



Ship Type: All Trade Area: United States

Bulletin 209 - 09/01 - Current Operational Status of US Ports UPDATE

The following bulletin supersedes Bulletin 208 issued 14th September. We have been advised, that as of 15th September 2001, a number of ports in the US have restrictions. Mariners are advised to check with the local USCG Captain of the Port (COTP) well in advance of arrival/departure, as the restrictions may change without notice. Vessels may not enter a security or safety zone without USCG permission. Delays can be expected at container terminals due to heightened security precautions.

The following list is not exhaustive:

Baltimore – security zone established for Inner Harbour.

Boston – all commercial vessels >300grt must notify the COTP as soon as possible and at least 24hrs before arrival.

Cape Canaveral – security zone established. Armed USCG escorts required on all high-capacity passenger vessels, tankers and other commercial vessels.

Charleston – security zone established around USCG base, additional measures will be taken as required.

Hampton Roads – periodic security zone around certain vessels in transit.

Honolulu – no restrictions currently in place.

Houston/Galveston – safety zone established for the ports of Houston, Galveston, Freeport, Texas City and the surrounding navigable waters. Within the safety zone, all vessels >1600grt, including those participating in the AMVER scheme must report their last three ports of call and a crew list indicating nationality, rank and embarkation dates for all crew. These notices are to be provided at least 24 hours prior to arrival, departure or movement within the port area, and should if possible be submitted 72 hours in advance to minimise delays. USCG will establish moving safety zones around ships carrying liquefied hazardous gasses and provide escorts. These vessels are restricted to daylight movements.

Jacksonville/Mayport – security zone established. Armed USCG escorts required on all high-capacity passenger vessels, tankers and other commercial vessels.

Key West – security zones established for port and surrounding waters. Moving security zones established around tankers and cruise ships.

Kings Bay – security zone established.

Los Angeles/Long Beach – USCG will board all deep draught vessels entering the port and will escort all outbound vessels.

Miami - security zones established for port and surrounding waters. Moving security zones established around tankers and cruise ships. USCG escorts are required on all high-capacity passenger vessels and tankers.

New London – closed until further notice. No vessel may enter or move within the port without COTP authorisation.

New Orleans – a safety zone from the seabuoy at SW Pass and S Pass at the mouth of the Mississippi River to mile marker 233 Above Head of Passes. Ocean-going vessels must provide with their notice of arrival, a crew list containing name, nationality and rank, and of cargoes on board. All movement within the zone must be preceded by notification to the USCG. Vessels carrying oil, chemicals or hazardous materials as cargo must provide continuous roving patrols while moored alongside. USCG has issued a Special Notice: <http://www.uscg.mil/d8/mso/nola/departments/portops/bulletin.htm> This includes various report forms, and explanations re port security requirements.

New York/New Jersey – reopened with restrictions. The port is closed to high-capacity passenger vessels. Large vessels are restricted when transiting to Ambrose and Sandy Hook channels and must successfully complete a USCG safety inspection, have a certified harbour pilot and an armed USCG boarding party on board. They must also be under escort from two authorised tugs and have confirmation that the berth is ready to receive the vessel. Anchoring within the port is only possible

with USCG approval. The area around southern Manhattan Island may not be entered without specific USCG approval. This security zone extends from the northern end of Governor's Island to the Holland Tunnel ventilators on the Hudson River and the Manhattan Bridge on the East River. Delays should be expected.

Palm Beach – security zones established for port and surrounding waters. Moving security zones established around tankers and cruise ships.

Philadelphia – commercial vessels transiting Delaware Bay or the C&D Canal, or arranging a pilot must first obtain permission from USCG.

Port Everglades – security zones established for port and surrounding waters. Moving security zones established around tankers and cruise ships. USCG escorts are required on all high-capacity passenger vessels and tankers.

Portland, Or – no restrictions currently in place.

Providence – all deep draught vessels >300grt must notify USCG COTP prior to arrival at any port or anchorage between Manomet Point MA and Watch Hill RI, or transit through the Cape Cod Canal. Vessels carrying hazardous cargoes will be treated as high risk and must undergo a safety assessment prior to entry. While in port, vessels should expedite cargo transfer and get underway as soon as possible.

Puget Sound – USCG will screen all arriving commercial vessels. Security measures will be adopted as required.

San Diego – USCG will examine all vessels, commercial and leisure, prior to entry.

San Francisco Bay – security zone established from San Francisco Bay entrance seaward to 12nm. USCG is inspecting deep draught vessels prior to entry. Up to date info can be found on the MSO San Francisco website: <http://www.uscg.mil/d11/msosf>

Savannah River – USCG are boarding all high-capacity passenger and other vessels carrying certain hazardous cargoes transiting the River.

St. Lawrence Seaway – vessels other than US or Canadian flagged will be inspected prior to transit through the Snell and Eisenhower Locks.

Tampa – closed until further notice. Check with COTP.

Valdez – reopened, but security measures will be taken as required.

Washington DC – security zone established upstream from Woodrow Wilson Bridge.

Wilmington – security measures will be taken as required.

Other Alaskan Ports – security measures will be taken as required.

The Whitehouse has established an Attack Response:

<http://www.whitehouse.gov/news/releases/2001/09/resources.html>

However, the USCG are not linked to this site, they can be found on: <http://www.uscg.mil>

The Secretary of Transport has issued a press release relating to airport status:

<http://www.dot.gov/affairs/dot9501.htm>

Source of information: USCG and Haight Gardner Holland & Knight