

Captain of the Port Sector Honolulu
Port Heavy Weather Conditions

Port Heavy Weather Conditions

Port Heavy Weather Conditions are set by the Coast Guard for commercial ports and are used to describe, generally, port restrictions needed to protect life, vessels, facilities, and the environment for severe weather. National Weather Service products will be used in determining timelines for the setting of Port Conditions. Port Conditions will be changed 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 the Maritime Exchange, HOMEPORT, Marine Safety Information Broadcast (MSIB), Broadcast Notice to Mariners (BNM), and Marine Safety Information Bulletin (MSIB).

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

TIME TO LANDFALL	PORT CONDITIONS	NATIONAL WEATHER SERVICE
SEASONAL ALERT	N/A	N/A
72 HOURS	WHISKEY	N/A
48 HOURS	X-RAY	WATCH
24 HOURS	YANKEE	WARNING
12 HOURS	ZULU	WARNING

Whiskey & X-Ray

Tropical Storm Force Winds (34 knots or 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 transporting oil or

certain hazardous materials. The COTP will be minimizing the overall number of vessels in port. Operators of vessels wishing to remain in port must submit a mooring plan to the Coast Guard (>200 GT) and DOT-Harbors if planning to moor in 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 on page C-10 of Annex C of the Sector Honolulu Heavy Weather Plan. These requests should be emailed to SecHonoMTSRU@uscg.mil or DOT_HAR-OC@HawaiiOIMT.onmicrosoft.com.

3) 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 may significantly eliminate or reduce the loss of life and property during heavy weather.

4) Vessel transits may be permitted so long as it is safe under forecasted weather conditions. Commercial vessels that desire to anchor within Pearl Harbor must submit their vessel information, reasoning and intent to COTP through the MTSRU via email for clearance by Joint Base Pearl Harbor Hickam 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. Close coordination with Harbor Pilots is required during port evacuations.

Yankee

Tropical Storm Force Winds (34 knots or 39 mph) are expected within 24 hours

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

1) At Port Heavy Weather Condition Yankee the port is closed to incoming traffic without specific written approval of COTP.

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

2) All vessels must evacuate the port within the next 12 hours, unless in receipt of specific written approval to remain in port from the COTP and DOT-Harbors, if moored at a State owned facility or pier. Masters should not expect to transit the port after that time period, and should plan accordingly.

3) In cases where vessels or facilities refuse to follow the safety recommendations and fail to make adequate preparations, the COTP will issue orders to require the appropriate precautions.

Zulu

Tropical Storm Force Winds (34 knots or 39 mph) are expected within 12 hours

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

Port Status: Closed

1) A safety zone will be established for all affected harbor(s) within the COTP zone when winds are 12 hours away, and will remain in effect until terminated by the COTP.

2) No terminal, facility or vessel operations are permitted and any vessel entering or transiting within the port without specific permission will receive a fine for violating safety zone set by COTP Honolulu.

Recovery

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.

EXAMPLES of Vessels over 200 GTs



CAPT. LES EASOM. Tug boat.
GT: 403, Length/Width: 125/30 feet



MARGORIE C. Container & vehicle ship.
GT: 26,000, Length/Width: 689/105 feet



Daniel K. Inouye. Container ship.
GT: 48,409, Length/Width: 817.8/114.8 feet



Kaholo - Young Brothers Vehicle Barge
Length/Width: 330/105 feet

Hurricane Season Preparedness

The Captain of the Port (COTP) will 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 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, submit a mooring plan to the Coast Guard and DOT- 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.

Post-Storm Activity

Storms have the potential to cause a range of damage to the port. Post storm assessments can reveal that the port suffered some damage which affects or disrupts the maritime transportation system.

When necessary, a Marine Transportation System Recovery Unit (MTSRU) will be established. The MTSRU includes representatives from government agencies and the marine industry.

The MTSRU has the singular focus on re-opening the port for resumption of commercial activity after a disruption.

Should a MTSRU be stood up after a disruption, information will be sent out via HOMEPOR, Safety Marine Information Broadcasts (SMIB), Broadcast Notice to Mariners (BNM), and Marine Safety Information Bulletin (MSIB).



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

SCCHonolulu@uscg.mil
(Sector Honolulu Command Center)