON.</i>	OSC					
18	<i>Request TACON of cutters for SAR response from SOPA as needed.</i>	OSC					
19	<i>As operations permit, organize work parties for community assistance.</i>	OSC					
20	<i>Account for and direct initial assessments and operations on islands other than Oahu using Marine Safety Team and MSU assets. Reports findings to SITL.</i>	OSC					
21	<i>Request USACE, NOAA and local pilot's associations survey commercial channels as soon as possible. Report findings to SITL.</i>	OSC/M TSRU					
22	<i>Establish safety zones around damaged ships and/or facilities. Report</i>	OSC/M TSRU					

	<i>establishment of same to SITL and SCC.</i>						
23	<i>Begin pollution cleanup as needed. Request assistance from Pacific Strike Team if necessary.</i>	OSC					
24	<i>Send Marine Inspectors to inspect damaged vessels. Report findings to SITL.</i>	OSC					
25	<i>Dispatch investigation teams to vessel casualties/deaths. Report findings to SITL.</i>	OSC					
26	<i>Monitor private industry's use of vessels for crisis evacuations. Report findings to SITL.</i>	OSC/L OFR					
27	<i>Report status of completion or actions taken with the DPIC.</i>	OSC					
Planning.Section							
28	<i>Ensure.the.Planning.Section.Chief.(PSC).has.an.electronic.copy.of.the.IAP.no.later.than.6066; Assist in making additional copies as needed.</i>	DOCL					
29	<i>Ensure the ICS 201/status report is provided to the PSC no later than 0700 every morning.</i>	SITL					
30	<i>Facilitate C&GS meeting to discuss actions & recommendations on response and recovery operations.</i>	PSC					
31	<i>Make resource assignments of available personnel and equipment to do initial assessment.</i>	PSC					
32	<i>Provide daily status of the hurricane situation and port status at morning brief.</i>	SITL or PSC					
33	<i>Ensure Broadcast Notice to Mariners and Marine Safety Information Bulletins accurately reflect COTP Orders/harbor closures.</i>	PSC					

34	Ensure ICS209 has been drafted, approved and sent out. Coordinate with OSC & PSC on BNTM and MSIBs.	SITL					
35	Determine and submit a prioritized needs report to CGD14, by any means available following post heavy weather overflight. Describe amount of damage, list of immediate needs and operational capability within 6 hours of storm passage.	PSC					
36	Send 6-hour SITREPs to D14 and info SOPA and SAG Commander, providing the statuses of shore units and cutters not under TACON of SOPA; include positions of known high risk vessels, and Auxiliary actions and concerns. (P:\Sector Honolulu\SecHono Proper\SecHono_Command_Center\ADMIN\USER ACCOUNTS\C2OIX\MESSAGE TEMPLATE WEBVIEWER).	SITL					
37	Report status of completion or actions taken with the DPIC.	PSC					
Marine.Transportation.System.(MTS)							
38	Attend C&GS meeting to discuss actions & recommendations on response and recovery operations.	MTS Unit Leader					
39	Use CART system for information flow to District and Headquarters.	MTSRU					
40	Post MSIBs on HOMEPORT website. Update Harbor Open/Closed information.	MTSRU					
41	Account for all ships, which remained in port, obtain status harbors, channels, and waterfront facilities. Provide	MTSRU					

	<i>findings to SITL for updating status boards.</i>						
42	<i>Report status of completion or actions taken with the DPIC.</i>	<i>MTS Unit Leader</i>					
Logistics.Section							
43	<i>Attend C&GS meeting to discuss actions & recommendations on response and recovery operations.</i>	<i>LSC</i>					
44	<i>Prepare for influx of personnel and equipment as necessary.</i>	<i>SUBD</i>					
45	<i>Report discrepancies of workspaces, vehicles, and equipment to SITL.</i>	<i>SUBD</i>					
46	<i>Obtain additional MREs and supplies as necessary. Primary source for MREs will be CG Base Support Services Department.</i>	<i>SUBD</i>					
47	<i>Report status of completion or actions taken with the DPIC.</i>	<i>LSC</i>					
Finance-Administration.Section							
48	<i>Attend C&GS meeting to discuss actions & recommendations on response and recovery operations.</i>	<i>FSC</i>					
49	<i>Contact reservists concerning availability for recall. If severity of storm damage is high and additional personnel are needed for response operations, D14 will distribute involuntary recall message. Initiate involuntary recall if message is received. Report findings to RESL.</i>	<i>ADMIN</i>					
50	<i>Conduct accountability of all members & families. Update members and family as needed.</i>	<i>ADMIN</i>					

51	<i>Provide SITL with a list of personnel incapacitated through injuries to themselves or their families, or loss of housing that should be replaced. Report findings to SITL. Confirm with D14 the frequency of updates.</i>	ADMIN					
52	<i>Ascertain the availability of all Reservists and status of their families for Response Operations (if not done already).</i>	ADMIN					
53	<i>Draft notifications, pass information to all department personnel, including CG Reserves and civilians, regarding current situation via AWS and provide personnel status to RESL. [PAU to maintain personnel status board]. Report to DPIC when task is complete.</i>	ADMIN					
54	<i>Report status of completion or actions taken with the DPIC.</i>	FSC					
Sector.Honolulu.Command.Center							
55	<i>Report status of Alternate Operations Facility and communication capabilities and limitations to Seaport UC OSC.</i>	SCC					
56	<i>Verify that CUC broadcasting NWS warnings.</i>	SCC					
57	<i>Broadcast Notice to Mariners.</i>	SCC					
58	<i>Establish communications with other Coast Guard units.</i>	SCC					
59	<i>Notify, pass information to all sub-units and Maritime Partners regarding current situation via AWS. Report to DPIC when task is complete.</i>	SCC					

[This page intentionally left blank]

Annex G: Hurricane Templates

Appendix 1 to Annex G: MSIB Hurricane Season Prep



Marine Safety Information Bulletin [MSIB#]

U.S. DEPARTMENT OF HOMELAND SECURITY

**U. S. Coast Guard
Sector Honolulu
Sand Island
Parkway Honolulu,
Hawaii 96819
(808) 842-2600**



Hurricane Season Preparedness

The United States Coast Guard Captain of the Port (COTP) has set Hurricane Season Preparedness for the Hawaiian Islands for the duration of the Pacific Area hurricane season, from June 1st to November 30th.

In preparation for the upcoming hurricane season, port users shall take the time to review their heavy weather plans for all vessels and facilities. For operators of vessels wishing to remain in port during a heavy weather event, you must submit a mooring plan to the Coast Guard and State of Hawaii Division of Harbors (if planning to moor in a State owned/operated harbor). In general, vessels will NOT be permitted to enter or remain in "lay-up" status during Hurricane Season. The COTP, in consultation with DOT-Harbors, will review each request to remain in port on a case-by-case basis.

All **vessel and barge operators** with COTP permission (and DOT-Harbors where applicable) to remain in port during severe weather must ensure storm moorings are in place. Tests must be conducted of all emergency systems, including communications and power systems, and all required equipment must be on hand and operational. Further, vessel and barge operators must provide the COTP with an updated list of all vessels and barges moored at any facility for more than 30 days. Please submit your list to: SecHonoMTSRU@uscg.mil.

All **terminal and facility operators** shall review emergency procedures as set forth in their operations manual for hurricane readiness and cargo stowage requirements. Operators should review engineering surveys to identify areas of significant or existing damage or waste which may not withstand strong winds.

Any questions or concerns regarding the upcoming hurricane season and port preparedness should be directed to the USCG Sector Honolulu Command Center at (808) 842-2600. Please continue to monitor the USCG Homeport website at <https://homeport.uscg.mil/port-directory/honolulu> for up-to-date hurricane information.

#

[This page intentionally left blank]

Appendix 2 to Annex G: MSIB PHWC Update

**Marine Safety Information Bulletin [MSIB#]**

U.S. DEPARTMENT OF HOMELAND SECURITY

**U. S. Coast Guard
Sector Honolulu
400 Sand Island Parkway
Honolulu, Hawaii 96819
(808) 842-2600**



**Tropical Storm NAME
Port Heavy Weather Conditions:
WHISKEY for XXX and XXX Counties
X-RAY for XXX County**

The United States Coast Guard Captain of the Port (COTP) has set Port Heavy Weather Condition (PHWC) *Whiskey* for ports in XXX and XXX counties and PHWC *X-Ray* for XXX County on DATE at TIME(HST).

At PHWC *Whiskey*, all pleasure craft shall seek sheltered waters. All ocean-going commercial vessels and ocean-going barges must make plans for departing the port area if they do not have COTP and State of Hawaii Department of Transportation (DOT)-Harbors Division, permission to remain. These vessels will be required to complete cargo operations and depart the port within 60 hours after PHWC *Whiskey* is set. Vessels that desire to remain in port must submit a safe mooring plan in writing to the COTP and DOT-Harbors Division and receive permission to remain in port. Requests to remain in port can be found at:

<http://hidot.hawaii.gov/harbors/hurricane-preparedness/>. Additional information can be found in Appendix D of the Sector Honolulu Heavy Weather, Hurricane, & Tsunami Plan found at Homeport: <https://homeport.uscg.mil/port-directory/honolulu>. Please email all requests to remain in port to SecHonoMTSRU@uscg.mil and the respective DOT-Harbors Division district manager/harbor master. Vessels transiting within the vicinity of the Hawaiian Islands should seek sheltered waters until storm conditions subside and anticipate harbor closures at the discretion of the COTP as storm conditions progress.

At PHWC *X-Ray* all vessels should prepare to complete cargo operations and depart port within 36 hours. Early coordination with Harbor Pilots is essential during port evacuations.

Please continue to monitor the USCG Homeport website at <http://homeport.uscg.mil> for up-to-date hurricane information. If you have further questions or concerns they should be directed to SecHonoMTSRU@uscg.mil or the Sector Honolulu Command Center at (808) 842-2600.

#

[This page intentionally left blank]

Appendix 3 to Annex G: COTP Order Template

U.S. Department of
Homeland SecurityUnited States
Coast GuardCommander
U.S. Coast Guard
Sector Honolulu400 Sand Island Parkway
Honolulu, HI 96819
Staff Symbol: s
Phone: (808) 842-2643
Fax: (808) 842-269916600
Month Day, 20XX

CAPTAIN OF THE PORT ORDER: XX-XXX

PORT CONDITION _____ REQUIREMENT

FOR

M/V _____ (IMO# _____)

Master, Owner, Agent, or Person in Charge:

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

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

- 1) _____
- 2) _____

Based on these discrepancies and in light of the emergent weather conditions, I have determined the M/V _____ poses an unacceptable risk to the Port of _____. As such, under the authority of the Ports and Waterways Safety Act, Title 33 United States Code (U.S.C.), § 1223, I hereby order you take the following corrective actions:

- 1) _____
- 2) _____

Failure to comply with this Order may, under the provisions of Title 33 U.S.C § 1232, subject you to a civil penalty of \$40,000.00 for each violation. This Order is issued without prejudice as to the initiation of civil penalty proceedings for any violations that may have previously occurred.

16600
Month Day, 20XX

M/V _____ (IMO# _____), CAPTAIN OF THE PORT ORDER: 2X-XXX

Should you be aggrieved by this order, you may appeal in writing to the Commander, Fourteenth Coast Guard District, through the Captain of the Port, Honolulu, at the above address, within 30 days of receipt of this order, in accordance with the procedures contained in Title 33 Code of Federal Regulations § 160.7.

If you have any questions regarding this matter, please contact Coast Guard Sector Honolulu at (808) XXX-XXXX.

Sincerely,

X. X. XXXX
Captain, U.S. Coast Guard
Captain of the Port, Honolulu, HI

Receipt acknowledged:

Signature: _____

Typed or printed name: _____

Title: _____

Date: _____

[This page intentionally left blank]

ANNEX H: GLOSSARY OF ACRONYMS

AC	Area Committee
ACP	Area Contingency Plan
AMSC	Area Maritime Security Committee
AMSP	Area Maritime Security Plan
ATON	Aids to Navigation
AWS	Alert Warning System
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CBP	United States Customs and Border Protection
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CI/KR	Critical Infrastructure / Key Resources
CISA	Cyber and Infrastructure Support Agency
COA	Course of Action
COOP	Continuity of Operations Plan
COTP	Captain of the Port
DAR	Division of Aquatic Resources
DCO	Defense Coordinating Officer
DHS	United States Department of Homeland Security
DLNR	Department of Land and Natural Resources
DOBOR	Division of Boating and Ocean Recreation
DoD	United States Department of Defense
DOH-HEER	Department of Health – Hazard Evaluation and Emergency Response
DOT-Harbors	Department of Transportation – Harbors Division
DOT-Highways	Department of Transportation – Highways Division
DPA	Department of Port Administration (American Samoa)
EEI	Essential Elements of Information
EEZ	Exclusive Economic Zone
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FCO	Federal Coordinating Officer
FEMA	Federal Emergency Management Agency

FEU	Forty-foot Equivalent Units
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator Representative
FWPCA	Federal Water Pollution Control Act of 1972
GEOINT	Geospatial Intelligence
GIS	Geographic Information System
HPA	Hawai‘i Pilots Association
HHUG	Hawai‘i Harbor Users Group
HI-EMA	Hawai‘i Emergency Management Agency
HOST	Hawai‘i Ocean Safety Team
HSIN	Homeland Security Information Network
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMT	Incident Management Team
JBPHH	Joint Base Pearl Harbor Hawai‘i
JFO	Joint Field Office
JIC	Joint Information Center
LPG	Liquid Petroleum Gas
MA	Mission Assignment
MARSEC	Maritime Security
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPM	Multi-Point Mooring
MSIB	Marine Safety Information Bulletins
MTS	Marine Transportation System
MTSA	Maritime Transportation Security Act of 2002
MTSRSC	Maritime Transportation System Recovery Support Cell
MTSL	Marine Transportation System Leader
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NAIS	Nationwide Automatic Identification System

NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NRCC	National Response Coordination Center
NRF	National Response Framework
NSF	National Strike Force
NTSB	National Transportation Safety Board
NWS	National Weather Service
OCMI	Officer in Charge of Marine Inspections
OGA	Other Government Agency
OPA-90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
PHMSA	Pipeline and Hazardous Materials Administration
PIAT	Public Information Assist Team
PIO	Public Information Officer
PSA	Port Security Advisor
PWSA	Port and Waterways Safety Act of 1972
RETCO	Regional Emergency Transportation Coordinator
RETREP	Regional Emergency Transportation Representative
RO/RO	Roll On / Roll Off Vessel
ROV	Remotely Operated Vehicle
RFF	Request for Forces
RP	Responsible Party
RRCC	Regional Response Coordination Center
RRF	Ready Reserve Force
SANS	Ship Arrival Notification System
SCAT	Shoreline Contamination Assessment Team
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert
SPM	Single Point Mooring
SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SUPSALV	Supervisor of Salvage (United States Navy)
TEMCO	Territorial Emergency Management Coordinating Office
TEU	Twenty-foot Equivalent Units

TSA	United States Transportation Security Administration
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USCG	United States Coast Guard
VASPT	Vessel Arrival Scoring and Prioritization Tool

[This page intentionally left blank]