

ENCLOSURE 1

REMAINING IN PORT CHECKLIST (RIPC)

**OCEANGOING VESSELS
(OCEAN GOING BARGES AND SUPPORTING TUGS)**

The person in charge of the barge(s) and assist tug(s) must have a written mooring plan for review upon request. Tugs and barges remaining in port must have their decks clear of missile hazards, potential pollution hazards and flammable materials. All persons in charge must ensure that hatches are secured for heavy weather. These conditions are subject to verification by Coast Guard personnel.

Submit the SECTOR NEW ORLEANS REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) to the Vessel Traffic Service via **fax 504-365-2519** or **e-mail D08—PF-VTSNEWORLEANS-LMR@USCG.MIL**

NOTE: Submission of the SECTOR NEW ORLEANS HURRICANE REMAINING IN PORT CHECKLIST REPORTING TOOL (Enclosure 2) signifies completion of this checklist (this page); however, submission does not guarantee approval. Keep this completed checklist onboard with other required records and logs.

The following information must be included in the mooring plan.

1. Name, call sign and official number of tug and barge.
2. Nationality of the tug and barge.
3. Name of the master of the tug.
4. Name, address and phone number of the owner/operator, charterer, and/or agent.
5. Reason why the tug and barge is remaining in port.
6. Full barge characteristics that would be needed to affect salvage.
7. A full stowage plan and manifest to determine particular cargo and pollution hazards.
8. 24-hour contact information for qualified individuals (QI) who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
9. A full insurance disclosure to the Captain of the Port. If the barge is moored to a facility, provide the insurance information to the facility.
10. Tug and barge particulars for each vessel, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).

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11. Ballast capabilities.
12. Will the tug be tending the barge(s) while in port?
13. Name and rating of personnel to remain on the tug.
14. Amount of lube oil and diesel oil on board the tug and barge(s).
15. Name of the berth and location. Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.
16. Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.)
17. Any unusual conditions affecting either the tug's or barges(s)' seaworthiness.