

**BY ORDER OF THE COMMANDER**

**JOINT BASE LANGLEY-EUSTIS  
INSTRUCTION 24-33 [20 Jan 2023]**



**JBLE THIRD PORT OPERATIONS**

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This instruction implements policies and procedures governing Third Port Operations, watercraft and all marine operations. This regulation applies to all elements of the U.S. Army Fort Eustis, including tenant activities, Reserve Components, ALL watercraft entering or operating in the Fort Eustis area, or on missions/voyages, and ALL personnel performing duty or training in the Third Port area, and the Marine Operations Area associated with Joint Base Langley-Eustis. Send recommended changes or comments for this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, Recommendation for Change of Publication. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

#### SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Responsibilities have been updated and outdated publication references have been removed. This instruction outlines the revised Standard Operating Procedures for Third Port Operations at Joint Base Langley-Eustis, VA.

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## Chapter 1

### GENERAL INFORMATION

**1.1. Purpose.** This instruction outlines the Standard Operating Procedures for Third Port, Joint Base Langley-Eustis, VA.

**1.2. Scope.** The requirements in this instruction applies to all elements of the U.S. Army Fort Eustis, including tenant activities, Reserve Components, ALL watercraft entering or operating in the Fort Eustis area, or on missions/voyages, and ALL personnel performing duty or training in the Third Port area, and the Marine Operations Area associated with Joint Base Langley-Eustis.

**1.3. General.** The Installation Harbormaster is a 733d Mission Support Group (733 MSG) function assigned to the 733 LRS for the oversight and coordination of all port operations.

1.3.1. A copy of this instruction will be kept aboard all assigned and attached Army watercraft.

**1.4. Mission Statement.** The Mission of the installation Harbormaster Office is to provide twenty-four hour management of the Third Port Complex on both land and sea, ensuring the safety and security of personnel, watercraft, vehicles and facilities. It coordinates and monitors the movement, operational support, communication, scheduling and overall safety of assigned vessels both in port and underway. The Harbormaster Office ensures compliance with U.S. Air Force, U.S. Army, state and federal watercraft safety and environmental regulations, and interfaces directly with all government agencies at the local, state and federal levels.

#### 1.5. Definitions.

1.5.1. Clearance: Approval for a vessel to proceed into or out of the port area is based on a series of Army Regulations, Technical Manuals, Field Manuals, weather conditions and the details contained in Chapter 8 (Sailing Orders) of this instruction. Additionally, the judgment of the Installation Harbormaster will be used for final determination in selected cases.

1.5.2. Crew/Passenger List: Lists personnel (crew and passengers) on a vessel during a mission. Part of the Sailing Order.

1.5.3. Duty Vessel: A suitable operational vessel with a licensed crew available 24 hours a day, 7 days a week to provide fire-fighting capability, emergency moves, and other port duties as necessary by Installation Harbormaster. Duty day is 0730-1600 Monday through Friday. The assigned vessel and crew will maintain a 1-hour re-call during non-duty hours. This specifies the crew **will report** at the vessel within one hour of notification.

1.5.4. Fort Eustis Marine Operations Area: The portion of Skiffe's Creek Channel from buoys #1 and #2 to Pier 22 (Can docks).

1.5.5. Installation Harbormaster (HMO): The Installation Harbormaster is the designated representative for the overall operation of Third Port. The Installation Harbormaster is responsible for strict control of all personnel, vehicle and watercraft movement within the port area. This includes docking and un-docking of vessels, vessel clearance, the control of personnel and vehicle access to ensure that the safety, security and environmental requirements are being adhered to.

1.5.6. James River Training Area (JRTA): The portion of the James River from Church Point, Jamestown Island to Newport News Point including Utah and Anzio beach.

1.5.7. Landing Craft Utility (LCU) Ramp: Ramp located south of the main pier.

1.5.8. Logistics Support Vessel (LSV) Ramp: Ramp located on the Northeast end of the main pier.

1.5.9. Master: Commander of Class A-1 or A-2 vessel.

1.5.10. Coxswain: Person in charge of Class B vessels.

1.5.11. Sailing Orders (SOs): See pages 27 thru 49.

1.5.12. Skiffe's Creek channel. The navigable waters of Skiffe's Creek, which flow through the Fort Eustis Harbor Basin, including the approach channel to the James River.

1.5.13. Small Boat Ramp: Ramp located between Berths 16 and 17 (Duck Ramp).

1.5.14. Third Port Areas. Facilities, water areas, and adjacent land areas in the Fort Eustis Harbor Basin and Skiffe's Creek channel, out to Buoys #1 and #2.

1.5.15. Voyage Plan: Form used to list vessel itinerary for a mission; part of sailing orders.

1.5.16. Watercraft: Any type of waterborne craft used or capable of being used for water transportation.

## **1.6. Statement of Policy.**

1.6.1. Personnel who control and operate watercraft and vehicles within Third Port will follow all environmental and safety rules and procedures outlined in this instruction and installation policies and procedures.

1.6.2. Army watercraft crewmembers must possess a U.S. Army Marine License/Certification IAW AR-56-9, Watercraft (Surface Transportation). Active and Reserve Component watercraft committed beyond the Third Port area will maintain on board a copy of signed Sailing Orders. Reserve Component watercraft returning to home station after completing annual training, active duty for training, or inactive duty training, will have on board sailing orders issued by the watercraft unit commander.

1.6.3. Privately owned pleasure watercraft may be granted use of berth space during emergencies, e.g., fire on board, medical emergency or taking on water only.

1.6.4. All vessels will have an operational VHF-FM Marine Band Radio in order to receive permission to get underway.

1.6.5. Agencies other than US Army vessels wishing to utilize Third Port facilities, will notify the Installation Harbormaster Office for scheduling and approval prior to any operations or training. They will maintain constant communication with the Harbormaster Tower while operating within Third Port.

1.6.6. No fishing or swimming is allowed within Third Port whether it is from a vessel, pier side or shore side.

## **1.7. Responsibilities.**

1.7.1. 733d Mission Support Group (MSG) Commander will:

1.7.1.1. Assume ultimate command and control for all Port related issues.

1.7.1.2. Delegate, under normal circumstances, all nominal operational authority of the Fort Eustis Marine Operations Area to the Installation Harbormaster.

1.7.2. Installation Harbormaster:

1.7.2.1. Operate the Installation Harbormaster Office 24 hours, 7 days a week.

1.7.2.2. Control the operation, movement, and berthing of watercraft in the Marine Operations Area, as well as all vehicle and cargo operations within Third Port and enforce safety, security and environmental requirements.

1.7.2.3. Review Sailing Order authorizing assigned Army watercraft to proceed beyond the limits of the Third Port area waters for completeness and accuracy before granting vessel clearance.

1.7.2.4. Keep the Mission Support Group Commander informed through daily communication with the Logistics Readiness Squadron concerning Army watercraft operations for assigned, attached, and transient vessels.

1.7.2.5. Maintain liaison and coordinate movement of watercraft with appropriate government and civilian agencies.

1.7.2.6. Schedule and coordinate the use of ALL Third Port facilities to include ceremonies, exercises, VIP tours, cargo load-outs, port operations, etc.

1.7.2.7. Ensure masters of assigned Army watercraft comply with this instruction.

1.7.2.8. Ensure that an operational vessel is available with a qualified crew 24 hours a day, 7 days a week, to conduct miscellaneous harbor services and inspections within the port area. This vessel will normally be considered a “Duty Vessel” and in most cases will be a vessel capable of towing, fire-fighting, and aid in emergency situations as necessary.

1.7.2.9. Notify 7<sup>th</sup> Transportation Brigade (X) when vessels show signs of taking on water, not properly secured, or any other emergency situation.

1.7.2.10. Ensure all Army watercraft operating in the Marine Operations Area comply with proper pollution control measures IAW appropriate Department of Defense, Army Regulations (ARs), Technical Bulletins (TBs), state and federal laws, and JBLE regulations and contingency plans.

1.7.2.11. Ensure all port personnel are familiar with spill reporting procedures as stated in the JBLE Oil and Hazardous Substance Facility Response Plan as applicable and comply with the same.

1.7.2.12. Maintain a daily log that will record vessel arrival/departure, detail information on all marine incidents, i.e., fire, oil spills, accidents, security violations, etc., and all pertinent marine information to include reporting details of any marine incident to the 733d MSG.

1.7.2.13. Enforce Port Security requirements, control access list, assist enforcement of installation restricted waterways and carry out security plan as described in the Installation Anti-Terrorism Force Protection Division.

## Chapter 2 Port Operations

### CONTROL OF WATERCRAFT OPERATIONS

**2.1. General.** The Installation Harbormaster Office (HMO) will control all watercraft movements within Third Port. Hours of Port Operations are twenty-four hours per day, seven days a week. All operations and training MUST be coordinated with HMO.

#### **2.2. Movement within Marine Operations Area.**

##### 2.2.1. Vessel Masters:

2.2.1.1. ALL watercraft operating within the Marine Operations Area will get clearance for movement from the Installation Harbormaster Office (HMO).

2.2.1.2. Will not depart from berths, shift berths, move within the Third Port Area, or enter or exit the Third Port without permission of the HMO.

2.2.1.3. All watercraft will request clearance from the HMO before entering or departing the Skiffe's Creek Channel.

2.2.1.4. All watercraft will proceed at slow speed and stay as far away from operation as possible while diving missions are in progress.

2.2.1.5. Will notify the HMO immediately if unable to meet arrival or departure schedule.

##### 2.2.2. Movement within the Third Port Area will be controlled as follows:

2.2.2.1. Masters of watercraft in the vicinity of berths will not exceed 3 knots. If necessary, masters will maintain a slower speed to prevent wakes of sufficient size to cause disturbance to other watercraft that are lying at berth.

2.2.2.2. Masters of watercraft will approach or depart berths slowly to permit safe and able ship handling.

2.2.2.3. Watercraft will reduce speed to a minimum when approaching the end of the main pier, consistent with the retention of reasonable steerageway and the ability to maneuver and proceed a sufficient distance from the pier to allow adequate maneuver area to the port and starboard.

2.2.2.4. Master of vessels in the Third Port Area will strike colors at 1700 hours daily and raise colors at 0630 hours daily.

### **2.3. Movement outside the Third Port Area.**

2.3.1. Masters of watercraft assigned or attached to Fort Eustis units will furnish the information required in the chapters and attachments of this instruction, **to the HMO at least two working days (48 hours)** before departing the port area for each mission.

### **2.4. Convoy and Escort Procedures.**

2.4.1. ATTP 4-18, Chapter 9, describes Convoy Procedures.

2.4.2. Clearance to depart the Third Port Area during inclement weather is at the discretion of unit command as outlined in vessel Risk Assessment. Installation Harbormaster will exercise judgement based on weather conditions and contact unit leadership with potential risks to vessels and crew.

2.4.3. The senior officer in charge (OIC) of a convoy will get a weather report before departing port and will comply with the provisions of this regulation when departing any port outside Third Port.

### **2.5. Control of Training Activities.**

2.5.1. The HMO will restrict operation of watercraft engaged in student training to areas that are not congested.

2.5.2. Masters of watercraft will request permission from the HMO at least 30 minutes before conducting emergency drills and display aloft the signal indicating practice.

2.5.3. The HMO will schedule and monitor training activity within the confines of the Third Port Area.

### **2.6. Dive Operations.**

2.6.1. All Dive operations will be coordinated with HMO. The Dive Detachment will check into the Tower prior to mission.

2.6.2. The Dive Detachment will maintain constant communications with HMO via VHF marine radio and inform Tower when any person, (i.e. divers, surface swimmers, etc.) are in and out of water.

2.6.3. HMO personnel will notify all vessels in Third Port of dive operations via VHF Channels 12 and 68 with a Security Call immediately after Diver in the water notification is received.

2.6.4. Throughout the day, HMO personnel will notify all vessels in Third Port area to KEEP CLEAR of dive operations via VHF Channels 12 and 68.

## Chapter 3

### USE OF FACILITIES

#### 3.1. Control of Berthing Space.

3.1.1. The Installation Harbormaster Office (HMO) will assign berths to assigned, attached, and transient watercraft. **Vessels that arrive unannounced or unscheduled may be required to anchor within JRTA prior to berthing assignment.**

3.1.2. Masters of watercraft will contact the HMO by radio (VHF Channel 12-Primary; Channel 68-Secondary) before entering Skiffe's Creek Channel (buoys #1 and #2) to request permission to enter port and berthing instructions. If unable to make radio contact, contact Tower via Cell phone for berthing instructions: (757) 878-4688/4687.

3.1.3. Masters of watercraft that require special berthing for loading or discharging personnel or cargo will request instructions from the HMO before shifting berths.

3.1.4. Masters of watercraft and personnel in charge of floating equipment will ensure their watercraft is properly secured at all times.

3.1.5. Masters of watercraft will install and secure a serviceable gangplank and ensure it is properly stored upon departure.

3.1.6. Masters of watercraft will immediately report damage done to a berthing facility, another watercraft, or other property to the HMO. Forward a spot report, followed by a full report IAW AR 385-40 to Army Watercraft Safety.

3.1.7. Masters of watercraft will police their berth areas.

#### 3.2. Use of Ramps.

3.2.1. The HMO controls the use of all ramps within the port area. Unit commanders or masters of watercraft requiring use of ramps will request authorization and provide Risk Assessment to the HMO no later than 24 hours prior to the day requested.

3.2.2. Privately owned watercraft **WILL NOT** be launched or recovered at any time within the Third Port.

3.2.3. Masters of watercraft using the ramps will:

3.2.3.1. Ensure watercraft is properly secured before loading or discharging at ramps.

3.2.3.2. Ensure ramp area is free of cargo and equipment before retracting.

3.2.3.3. Vacate the ramp area when directed by the HMO.

#### 3.2.4. Units using ramps will:

3.2.4.1. Keep mobile equipment and cargo off the ramp until the watercraft is secured and ready to load.

3.2.4.2. Position cargo away from the ramp during discharge.

3.2.4.3. Provide and use dunnage on the hard stand of the ramp area when loading or discharging tracked equipment.

3.2.4.4. Police the ramp and approach area after each use.

3.2.4.5. Will NOT secure vessel on LCU or Small Craft ramps overnight unless otherwise cleared prior by the Installation Harbormaster.

3.2.4.6. Ensure oil spill, fire, and safety equipment is readily accessible during loading and discharge operations of mobile equipment.

3.2.5. Do not use ramps or any other area inside the port, for washing vehicles and mobile equipment.

### 3.3. Watercraft Logistical Support and Hotel Services

3.3.1. Potable water is available at the main pier and in the floating pier areas. Masters of watercraft requiring water will contact the HMO. Vessel masters will ensure that potable water valves are properly secured. Fire mains (hydrants) can be used as a water source with approval of HMO and the use of back flow preventers.

3.3.2. Electrical shore power outlets are available throughout the port for watercraft. Masters requesting use must provide a shore power cable with connectors designed to match the outlet to be used, and obtain authorization from the HMO before use. Under **no** circumstances are vessels to secure/unsecure power without notifying HMO personnel to secure power from main panel.

3.3.3. Solid waste will be disposed of in accordance with JBLE Instruction 32-101 (formerly TCFE Regulation 200-6).

3.3.3.1. Refuse: Refuse will be placed in dumpsters provided. Dumpsters will be emptied on a coordinated schedule. If a dumpster requires immediate attention, contact the Solid Waste and Recycling Center, Building 1209, at 878-4232 or 878-1387.

3.3.3.2. Recycling and Diversion of Solid Waste: Activities and personnel operating at Third Port will recycle at the maximum extent. Environmental Management Procedures, part of JBLE Instruction 32-101, provide recycling or diversion guidance for most common solid waste materials such as paper, plastic, metals, wood, batteries, tires,

aluminum, etc. Most items are collected using the “single stream” methodology using 90-gal Toters. Toters are available at or near most buildings in the Third Port area.

3.3.3.3. Cardboard is a special recyclable material. Cardboard dumpsters are available in the Third Port area.

3.3.3.4. E-waste, e.g. hard drives, keyboards, monitors, CD and DVD, can be recycled. E-waste will NOT be placed in dumpsters but should be taken to the Solid Waste and Recycle Center, Bldg 1209.

3.3.4. Disposal of Hazardous Materials (HAZMAT) to include hazardous waste (HW), nonhazardous waste (NHW), and hazardous substances (HSs) will be IAW the Fort Eustis Hazardous Material and Waste Standing Operating Procedure (HMWSOP). Absolutely NO HAZMAT or flammable waste is to be put into dumpsters.

3.3.5. All Fuel and Sludge transfers within Third Port will be coordinated with HMO with no less than **24-hour** notice so that proper arrangements can be made with fixed facility sludge contractor Services and necessary supporting units.

### **3.4. Use of Third Port Facilities**

3.4.1. Use of all Third Port facilities will be requested, coordinated and scheduled **within 24 hours prior to use**, through the HMO to include cargo operations, training, exercises, ceremonies, Family Readiness Group (FRG) meetings, special events, etc., within Third Port area.

## Chapter 4

### COMMUNICATIONS AND WEATHER INFORMATION

#### 4.1. General Communications.

4.1.1. The Installation Harbormaster Office (HMO) has VHF-FM (bridge-to-bridge) radio capabilities. Operating frequencies for HMO and for the vessels operating within the Marine Operations Area are: VHF-FM channel 12 or 68.

4.1.2. HMO call sign for JBLE is “FORT EUSTIS PORT CONTROL.”

4.1.3. All watercraft and units training or performing an exercise within the Third Port area must have a method of maintaining constant communication with the HMO via VHF-FM, channels 12 or 68.

4.1.4. All communications will be official in nature and will comply with authorized radio procedures. Radio checks may be requested on Channel 12 or Channel 68, VHF-FM.

4.1.5. Vessels that use the VHF-FM for communications between vessels during docking or undocking operations, or Transportation School piloting classes, or other exercises will use a working channel other than 06, 12, 13, 16, or 68. Vessels switching from channel 12/68 will inform the HMO which channel they will use and call HMO when they return to channel 12/68.

4.1.6. All watercraft equipped with VHF-FM radio equipment will, at a minimum, operate these radios anytime the craft is underway within the Third Port Marine Training Area regardless of length of time underway. A continuous listening watch is required to be maintained on Channel 12 or 68 anytime the radio is not being used for communications on another frequency.

4.1.7. Vessels underway from Fort Eustis moored pier side or at anchor will call a minimum of once a day to report a status change and/or receive messages. These reports will normally be transmitted by radio; however, telephone, e-mail, facsimile, or relay by another station is acceptable.

#### 4.2. Required Communications.

4.2.1. Masters of operational watercraft will communicate with the HMO in the following cases:

4.2.1.1. Prior to starting any propulsion machinery, i.e., main engines, bow thruster, and will maintain radio contact with HMO while directional thrust is engaged.

4.2.1.2. Prior to departing a berth, mooring or anchorage within the Marine Operations Area, a master/coxswain must obtain permission to move. The Vessel Master or Coxswain will include the following in the request to move: location moving from (i.e. berth number), location moving to, i.e. berth number, and reason for moving.

4.2.1.2.1. EXAMPLE: “FORT EUSTIS Port Control, this is U-23 (LCU 2023), request permission to get underway from Berth 5 North to the LCU Ramp to load cargo.”

4.2.1.3. Prior to entering Marine Operations Area (Skiffe’s Creek Channel) from the James River, the vessel must obtain clearance to enter port and receive a berth assignment.

4.2.1.4. Upon securing at the approved/assigned berth, mooring or anchorage, the master/coxswain must report to HMO the watercraft number, berth, mooring or anchorage location. Berthing assignments will be based upon the vessel’s capabilities to safely moor, depth of water, width/length, and the port’s anticipated berthing requirements.

4.2.1.5. When away from Third Port, submit position report(s) every 6 hours (0600, 1200, 1800, and 2400) Virginia (EST) to HMO. Harbormaster email address:

[USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL](mailto:USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL)

4.2.1.6. As outlined in chapter four, and attachment 2; pages 86-91 reports will be sent. Immediately communicate with HMO upon arrival at a scheduled or alternate destination, departure to another destination or back to the Marine Operations Area, in the case of an accident, casualty, or whenever in need of assistance or further instructions.

4.2.1.7. The following means of communication will be used:

4.2.1.7.1. VHF radio ch 12 or 68, directed to HMO, another watercraft, or authorized shore station.

4.2.1.7.2. Any other means available, i.e. telephone, facsimile, e-mail, etc.

**HMO telephone numbers are: (757) 878-4687/4688/4689**

**Fax: (757) 878- 2017**

**Email:** [USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL](mailto:USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL)

### 4.3. Weather Information.

4.3.1. The HMO will disseminate severe weather information to watercraft underway, to Battalion HMOD, to masters of watercraft conducting cargo ops, to Land ship, and all units conducting missions when Third Port operations may be affected due to weather conditions.

4.3.2. Via radio (VHF-FM Marine Band Radio), weather service is continuous and updated every 2 hours.

Via telephone:

<u>Station</u>	<u>Phone number</u>
Fort Eustis	(757) 878-5300/3446
Langley Air Force Base (LAFB)	(757) 764-2084
U.S. Weather Bureau, Norfolk	(757) 936-1212 (757) 853-3013/5218

4.3.3. The HMO, convoy commanders and masters in charge of watercraft operations will obtain weather forecasts and reports from any available source, when necessary to ensure the safety of personnel and equipment.

4.3.4. Masters of watercraft departing on an extended voyage or working away from the port area may arrange with the Fleet Weather Facility (OTSR), Norfolk Naval Station, Norfolk, VA to receive area of operations weather forecasts via the International Marine Satellite (INMARSAT) or the e-mail system.

OTSR: (757) 444-4044, 7750 Fax: 444-4479

Email: [maritime.cdo@navy.mil](mailto:maritime.cdo@navy.mil) or [otsrdo.nmfc\\_jtwc@navy.mil](mailto:otsrdo.nmfc_jtwc@navy.mil)  
and the website: [www.OTSR.net](http://www.OTSR.net)

## Chapter 5

### FIRE OPERATIONS

5.1. **General.** Masters of ALL watercraft within Third Port are responsible for the safety and security of their crews, cargo and watercraft at all times.

5.2. **Inspections.** The Installation Harbormaster will conduct periodic inspections of the Third Port area for fire, safety and security. Discrepancies or findings will be reported through staff channels.

5.3. **Reporting Fires.** Contact the Installation Harbormaster Office (HMO), Building 451 or JBLE Fire Department.

5.4. **Harbormaster Actions.** In the event of a fire ashore or on board a watercraft, the HMO will:

5.4.1. Notify the Fort Eustis Fire Department.

5.4.2. If fire is on a vessel or on a pier/berth, notify and dispatch the duty vessel to the location.

5.4.3. Direct the stoppage of all fuel and sludge transfer.

5.4.4. Direct the movement of watercraft to new location if necessary.

5.4.5. Notify, the Mission Support Group Commander and 7<sup>th</sup> Transportation Brigade (X).

5.4.7. If the fire is predicted to spread, implement the Port Evacuation Plan. Notify the Mission Support Group Commander.

5.5. **Actions by Watercraft Masters.** In case of fire on board a vessel, the master of the watercraft will:

5.5.1. Sound the general alarm and whistle.

5.5.2. Notify the HMO and establish radio watch.

5.5.3. Fight and isolate, as much as possible, the fire with all available means.

5.5.4. Prepare to get underway by own power or by tow.

5.5.5. When directed by the HMO, proceed to assigned anchorage area.

5.5.6. Prepare to receive a duty vessel for a tow to the anchorage area.

5.5.7. Vessel Masters and JBLE Fire Chief will coordinate the firefighting operations aboard the vessel.

5.5.8. Vessel Masters will advise fire department personnel of any special techniques applicable to the situation.

5.8. **Duty Vessel.** The Third Port Duty Vessel will proceed to any watercraft in distress or stricken by fire on the command of the HMO.

5.9. **Refueling.** Precautions will be taken during all refueling operations.

5.10. **Master's Responsibilities.** Masters of watercraft will comply with the provisions of the Code of Federal Regulations, Part 46, Shipping when loading explosives, munitions, or other dangerous cargo. In addition all cargo operations involving explosives will be coordinated with JBLE Fire Department and Base Ammunition Specialist.

## Chapter 6

### EMERGENCY PORT EVACUATION

**6.1. General.** The Mission Support Group Commander is tasked as the command and control element for execution of a port evacuation. Depending upon the notification response times, port evacuations will occur, by vessel class, to one of the identified general locations (see paragraph 6.2.). All communications between vessels and HMO will be IAW Attachment 4 (Communications) unless otherwise directed by HMO, higher headquarters, or an Operations Order (OPORD).

6.1.1. On orders from the Mission Support Group Commander, the Installation Harbormaster Office (HMO) will:

6.1.1.1. Notify all units including tenant activities and in-port vessels, to evacuate the port.

6.1.1.2. Notify all vessels via VHF or telephone (all watercraft immediately proceed to sea as soon as possible if not specifically directed within a port evacuation OPORD).

6.1.1.3. **James River Bridge will not open its span in winds excess of 50 kts.**

6.1.1.4. HMO personnel will begin securing port facilities as directed.

6.1.1.5. When the port is declared safe and available to accept returning vessels, notify vessels, Brigade Commander and units/tenant activities via VHF, e-mail, or telephone

6.1.2. Port evacuations are categorized into two general areas: Emergency/Weather related and exercises. Unit Commander's will coordinate all exercises at least 24 hours in advance.

6.1.3. Watercraft units will evacuate their vessels on the order of, and in the priority established by a port evacuation OPORD, or designated by the HMO.

6.1.4. All vessels will return to port in the order of priority and assume assigned berths identified by the HMO.

### 6.2. Third Port Execution of Plan.

6.2.1. Response time (24 hours or more):

6.2.1.1. Class A Vessels:

6.2.1.1.1. Will exit the port and proceed to the designated anchorage areas in the Chesapeake Bay and Potomac River as determined by the 7<sup>th</sup> Transportation Brigade (X) Commander. Each vessel in each anchorage will anchor at its assigned point.

Convoy Commander will report each vessel's anchorage time and position to the HMO by either VHF Radio, facsimile, e-mail, or telephone.

6.2.1.1.2. Class A vessels that are not able to evacuate port will be placed on a storm mooring buoy. Prior to hurricane season, tenant units will estimate how many deadlined or unmanned Class A vessels will need space in the James River Reserve Fleet (JRRF).

6.2.1.1.2.1. June, the start of hurricane season, the 733d LRS Harbormaster office will work with JRRF to put out the required amount of storm mooring buoys allowed by the JRRF.

6.2.1.1.2.2. The 733d LRS Harbormaster office will act as liaison between tenant units and the JRRF maintaining the Memorandum of Understanding (MOU) annually.

6.2.2.1. Class B Vessels:

6.2.2.1.1. Will be consolidated at piers 21 & 22-floating docks where they can best be protected from tidal surge and weather.

6.2.2.1.2. If a direct hit to JBLE is anticipated, Class B vessels will depart the port organized into a convoy to a safe haven point determined by 7<sup>th</sup> Transportation Brigade (X) Commander.

6.2.3.1. Additional evacuation points and vessel groups can occur depending upon the mission requirements, vessel availability, or anticipated weather conditions.

6.2.4.1. Class B vessels remaining within Third Port will secure in a location designated by the HMO. All Class B vessels remaining in port are required to have vessel watches/line handling teams secure and care for vessels during the duration of the port evacuation weather event. Crews are responsible for proper fendering, anchoring devices, additional lines, firefighting, and damage control equipment and must be ready at a moment's notice to minimize damage to vessels and facilities.

## Chapter 7

### HURRICANE/SEVERE WEATHER PORT EVACUATION

#### 7.1. Pre-Hurricane Operations

7.1.1. Review the JBLE Severe Weather Plan and 7<sup>th</sup> Transportation Brigade (X) Evacuation Plans.

7.1.2. Begin policing of areas to remove equipment and make preparations to secure facilities. Remove any unnecessary vessels and equipment from water.

#### 7.2. Hurricane (H-72 hrs)

7.2.1. Identify Safe Haven position for Class A & B vessels.

7.2.2. All port tenants and vessels will begin policing of areas to remove debris and secure facilities to prevent windblown debris damage. All items not tied/welded to the deck will be secured inside the vessel where possible. This is to reduce any “flying hazards” in the port area.

7.2.3. Begin sandbagging facilities and removing all non-essential equipment.

7.2.4. Remove all HAZMAT, 55 gallon drums, and loose equipment around.

7.2.5. Begin vessel preparations: fuel, sludge, potable water, rations, make necessary repairs, Sailing Orders, crew supplies, etc.

#### 7.3. Hurricane (H-48)

7.3.1. Vessels underway to Safe Haven location.

7.3.2. Class B vessels that need to remain in Third Port, must:

7.3.2.1. Secure vessel in location directed by HMO.

7.3.2.2. Double all mooring lines.

7.3.2.3. Have additional fendering out to protect piers and watercraft.

7.3.2.4. Have shore power cables and gangways disconnected and brought in.

7.3.2.5. Have personnel available to monitor lines for tidal surge and vessel condition.

**7.3.3. James River Bridge will not open its span in winds excess of 50 kts.**

7.3.4. All work and security boats, oil containment boom, fendering, etc., that is not essential will be pulled from water.

7.3.5. Removal of all contractor equipment as outlined in Chapter 16, para 16.5; dumpsters, porta-potties, picnic tables, signs, and other items that have the potential to float or be blown away.

#### **7.4. Hurricane (H-24)**

7.4.1. Continue securing all vessels remaining within Third Port.

7.4.2. Begin securing Harbormaster Tower and communication antennas depending on strength of storm for possible evacuation if necessary.

#### **7.5. Hurricane (H-12)**

7.5.1. Finalize securing port, Tower and facilities.

7.5.2. Secure communication equipment.

7.5.3. Secure personnel from HMO if required.

## Chapter 8

### VESSEL CLEARANCE

#### 8.1. General.

8.1.1. This instruction provides guidance for unit commanders, vessel masters/coxswains, and supporting activities in preparing for and receiving clearance for vessels departing the Third Port area on assigned missions.

8.1.2. Sailing Orders are required for operation of military watercraft, except for the following:

8.1.2.1. Watercraft operated entirely in the Fort Eustis Marine Operations Area (Third Port) with crew only onboard.

8.1.2.2. Watercraft involved in an emergency situation.

8.1.2.3. Watercraft responding to a distress call.

#### 8.2. Responsibilities.

8.2.1. Installation Harbormaster (HMO) or a designated representative will review all Sailing Orders for accuracy. Vessel clearance will be denied if proper Sailing Orders are not submitted.

8.2.2. Unit Commander: The Commander who has operational control of a vessel will:

8.2.2.1. Ensure that watercraft is crewed IAW AR 56-9 and ATTP 4-15.

8.2.2.2. Ensure that watercraft are adequately supplied and equipped to safely and efficiently accomplish the mission.

8.2.2.3. Approve or forward to a higher level approving authority, all watercraft Risk Assessments and Sailing Orders.

8.2.2.4. Ensure one approved copy of Sailing Orders is in the HMOD prior to departure.

8.2.3. The vessel master/coxswain will:

8.2.3.1. Ensure vessel clearance documents are provided as per paragraph 8.3 at least twenty four hours, (24 hours) one full duty day prior to the anticipated departure time.

8.2.3.2. Ensure that an accurate Crew/Passenger List is provided to the HMO as an enclosure to the sailing orders.

8.2.3.3. Ensure the crew is properly qualified to the positions and vessel class, to legally crew the vessel. Identify each individual's qualification as either "certified" or "licensed" to vessel type.

8.2.3.4. Ensure the required vessel safety, navigation, and communication systems are serviceable.

8.2.3.5. Ensure tow (s) is seaworthy and/or cargo is properly secured IAW current doctrine and practices of good seamanship.

8.2.3.6. Ensure the crew is proficient in emergency procedures and knowledgeable in the location and use of all emergency equipment on board.

8.2.3.7. When applicable (see Attachment 4 ), submit a request for weather reports to the USN Weather Department (OTSR) at least two working days prior to departure.

8.2.3.8. Coordinate with the HMOD/HMO for communication instructions prior to departure, and any message traffic, or format requirements in addition to the instructions posted in Chapter 4. Reporting is required with the exception of when a vessel is supporting a classified mission; it is mandatory that all the required reports will be sent to the HMO.

8.2.3.9. Ensure all vessels approved and signed clearance documents are filed with the unit's Operations Office, Battalion Harbormaster, and HMO prior to departure. Vessels will not be granted permission to depart port until all the required approved and signed documents have been turned in, and distributed to the proper command elements.

8.2.3.10. Notify the Battalion Harbormaster and HMO of any changes affecting vessel clearance.

8.2.3.11. Ensure one approved copy of the Sailing Orders is on board the vessel.

8.2.4. Battalion Harbormaster: Prior to approving a vessel to sail, the Battalion Harbormaster designated representative will:

8.2.4.1. **Verify the clearance documents for completeness.**

8.2.4.2. Evaluate certification levels of crew and note any restrictions on the Sailing Orders.

8.2.4.3. Ensure the sanitation inspection has been conducted with a rating of "Satisfactory".

8.2.4.4. Ensure instructions for communications between the vessel and the HMO are completed.

8.2.4.5. Ensure a Voyage Plan is filed and the vessel master understands his/her responsibility to submit changes if a diversion from the filed plan are necessary.

8.2.4.6. Ensure an accurate Crew/Passenger List is filed and the vessel master understands the responsibility to keep it up-to-date.

8.2.4.7. Ensure each Risk Assessment Form is properly completed and appropriate authority has signed both Risk Assessment and Sailing Orders.

8.2.4.8. Perform spot check of Vessel Clearance forms and actual vessel status when vessels Sailing Orders deploy the vessel outside the Fort Eustis Marine Operations Area.

8.2.4.9. Forward all copies to HMO at least one full working day prior to departure for final approval. Retain one copy of approved Sailing Orders when the vessel departs.

### **8.3. Vessel Clearance.**

8.3.1. Outside Marine Operations Area (Third Port): Watercraft assigned missions outside the Third Port area will be required to provide the following documentation prior to being granted clearance to depart:

8.3.1.1. Sailing Orders

8.3.1.2. Crew/Passenger List

8.3.1.3. Pre-sail Checklist Form

8.3.1.4. Voyage Plan

8.3.1.5. Risk Assessment

8.3.2. Fort Eustis Marine Operations Area (Third Port) with passengers and/or Transportation School students: Watercraft assigned missions within the Third Port with non-crew member(s) personnel aboard will submit #2 Crew/Pax List, #3 Pre-sail checklist, and #5 Risk Assessment prior to being granted permission to get underway.

8.3.3. Cargo Operations in Fort Eustis Port Area – Crew Only: Watercraft assigned missions including loading / unloading cargo within the Marine Operations Area with only crewmembers aboard will submit #5 Risk Assessment prior to being granted permission to get underway.

8.3.4. Maintenance Run in Fort Eustis Marine Operations area: Watercraft required to conduct a maintenance run out to Buoys # 1 and # 2, Skiffe's Creek Channel will submit Crew/PAX List and Risk Assessment.

8.3.5. Fort Eustis Marine Operations Area (JRTA)- Crew Only: Watercraft will provide Crew list and Risk Assessment.

8.3.6. With no exceptions, the vessel master or coxswain will sign all forms. The vessel master's name must be legibly printed or typed under his signature. Unit commander and/or a higher level command must sign the Risk Assessment Form and Sailing Order.

8.3.7. The vessel master or coxswain will turn in all copies of the required forms to the Battalion Harbormaster for his/her signature. Clearance for the vessel(s) to get underway will not be granted by the HMO until the respective HMOD gives the HMO an acknowledgment that they received a copy of the Sailing Orders.

8.3.8. All restrictions will be noted on the vessel clearance form.

#### 8.4. Sailing Order matrix

	Sailing Order	Crew/Pax List	Pre-sail Checklist	Voyage Plan	Risk Assessment	Recall Roster
In 3 <sup>rd</sup> Port- Crew only						
Duty Vessel	x	x	x		x	x
In 3 <sup>rd</sup> Port/JRTA w/ Passengers		x	x		x	
In 3 <sup>rd</sup> Port- Cargo Ops					x	
In 3 <sup>rd</sup> Port -Maintenance Run		x			x	
Inside JRTA Crew Only		x			x	
Outside JRTA	x	x	x	x	x	

8.4.1. Vessel master/coxswain will review these instructions prior to departure. Any instructions that are not clear will be addressed with the Battalion Harbormaster and HMO prior to departure. Vessels departing Fort Eustis on any mission will have a means to communicate with the Harbormaster Tower in cases of emergency. Vessels not equipped with email capability will have a cell phone.

## Paragraph 8.5

### SAILING ORDERS

**8.5.1 General.** This provides guidance for preparation and submission of Sailing Orders

**8.5.2 Instructions.**

8.5.2.1. Sailing Orders are the unit's responsibility to complete and submit to the Battalion Harbormaster, who will ensure vessel/crew meet all requirements prior to vessel being cleared to depart. The Battalion Harbormaster will ensure all documents are complete and information is accurate, signed and dated before forwarding to Installation HMO for final submission.

8.5.2.2. Sailing Orders will be submitted to the HMO at least one full duty day (24 hours) prior to the anticipated departure time.

8.5.2.3. The appropriate Risk Level Authority and vessel masters/coxswains must sign Sailing Orders. These signatures cannot be delegated to subordinate personnel. Only those noted are authorized to sign. All risks must be identified and control measures stated.

8.5.2.4. Sailing Orders will contain destination, mission requirement, departure time and current contact information. Sailing Order number is the unit's responsibility.

8.5.2.5. After a vessel departs Fort Eustis, mission requirements or other necessities may cause the Sailing Orders to change. The vessel, unit, or higher headquarters need only to provide a change notification to the HMO.

### 8.6 Sailing Order Example

DEPARTMENT OF THE ARMY  
15TH TRANSPORTATION BATTALION  
1199TH TRANSPORTATION DETACHMENT (LSV-9)  
JOINT BASE LANGLEY-EUSTIS, VA 23604

SAILING ORDER #: 1199-025-5 U.S. Army Vessel: USAV MG CHARLES W. GRIN (LSV-9)

1. ETD Home Port: 250600JAN21 3RD PORT, JBLE

2. When in all respects ready for sea with the Pre-sail Checklist, Risk Assessment, Crew Passenger List, and Voyage plan are submitted through the proper channels to the vessel's Home Port Harbor Master and that the vessel is in compliance with the provisions of AR 56-9, the Vessel will proceed to:  
JRTA / CHESAPEAKE BAY / CRANEY ISLAND / LCAB

Upon the completion of the Mission, the vessel will return to: 3RD PORT, JBLE  
On or about: 112100FEB21

3. This order is subject to revision while underway or in port by competent Military Authorities.

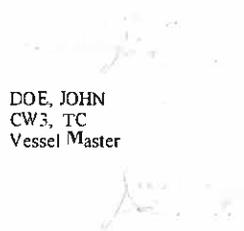
4. IA W Higher Headquarters SOP's/Directives, the Master will make the following reports to:  
**DEPREP, POSREP and ARREP to Harbor Master**

On Frequency/Channels: SIPR, NIPR or Inmarsat C  
at times: 0000, 0600, 1200, 1800 (1) Vessel Position (2) Deviations to voyage plan to include reason(s) and adjusted ETA (3) Arrival and departure times (4) Weather and Sea State (5) Daily Situation Report and any other required information.

BGANSAT #:2+  
EMAIL: john.doe.mil@mail.mil

EXTREMELY HIGH       HIGH       MODERATE       LOW

7. Signature of the Risk Level Authority constitutes an order to proceed in lieu of disagreements.



DOE, JOHN  
CW3, TC  
Vessel Master

JAN E H. DOE  
CW3, TC  
Harbormaster

DOE J.  
LTC, LG  
15TH Battalion Commander

**Paragraph 8.7**  
**CREW/PASSENGER LIST**

**8.7.1. General.** This instruction provides guidance for the preparation and submission of the Crew/Passenger List (see Figure 8.2.3).

**8.7.2. Instructions.**

8.7.2.1. A complete listing by name (legal names only; No nick names or aliases), rank, SSN (last 4), marine qualification (level and number), and expiration date for each crewmember sailing onboard for the mission. Identify whether the SM is licensed “L” to class of vessel or certified “C” to grade. Also, the expiration date on the RADAR, GMDSS, and CSE if applicable.

8.7.2.2. A complete listing by name, rank, SSN (last 4), and parent unit of each passenger onboard for the mission.

8.7.2.3. A numerical recapitulation of all personnel onboard the vessel.

8.7.2.4. Recognizing the possibilities of personnel departing and or joining the vessel during the mission, a written notification will be sent to the HMO by the vessel master or coxswain.

8.7.2.5. The vessel master or coxswain must sign the Crew/Passenger List.

## Crew and Passenger List Example 8.8

DEPARTMENT OF THE ARMY 15TH TRANSPORTATION BATTALION 1199TH TRANSPORTATION DETACHMENT (LSV-9) JOINT BASE LANGLEY-EUSTIS, VA 23604						
CREW LIST						
VESSEL NAME/NUMBER: USAV MG CHARLES W. GRIN (LSV-9)		SAILING ORDER #: 1199-025-5			DATE: 24 January 2021	
NAME (LAST, FIRST MI)	RANK	MOS	SSN	LIC #	LIC EXP DATE	REMARKS
<b>WARRANT OFFICERS</b>						
Doe, John	CW4	880A2	Add Last	Add	Add	Vessel Master
	CW4	881A2	Four SSN	License	License	Chief Engineer
	CW3	881A2	Here	Number	Expiration	1st Engineer
	CW3	881A1		Here	Date Here	2nd Engineer
	CW2	880A1				2nd Mate
	CW2	880A1				3rd Mate
<b>ENLISTED - DECK</b>						
	SFC	88K40				Detachment Sergeant
	SSG	88K30				Boatswain
	SGT	88K20				Seaman
	PFC	88K10				Quartermaster
	SPC	88K10				Seaman
	SPC	88K10				Seaman
	PFC	88K10				Seaman
	SPC	88K10				Seaman
	SGT	88K20				Seaman
	PFC	88K10				Seaman
<b>ENLISTED - ENGINE</b>						
	SSG	88L30				Jr. Engineer
	SPC	88L20				Engineman
	SGT	88L10				Engineman
	SGT	88L10				Engineman
	SPC	88L10				Engineman
	SPC	88L10				Engineman
	PFC	88L10				Engineman
	PFC	88L10				Engineman
<b>COOKS</b>						
	SGT	92G20		NA	NA	Culinary Specialist
	SPC	92G10		NA	NA	Culinary Specialist
	SPC	92G10		NA	NA	Culinary Specialist
<b>MEDIC</b>						
	SGT	68W20		NA	NA	Medic
<b>RADIO OPERATOR</b>						
	SGT	25C30		NA	NA	Radio Operator

	CREW	PASSENGERS	TOTAL
COMMISSIONED OFFICERS	0	0	0
WARRANT OFFICERS	8	18	26
ENLISTED	24	14	38
CIVILIAN	0	0	0
TOTAL	32	32	64

VESSEL MASTER SIGNATURE: \_\_\_\_\_



**Paragraph 8.9**  
**PRESAIL CHECKLIST**

**8.9.1. General.** This instruction provides guidance for the preparation and submission of the Presail Checklist. HMO personnel will use the vessel's completed Presail Checklist to verify, as directed by the Battalion HMOD, the vessel's compliance with all safety and regulatory requirements prior to releasing the vessel for its mission. The Presail Checklist is **ONLY** valid for thirty (30) days.

**8.9.2. Instructions.** Recognizing the many differences between vessel classes and vessels within the same class, specific items/categories may not be required on some vessels; these items will be annotated with "N/A" each time. With very few exceptions, all items are regulatory and must be on hand and in working and serviceable order.

**PRESAIL Checklist Example 8.10**

DEPARTMENT OF THE ARMY 11TH TRANSPORTATION BATTALION 1199TH TRANSPORTATION DETACHMENT (LSV-9) JOINT BASE LANGLEY-EUSTIS, VA 23604						
PRESAIL CHECKLIST						
Sailing Order Number: <u>1199-025-5</u> U.S. Army Vessel: <u>USAV MG CHARLES W. GRIN (LSV-9)</u>						
Vessel <u>LSV-9</u> is in compliance with AR 56-9, TCFE Regulation 210-6 and is in all respects ready for sea. This vessel is crewed with properly qualified personnel, knowledgeable in their job and drilled in emergency procedures. All drills and inspections (TDI) required that are applicable to this vessel have been accomplished within the time specified with satisfactory results. The following lists shows status of vessel equipment, charts and publications.						
GMDSS/COMMUNICATION	SAT	UNSAT	N/A	PUBLICATIONS (CONTINUED)	SAT /	UNSAT / N/A
Bridge to Bridge (DSC VHF)	X			Ship's Medicine Chest	X	
EPIRB	11/2019			Ships Radio Authorization	31/01/2023	
GMDSS Logbook	X			Sight Reduction Tables	X	
GPS	X			Station Bill (Current)	X	
MF/HF DSC Controller/Receiver	X			Tide & Current Tables	X	
MF/HF DSC Radio	X			US National Search/Rescue Sup	X	
MF/HF NBDP/Telex	X			Vessel Medevac Procedures	X	
INMARSAT	X			Worldwide Weather Broadcasts	X	
Internal Communications	X			<b>SAFETY EQUIPMENT</b>		
NAVTEX	X			Anchors w/chain	X	
RADARS 10CM/3CM	X			Anti-exposure suits (Complete)	X	
SART(s)	07/2023			Bilges/Free oil/Water	X	
Survival Craft Radios (VHF)	04/2022			Cargo Restraining Devices	X	
Tactical Radios	X			<b>DAMAGE CONTROL EQUIPMENT</b>		
<b>NAVIGATION</b>				Distress Flares	X	
Anchor Lights	X			Emergency Batteries	X	
Ship's Bell	X			Emergency Rations	X	
Depth Sounder /Lead Line	X			Fire & Smoke Detection System	17/02/2020	
Deviation Card	X			Fire Blankets	07/2020	
General Alarm	X			Fire Fighting Ensemble(s)	X	
Gyrocompass	X			Fire Hoses & Nozzles	06/18	
International Code Flaes	X			Fixed Fire System	18/02/2020	
Magnetic Compass	22/04/2020			Immersion Suits	X	
Navigationl Lights	X			Life Jackets (Complete)	X	
Searchlight(s)	X			Life Rafts & Hvdro Releases	06/2022	
Whistle & Horn	X			Life-rings (Complete)	X	
<b>PUBLICATIONS</b>				Line Throwing Device	X	
AR 385-10 and DA PAM 385-40	X			SCBA's	X	
AR's 56-9 /FM 55-502/501	X			Portable Pump	X	
Battalion/GRP Policies	X			Paint/HAZMAT Properly Store	X	
Chart Correction Cards	X			Portable Fire Extinguishers	20/02/2020	
Charts for operating area	X			Rudder Angle Indicator	X	
Coast Pilot & Sailing Dir.	X			Rescue Boat/Davit/Equipment	09/06/2020	
Fire Control Emergency Plan	X			Stokes Litter (Complete)	15/04/2020	
Light Lists /List of Lights	X			Sur. Inst. & sup. set	X	
Load-line Certificate	21/03/2020			Towing Gear	X	
Logbooks (Deck, Engine,TDIs)	X			Work Vest (Complete)	X	
Maneuvering Information	X			Meter/complete Kit for CSE	X	
Navigation Rules	X			Steering/Emergency steering	X	
Notice to Mariners & Local	X					
PUB 102	X					
RA PUB 117	X					
inspection was conducted on <u>30/10/2020</u> by <u>HN Steve</u> Vessel Galley will be utilized. The following type of meals will be consumed by personnel onboard:						
A-rations <input checked="" type="checkbox"/> C-rations <input type="checkbox"/> Box lunches <input type="checkbox"/>						
<b>VESSEL MASTER SIGNATURE:</b>						

## **Paragraph 8.11 VOYAGE PLAN**

**8.11.1. General.** This provides guidance for preparation and submission of the Voyage Plan.

8.11.1.1. Watercraft required to file a Voyage Plan will follow the instructions below.

8.11.1.2. Voyage Plans filed for a mission will be updated when a deviation from the filed Voyage Plan is required. Types of situations that might cause deviations are storm evasion, change of mission, mechanical breakdown, etc. Time(s) indicated in the Voyage Plan, i.e., estimated time of arrival (ETA), estimated time of departure (ETD), time of course change, etc., will be updated when there is a change of 4 hours or more in the time(s) filed. Notice of all changes will be transmitted to the HMO as soon as possible by any means available.

**8.11.2. Contents.** The Voyage Plan will contain the following information listed in chronological order:

8.11.2.1. ETD from each port visited and each location of course changes for coastal and ocean travel. The ETD will be written in date/time group (DTG), i.e., 0700 Romeo (local) 2 Dec 88 is written 020700R Dec 88). Estimated times will be given in DTG using “local time”.

8.11.2.2. Course:

8.11.2.2.1. If route is in a marked channel, i.e., Intra-Coastal Waterways (ICW) or Inland Water (INL), indicate by various courses (VC).

8.11.2.2.2. Course of each leg of route given in degrees of the compass in True (T) direction.

8.11.2.2.3. The location of each course change will be given in degrees and minutes of latitude and longitude or a bearing (T) and distance from a well-defined landmark.

8.11.2.2.4. Estimated speed in knots (KTS). When proceeding in an area where speed changes frequently, indicate various speeds (VS).

8.11.2.4.1. ETA at each port visited, written in DTG, and each location of course change.

8.11.2.3. Locations:

8.11.2.3.1. The reason for each stop will be stated, i.e., remain overnight, refuel, discharge cargo, drop tow, pick up cargo, etc.

8.11.2.3.2. Point(s) of departure when departing from ICW and/or INL routes to coastal or ocean routes will be noted by latitude and longitude or a bearing (T) and distance from a well-defined landmark.

8.11.2.3.3. Point(s) of arrival when sailing from coastal or ocean route to ICW or INL routes will be noted by latitude and longitude or a bearing (T) and distance from a well defined landmark.

8.11.2.4. Vessels sailing the ICW and INL routes will list the time of passage at major locations, i.e., cities, locks, bridges, etc.. A minimum of one location every 6 hours will be listed. All vessels will identify the James River Bridge (JRB), the Hampton Roads Bridge Tunnel (HRBT), and the “CBJ” Buoy, as appropriate, when departing or returning to/from Fort Eustis.

8.11.2.5. If the complete mission cannot be listed on a single form, continue on a second form or a plain sheet of paper



**Voyage Plan Example 8.12**  
**Paragraph 8.13**  
**RISK ASSESSMENT**

**8.13.1. General.** This provides guidance for the preparation of a Risk Management Worksheet, DD Form 2977. The risk level approval authority cannot be delegated. See DD Form 2977 on next page.

**8.13.2. Instructions.**

8.13.2.1. The vessel master/coxswain will prepare the form identifying all the hazards, control measures for each hazard, and risk level.

8.13.2.2. The unit commander is the command level authorized to sign as approving authority for all final risks identified as "LOW".

8.13.2.3. A Lieutenant Colonel (0-5) or civilian equivalent is the command level authorized to sign for all final risks identified as "MEDIUM".

8.13.2.4. A Colonel (0-6) or civilian equivalent is the approving authority for all final risks identified as "HIGH".

8.13.2.5. A General Officer is the approving authority for all final risks identified as "EXTREMELY HIGH".

### Risk Assessment Example 8.14

DELIBERATE RISK ASSESSMENT WORKSHEET						
1. MISSION/TASK DESCRIPTION AND EXECUTION DATE(S) JRTA / LCAB / CRANEY ISLAND / CHESAPEAKE BAY; SO# 1199-025-5 Sailing dates 25 Jan - 11 Feb 2021					2. DATE PREPARED  20210114	
3. PREPARED BY						
a. NAME (Last, First, Middle Initial) Doc, John			b. RANK/GRADE CW2		c. DUTY TITLE/POSITION First Mate	
d. UNIT 1199th TD		e. WORK EMAIL john.doc.mil@mail.mil			f. TELEPHONE (DSN, Commercial (Include Area Code)) XXX-XXX-XXXX	
g. UIC/CIN (as required)		h. TRAINING SUPPORT/LESSON PLAN OR OPORD (as required) Sailing Order # 1199-025-5			i. SIGNATURE OF PREPARER	
Five steps of Risk Management: (1) Identify the hazards (2) Assess the hazards (3) Develop controls & makes decisions (4) Implement controls (5) Supervise and evaluate (Step numbers not equal to numbered items on form)						
	4. SUBTASK/SUBSTEP OF MISSION/TASK	HAZARD	6. INITIAL RISK LEVEL	7. CONTROL	8. HOW TO IMPLEMENT/ WHO WILL IMPLEMENT	9. RESIDUAL RISK LEVEL
+	Conduct Watercraft Movements	Man Overboard D-I	H	Conduct drills IAW AR 56-9. Check vessel handling characteristics. Ensure PFD's are worn outside of the vessel. All personnel will be assigned and wear MOB's. Personnel will be in teams when outside the vessel.	How: Safety brief, drills and proper PPE  Who: Vessel Master and Mate	M
-	Conduct Watercraft Movement	Fire, Abandon Ship D-I	H	Conduct drills IAW AR 56-9, identify and correct hazards. Smoking in designated areas only. Identify fire teams on the station bill. Crew will inspect all fire fighting equipment prior to departure and any deficiencies will be corrected.	How: Safety Brief, drills and PMCS  Who: Vessel Master and Mate	M
+	Conduct Watercraft Movement	Collision D-I	H	Comply with navigation rules. Post adequate lookouts. Use all means available to identify targets in advance (Radar, AIS and lookouts). Alteration of course/speed will be executed in ample time and degree to be clearly observed by another vessel.	How: Post proper lookouts, use bridge equipment, safety brief and proper watch turnover  Who: Vessel Master, Mate and Lookouts	M
-						

**Risk Assessment Example-continued 8.14**

	4. SUBTASK/SUBSTEP OF MISSION/TASK	5. HAZARD	6. INITIAL RISK LEVEL	7. CONTROL	8. HOW TO IMPLEMENT/ WHO WILL IMPLEMENT	9. RESIDUAL RISK LEVEL
<div style="display: flex; flex-direction: column; align-items: center; gap: 10px;"> <div style="display: flex; gap: 5px;"> <input type="checkbox"/> + <input type="checkbox"/> -                 </div> <div style="display: flex; gap: 5px;"> <input type="checkbox"/> + <input type="checkbox"/> -                 </div> <div style="display: flex; gap: 5px;"> <input type="checkbox"/> + <input type="checkbox"/> -                 </div> <div style="display: flex; gap: 5px;"> <input type="checkbox"/> + <input type="checkbox"/> -                 </div> <div style="display: flex; gap: 5px;"> <input type="checkbox"/> + <input type="checkbox"/> -                 </div> </div>	Sludging Operations	Spills, Pollution, Environmental hazards  C-II	H	-Fire teams will be dressed out and standing by. -100% accountability Safety brief will be conducted before proceeding - JBLE Fire Dept. and 3rd Port Tower will be notified prior to operations. - Designate HAZMAT response team IAW TB 55-1900-204-14	How: Safety Brief; Pollution Abatement SOP  Who: - Chief Engineer, Vessel Master, Mate, NCO's	M
	Fueling Operations	Spills, sparks, fire environmental hazards,  C-II	H	-Fire teams will be dressed out and standing by. -100% accountability Safety brief will be conducted before proceeding - JBLE Fire Dept. and 3rd Port Tower will be notified prior to operations. - Designate HAZMAT response team IAW TB 55-1900-204-14	How: AR 56-9, Vessel SOP  Who: All Stations	M
	Crew continuity	Vessel operating in minimum manning requirements in accordance with AR56-9 para 7-1, 880A are 75%, 881A are 75%, 88K are 90%  C-III	M	Crew will be given a safety brief and briefed on station bill. Crew will run emergency drills when getting underway. Vessel will stay in compliance with AR56-9 para 7-1 on minimum manning requirements and restrictions.	How: Safety Brief, Emergency drills  Who: Vessel Master and crew	L
	Conduct Watercraft Movement	Beaching and retracting  D-II	M	-Vessel Master will operate at a safe speed. -Weather and sea conditions will be monitored at all times. -Crew will utilize the depth surveys and sensors prior to movement.	How: Experienced operators observing and monitor elements  Who: Vessel Master and Mate	L
	Watercraft Operations - Anchoring, 3pt mooring	Dragging Anchor  D-II	M	-Comply with COMDTINST M16672.2 D "Navigation Rules" and AR 56-9.  - Anchor Watch Teams will make observations every 30 minutes visually and electronically to ensure the vessel remains within the safe perimeter.	How: Vessel SOP, Anchor Watch  Who: Vessel Master and Anchor Watch Teams	L

**Risk Assessment Example-continued 8.14**

	4. SUBTASK/SUBSTEP OF MISSION/TASK	5. HAZARD	6. INITIAL RISK LEVEL	7. CONTROL	8. HOW TO IMPLEMENT/ WHO WILL IMPLEMENT	9. RESIDUAL RISK LEVEL
+	Vessel Operations (Vessel docking and un-docking)	Line Handling C-III	M	Follow daily safety brief. Wear proper flotation, and eye protection, and any other PPE deemed necessary by Vessel Master or Mate while engaged in activity. Radio communications with line stations; educate line handling techniques; licensed crew/students	How: Safety brief and wear PPE deemed necessary for task.	L
					Who: Vessel Master and Mate	
+	Vessel Operations (Vessel docking and un-docking)	Damaging vessel and pier C-III	M	Check weather, wind and tide and current prior to departure or arrival. Vessel Master or Mate will operate the vessel in adverse conditions. All licensing personnel will be monitored while operating by the MSE.	How: Safety brief and wear PPE deemed necessary for task.	L
					Who: Vessel Master and Mate	
+	Conduct Watercraft Movement (underway)	Grounding D-II	M	Ensure proper piloting and navigation items are being used for safe water routes. Conduct detailed voyage planning by electronic and paper methods. Ensure charts are updated with up to date information from Notice to Mariners.	How: Updated Charts, SOP, ECDIS, and GPS	L
					Who: Vessel Master and Watch Officer	
+	Vessel Operations	Fast Rescue Boat Operations (FRB) D-II	M	Do not utilize rescue boat in heavy seas. Only utilize rescue boat when deemed reasonable by the Vessel Master. Keep vessel out of trough and maintain bare steerage.	How: Safety brief, monitor weather.	L
					Who: Vessel Master, Chief Engineer, Assistant Chief Engineer, Junior Engineer	
+	Vessel Operations	Inclement Weather C-III	M	Monitor weather reports and adjust course for safety and condition of ride. Adjust exterior training tasks depending upon conditions. Identify safe havens; alter course and adjust ETA/ETD if needed	How: Extrapolate weather information and create a plan for the safety of vessel and crew.	L
					Who: Vessel Master, 2nd Mate	

**Risk Assessment Example-continued 8.14**

	4. SUBTASK/SUBSTEP OF MISSION/TASK	5. HAZARD	6. INITIAL RISK LEVEL	7. CONTROL	8. HOW TO IMPLEMENT/ WHO WILL IMPLEMENT	9. RESIDUAL RISK LEVEL
<input type="checkbox"/> + <input type="checkbox"/> -  <input type="checkbox"/> + <input type="checkbox"/> -  <input type="checkbox"/> + <input type="checkbox"/> -  <input type="checkbox"/> + <input type="checkbox"/> -  <input type="checkbox"/> + <input type="checkbox"/> -	Vessel Operations (underway)	Damage to Vessel or Cargo  D-II	M	Ensure all cargo is properly secured for max sea state. Vessel master will inspect cargo prior to getting underway. Crew will periodically inspect cargo while underway to ensure it remains secured.	How: Safety Brief, Pre-Departure checks, routine checks while underway.  Who: Vessel Master, Mate, Deck crew	L
	Vessel Operations (underway or pier side)	Personal Injury or Illnesses  C-III	M	Conduct safety brief; have Medical Treatment NCO onboard with aid bag; promote hydration; wear protective equipment; personal hygiene, cleaning stations performed	How: SOP's, Training, Leadership  Who: Vessel Master, First Mate, Leaders	L
	Vessel Operations (underway)	Mechanical Failure  C-III	M	PMCS, watch teams monitor equipment hourly during voyage, report failures to bridge, Vessel Master, Chief. Utilize OBSL for immediate repair regardless of maintenance level.	How: PMCS before, and during operation. Utilize OBSL.  Who: Vessel Master/ Chief Engineer	L
	Food Operation and Preparation	Food Borne Illnesses  C-III	M	Inspect all rations and ensure proper handling, storage and preparations of rations. Ensure Soldiers are briefed of dangers consuming uncooked meats or various oddities at ports of embarkation.	How: FM 10-23-2, Vessel SOP  Who: Food Service NCO and Third Mate	L
	Vessel Operations (underway)	Loss of External Communication  C-III	M	Utilize all available communication equipment to transfer information to rear. Implement PACE plan IAW vessel SOP.	How: Conduct comms check every 6 hrs  Who: Vessel Master, Mate	L

**Risk Assessment Example 8.14-continued**

	4. SUBTASK/SUBSTEP OF MISSION/TASK	5. HAZARD	6. INITIAL RISK LEVEL	7. CONTROL	8. HOW TO IMPLEMENT/ WHO WILL IMPLEMENT	9. RESIDUAL RISK LEVEL
<div style="display: flex; flex-direction: column; align-items: center; gap: 10px;"> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">+</div> <div style="border: 1px solid black; padding: 2px;">-</div> </div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">+</div> <div style="border: 1px solid black; padding: 2px;">-</div> </div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">+</div> <div style="border: 1px solid black; padding: 2px;">-</div> </div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">+</div> <div style="border: 1px solid black; padding: 2px;">-</div> </div> </div>	Vessel Operations	MEDEVAC / CASEVAC  D-II	M	Utilize vessel MEDEVAC SOP; prepare sick bay for emergency use; prepare litter and slings; verify VHF comms; call 911	How: Brief; Training  Who: Vessel Master, Mate, Medic, CLS	L
	Cargo Operations	Cargo Operations RO/RO and LO/LO  D-II	M	Conduct a thorough safety brief prior to any cargo operation. Ensure crew members are wearing the appropriate PPE at all times. Communicate with the deck crew to ensure there is no confusion. A designated safety and medical personnel will be standing by during the cargo operations.	How: Safety Brief, PPE, Clear and concise communication  Who: Vessel Master, Mate, Boatswain	L
	Operating in Cold Weather	Cold Weather Injuries i.e: Frostbite, chilblain, numbness in extremities, and etc.  B-III	M	- Identify any crew members or passengers on board who have history of cold weather injury. Those who are at risk of cold weather injury will be monitored at all times.	How: Vessel SOP, Safety Brief  Who: NCOIC	L
	Vessel Operations (routine)	COVID-19  C-III	M	- DoD Covid-19 Prevention and Social distancing guidelines will be strictly adhered. -Temperatures and questionnaire will be taken everyday before embarking - Crew and MHE personnel will wear masks at all times. - Gloves will be worn and hand sanitizers will be available. - Deep clean high traffic areas on board the vessel everyday. - Deep clean the horizontal and vertical surfaces of the vessel on Fridays before crew leaves the vessel for the weekends.	How: Safety Brief  Who: Vessel Master, Medic, All Crew Members	L
<b>10. OVERALL RESIDUAL RISK LEVEL (All controls implemented):</b> <input type="checkbox"/> EXTREMELY HIGH <input type="checkbox"/> HIGH <input checked="" type="checkbox"/> MEDIUM <input type="checkbox"/> LOW						

### Risk Assessment Example-continued 8.14

briefing will be conducted prior to any sailing, fueling, sludging operations. Weather will be continually assessed throughout the mission. Vessel Master will enforce the DoD and CDC's COVID-19 spread prevention protocol and guidelines. In the event of any crew or vessel oriented casualty, Vessel Master will report through the appropriate channels of the Chain of Command. I recommend approval by Medium Risk Level Authority.

12. APPROVAL OR DISAPPROVAL OF MISSION OR TASK				<input checked="" type="checkbox"/> APPROVE	<input type="checkbox"/> DISAPPROVE
a. NAME ( <i>Last, First, Middle Initial</i> )	b. RANK/GRADE	c. DUTY TITLE/POSITION	d. SIGNATURE OF APPROVAL AUTHORITY		
DOE, JOHN, J.	LTC / O-5	15th Bn Commander			
e. ADDITIONAL GUIDANCE:					

**Risk Assessment Example-continued 8.14**

Severity (expected consequence)	occurrences		improbable			
	A	B	C	D	E	
<b>Catastrophic:</b> Mission failure, unit readiness eliminated, death, unacceptable loss or damage					<b>M</b>	
<b>Critical:</b> Significantly degraded unit readiness or mission capability, severe injury, illness, loss or damage	<b>II</b>					<b>L</b>
<b>Moderate:</b> Somewhat degraded unit readiness or mission capability, minor injury, illness, loss, or damage	<b>III</b>					<b>L</b>
<b>Negligible:</b> Little or no impact to unit readiness or mission capability; minimal injury, loss, or damage	<b>IV</b>	<b>M</b>	<b>L</b>	<b>L</b>	<b>L</b>	

**LEGEND:**    EH - Extremely High Risk    H - High Risk    M - Medium Risk    L - Low Risk

**13. RISK ASSESSMENT REVIEW** (Required when assessment applies to ongoing operations or activities)

a. DATE	b. LASTNAME	c. RANK/GRADE	d. DUTY TITLE/POSITION	e. SIGNATURE OF REVIEWER <small>Digitally signed by</small>
20210120	Doe	CW3/W3	Det. Commander	

**14. FEEDBACK AND LESSONS LEARNED**

**15. ADDITIONAL COMMENTS OR REMARKS**

### Risk Assessment Example-continued 8.14

<p>and execution date(s) for which the deliberate risk assessment is being conducted.</p> <p><b>2. Date Prepared:</b> Enter date form was prepared.</p> <p><b>3. Prepared By:</b> Information provided by the individual conducting the deliberate risk assessment for the operation or training.  <b>Legend:</b> UIC = Unit Identification Code; CIN = Course ID Number; OPORD = operation order; DSN = defense switched network; COMM = commercial</p> <p><b>4. Subtask/SubStep of Mission/Task:</b> Briefly describe all subtasks or substeps that warrant risk management.</p> <p><b>5. Hazard:</b> Specify hazards related to the subtask in block 4.</p> <p><b>6. Initial Risk Level:</b> Determine initial risk level. Using the risk assessment matrix (preceding block 13), determine level of risk for each hazard specified. Use probability and severity to determine risk level; enter risk level into column.</p> <p><b>7. Control:</b> Enter risk mitigation resources/controls identified to abate or reduce risk relevant to the hazard identified in block 5.</p> <p><b>8. How to Implement / Who Will Implement:</b> Briefly describe the means of employment for each control (i.e., OPORD, briefing, rehearsal) and the name of the individual, unit or office that has primary responsibility for control implementation.</p> <p><b>9. Residual Risk Level:</b> After controls are implemented, determine resulting probability, severity, and residual risk level.</p> <p><b>10. Overall Risk After Controls are Implemented:</b> Assign an overall residual risk level. This is equal to or greater than the highest residual risk level (from block 9).</p>	<p>tasks and levels of responsibility for supervisory personnel and provide the decision authority with a recommend course of action for approval or disapproval based upon the overall risk assessment.</p> <p><b>12. Approval/Disapproval of Mission/Task:</b> Risk approval authority approves or disapproves the mission or task based on the overall risk assessment, including controls, residual risk level, and supervision plan.</p> <p><b>13. Risk Assessment Review:</b> Should be conducted on a regular basis. Reviewers should have sufficient oversight of the mission or activity and controls to provide valid input on changes or adjustments needed. If the residual risk rises above the level already approved, operations should cease until the appropriate approval authority is contacted and approves continued operations.</p> <p><b>14. Feedback and Lessons Learned:</b> Provide specific input on the effectiveness of risk controls and their contribution to mission success or failure. Include recommendations for new or revised controls, practicable solutions, or alternate actions. Submit and brief valid lessons learned as necessary to persons affected.</p> <p><b>15. Additional Comments or Remarks:</b> Preparer or approval authority provides any additional comments, remarks, or information to support the integration of risk management.</p> <p><b>Additional Guidance:</b> Blocks 4-9 may be reproduced as necessary for processing of all subtasks/substeps of the mission/task. The addition and subtraction buttons are designed to enable users to accomplish this task.</p>
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## Chapter 9

### SAFETY

**9.1. General.** Masters/Coxswains of Army watercraft are responsible for the safety of their crew, cargo, and watercraft at all times. They will comply with all applicable safety regulations and will ensure that all crewmembers are proficient in shipboard safety practices and procedures.

#### **9.2. Personal Flotation Devices (Life Jackets).**

9.2.1. All Personal Flotation Devices (PFDs) shall be of an approved type, marked with the vessel's name and hull number, and have a whistle, reflective tape, and approved light attached.

9.2.2. All vessels shall be provided with approved PFDs for each person on board. Acquiring life jackets for passengers will be the responsibility of the sponsor agency. When children are carried, a suitable number of children's life jackets shall be provided.

9.2.3. When underway, lockers, boxes, and closets in which life jackets are stowed will NOT be locked. They must be plainly marked, and the PFDs contained therein will be readily available. Life jackets stowed overhead shall be so supported that they can be quickly released and distributed. Where PFDs are stowed at a height greater than 7 feet from the deck below, a person standing on the deck shall provide an efficient means for their immediate release and distribution.

9.2.4. All life jackets must be inspected annually by the vessel master/coxswain. A vessel supervisor will inspect all PFDs during each emergency drill. Unserviceable life jackets, i.e., frayed, broken or missing straps, covered with holes or tears, flotation envelope torn, etc., will be removed from the vessel.

9.2.5. Life jackets will be worn when:

9.2.5.1. Working on the open deck during unfavorable (rough/hazardous) weather conditions.

9.2.5.2.

9.2.5.3. Ascending/descending between vessels using a cargo net.

9.2.5.4. At any other time the vessel master/coxswain determines wearing of a life jacket is essential to safety.

### 9.3. Work Vest.

9.3.1. Approved buoyant work vests are considered to be items of safety apparel, part of the duty uniform under specified conditions, and may be carried aboard vessels to be worn by crewmembers when working under favorable conditions.

9.3.2. Work vests will be worn at any time that a person is working at or near the water's edge on a vessel or ashore.

9.3.3. Working outboard of the lines or handrails, i.e., handling lines on a barge, handling lines on the bow of an LCM-8, etc.

9.3.4. Work vests must be used under the supervision and control of designated vessel supervisors.

9.3.5. Work vests shall not be used in lieu of the required number of life jackets.

9.3.6. Work vests will be inspected for serviceability, whistle, reflective tape, and attached approved light, prior to each use. Unserviceable work vests will be removed from the vessel.

9.3.7. Work vests will be stenciled "Work Vest" with the vessel's name or hull number.

9.3.8. Anti-exposure coveralls, with flotation collars, may be used in lieu of work vests.

### 9.4. Passenger Briefing.

9.4.1. Passengers will be briefed by the vessel master or his designated representative on safety precautions and on their actions during emergency situations, i.e., fire, abandon ship, man overboard, etc.

9.4.2. Passengers will be instructed in the proper methods of wearing life jackets, the location of the life jackets, and when life jackets are required to be worn.

### 9.5. Hazardous Materials Storage Areas.

9.5.1. Shoreside Hazardous Materials Storage Areas (SHMSAs) approving authority is the Installation Environmental Office, 733d Civil Engineering Squadron (733 CES). All inquiries concerning Port Hazardous Materials Storage Areas (PHMSAs) will be addressed through the Hazardous Materials (HAZMAT) Coordinator.

9.5.2. SHMSAs for the following HAZMAT will be marked on all sides with a minimum of 4 ½ inch white letters on a red background with appropriate cautions:

9.5.2.1. Paint Storage Areas:

FLAMMABLE LOCKER  
NO OPEN FLAME OR SMOKING WITHIN 50 FEET

9.5.2.2. Oxygen Storage Areas:

OXYGEN STORAGE  
NO OPEN FLAME OR SMOKING WITHIN 50 FEET

9.5.2.3. Acetylene Storage Areas:

ACETYLENE STORAGE  
FLAMMABLE  
NO OPEN FLAME OR SMOKING WITHIN 50 FEET

9.5.2.4. All other HAZMAT Storage Areas:

NO OPEN FLAME OR SMOKING WITHIN 50 FEET

9.5.3. IAW 29 CFR 1910.106, all SHMSAs will have a minimum of 20 feet between them. Oxygen and Acetylene will NOT be stored in the same storage areas and will be secured from falling.

## 9.6. Combustible/Flammable Waste.

9.6.1. Flammable POL products will NOT be put into dumpsters.

## 9.7. Gangplanks.

9.7.1. A gangplank will be placed between vessels and the pier at all times and will be secured to the vessel to provide safe passage during all tide conditions.

9.7.2. A gangplank will be placed between vessels berthed alongside each other when there is a gap greater than 12 inches between the vessels.

9.7.3. Gangplanks will meet the following criteria:

9.7.3.1. Construction will be of lightweight, high tensile strength material. Wood may be used for temporary gangplanks.

9.7.3.2. Width of gangplanks must be no less than 28 inches.

9.7.3.3. Length of gangplank must be sufficient to span gap under the worst tide conditions, with a minimum of 6 inches on each end.

9.7.3.4. Lifelines must be constructed of pipe, chain, or ½ inch plastic coated wire rope. The lifelines will be located from the tread approximately 39 inches for the top, 24 inches for the center, and 9 inches for the bottom.

9.7.3.5. Lifelines must be attached at each end of the top safety rail to facilitate closing the gap between the gangplank and the adjoining rails on the vessel.

9.7.3.6. Means for securing to gangplank must be available.

9.7.3.7. All gangplanks will be stenciled with the name or hull number of the vessel, or with the unit of ownership.

9.7.3.8. For manned vessels, gangplanks will be lighted during hours of darkness or when visibility is restricted.

## **9.8. Means of Escape from Vessel.**

9.8.1. There shall be a means of escape from all general areas accessible to the crew. When vessel construction permits, the two means of escape shall be as far separate as practicable, so as to minimize the possibility of one incident blocking both means of escape.

9.8.2. The means of escape will NOT be locked when crewmember(s) are aboard.

**9.9. Landing Craft Ramps.** All landing craft will keep the ramp(s) in a closed position when not in use for loading, off-loading, or maintenance. If ramp(s) must be left open for maintenance, lifelines will be installed to prevent individuals from accidentally falling overboard. All vessels must request permission from HMO Tower prior to lowering ramp, call the HMO Tower when ramp has been secured.

## **9.10. Safety Inspection.**

9.12.1. The HMO personnel will tour the port area at least twice each shift and inspect for safety, security and environmental concerns.

9.12.2. Discrepancies will be recorded in the daily logbook, reported to the responsible unit, and reported to the 733d LRS.

9.12.3. Vessel safety violations found by the HMO will be reported to the respective Battalion Harbormaster.

## **9.11. Risk Management/Assessment.**

9.11.1. Risk assessment for all actions and missions occurring in the port area that are not vessel mission specific, but can occur at any location/time, need to be prepared on DD Form 2977, signed by appropriate risk level authority and submitted to the Harbormaster within 24 hours prior to commencing the activity.

## Chapter 10

### PARKING

**10.1. General.** All port tenants and users will adhere to parking and speed restrictions in Third Port for the safety of personnel and equipment. No personal vehicles (POVs) will be allowed in port unless cleared through HMO.

**10.2. Speed Limit.** Speed limits within Third Port are 10 MPH for vehicles. These speed limits apply to all vehicles. Slower speed will be observed where necessary to avoid creating a hazard.

#### **10.3. Parking.**

10.3.1. Military and government vehicles will have access to the port when access is limited for operational, safety, or security reasons.

10.3.2. Civilian contractors may access the port area on a case-by-case basis when approved by the Harbormaster while they are working under a contract in the port. Civilian contractors must be sponsored and escorted at all times by a member of the unit. Tenant base contractors, i.e., CE, NEC, etc., do not have to be escorted.

10.3.3. The only POVs allowed in the port will have affixed to the lower right hand of the front windshield an official Third Port Parking Permit. The HMO will issue the parking permit to a specific individual and vehicle and the same will not be transferred to another vehicle. A damaged permit will be returned to the HMO before a new one is issued. Other than a few spaces identified for military vehicles and for selected detachments personnel, all other parking spaces are available on a first-come first-served basis. Vehicles will be parked only in areas clearly marked for parking. Vehicles will not be parked on roadways, fire lanes, ramps, seeded areas or areas marked "NO PARKING". POVs will not be left overnight inside the Third Port area. There is no long term parking within the Third Port area of responsibility. Parking lots by the HMO control tower and the parking lots by the Magnolia Park are to be used for short term, not to exceed thirty days at risk of being towed. Deploying soldiers will coordinate with their units and the MPs and have their POVs secured at the Impound Lot.

10.3.4. Rail equipment, material handling equipment (MHE) and trucks will be positioned in the port only during operations. All MHE, rail, trucks etc. required for a port mission will be coordinated with the Harbormaster no later than 24 hours prior to being needed and removed no later than 24 hours after termination of the mission.

## 10.3.5. Authorized Port Pass Positions:

**Brigade**- Commander/Command Sergeant Major/Executive Officer/Deputy Commanding Officer/S-shops as required/Marine systems, maintenance, operations

**Battalion**- Commanders/Command Sergeants Major/Executive Officers/S-shops as required

**Company**- Commanders/First Sergeants/Executive Officers/Platoon Leaders

**3<sup>rd</sup> Port Tenants**- Detachment Commanders/Detachment First Sergeants

VSO- Officer in Charge/Noncommissioned Officer in Charge

MMO- Officer in Charge/Noncommissioned Officer in Charge

558<sup>th</sup>- Shop Officer in Charge/Noncommissioned Officer in Charge

LSV- Commander/First Sergeant/Chief-Engineer (C-E)/Executive Officer

LCU- VM/C-E/Mate/Bull Oiler

ST- VM/C-E/Mate/Bull Oiler

10.3.6. This list represents the majority of personnel needing access into Third Port but by no means will be limited to just those shown. Other selected personnel will include those that have a requirement to be in port authorized by the Harbormaster.

10.3.7. A temporary port pass will be issued to personnel requiring entrance into the port for a specific short period of time.

10.3.8. A list will be maintained at the HMO tower of all personnel with port passes. On a periodic basis names and positions will be matched with vehicles and port pass issue numbers. Violators will lose their port pass privileges.

10.3.9. Speeders and violators of parking areas will lose their port pass privileges; one warning will be issued.

10.3.10. Port Passes will be turned in prior to departing authorized billet with name of replacement if known.

**10.4 Main Pier Access.** In accordance with DOD instruction 0-2000.16, Volume 2 DOD Anti-Terrorism Program 3.11(7), the Third Port main pier is closed to POVs. This is to establish a minimum standoff distance of 100 feet between U.S. vessels and all vehicles, loading areas and dumpsters on the pier. The pier will have Jersey type barriers blocking all vehicle traffic from entering with one entry point controlled by Installation Port Operations.

**10.5 Main Pier Access Authorization.** The only vehicles allowed on the pier are government vehicles (GOVs or Military Tactical Vehicles) or contractor vehicles carrying tools or equipment that are necessary on the pier and have been vetted prior to entry.

## Chapter 11

### POLLUTION CONTROL

#### 11.1. Purpose.

11.1.1. To prescribe procedures to minimize the possibilities of spills or releases of petroleum products or HAZMAT in the Marine Operations Area or surrounding waters.

11.1.2. To prescribe actions to be taken if a spill or release should occur.

#### 11.2. Responsibilities.

11.2.1. 733d Civil Engineer Environmental and the Fort Eustis Fire Department have over all supervision for spill or release cleanup.

11.2.2. Individual battalions operating within the Third Port marine operations area have responsibilities to provide personnel (Emergency Response Team) and cleanup material for unit spills.

11.2.3. The HMO has the responsibility for:

11.2.3.1. Reporting spills or releases to the Fort Eustis Fire Department, CED Environmental Spills Team, and 733 MSG Commander.

11.2.3.2. Providing initial containment and start cleanup operations.

11.2.3.3. Touring the marine operations area for the purpose of identifying potential spill or release situations. Any situations having the potential for a spill or release will be logged and reported to the responsible commander.

11.2.3.4. Dispatching emergency response vessel to put containment boom in place, taking direction from Harbormaster/Fire Department on scene commander.

11.2.4. Individual(s) are responsible for reporting all spills or potential spill or release situations to the HMO immediately.

**11.3. Fuel Transfer Requirements.** Title 33, Code of Federal Regulations, Parts 154, 155, and 156; prescribe the requirements and procedures for operations (equipment and personnel) involved in transfer of POL products. The procedures listed below are extracted from this regulation and will be complied with when POL products are being transferred:

11.3.1. NOTE: Federal Water Pollution Control Act provides for fines in excess of \$25,000 for discharging oil in U.S. waters.

11.3.2. The Commanding Officer of the unit owning the vessel from which fuel is being transferred to another vessel is responsible for POL transfers. The unit commander will notify the HMO at least 24 hours prior to any scheduled fuel transfer operations. Other vessels/units conducting fuel transfer operations within the port are applicable to the same responsibilities and will follow the same procedures. It is the responsibility of all port users to adhere to the following requirements.

11.3.2.1. The vessel's moorings are strong enough to hold all expected weather conditions.

11.3.2.2. Hoses or arms are long enough to allow the vessel to move at its mooring without strain on the hose or arm.

11.3.2.3. Hoses are supported so that couplings have no strain on them.

11.3.2.4. All parts of the transfer system are lined up before beginning the transfer.

11.3.2.5. All other parts of the transfer are blanked off or shut off.

11.3.2.6. The transfer system is connected to a fixed piping system on the receiving end.

11.3.2.7. Overboard discharge or sea suction valves connected to the transfer system are sealed shut during oil transfer.

11.3.2.8. Transfer hoses are inspected and in good shape – no cuts, slashes, frays, or soft spots.

11.3.2.9. Discharge containment equipment, such as drip pans and floating boom, are properly in place. Oil pollution control boom will be in place around vessels prior to all transfers. If sea state becomes too rough for boom to contain a possible spill, then the transfer will stop.

11.3.2.10. Flange couplings are properly bolted.

11.3.2.11. Scuppers and drains are plugged.

11.3.2.12. Communication will be established and maintained between the vessels and HMO during the entire operations. Notify HMO at start, stop, finish, transfer amount and when any incident occurs.

11.3.2.13. An emergency shutdown system is available.

11.3.2.14. Enough personnel to do the job and respond to any emergency are on duty and available. 80% of crew or the listed legal crew requirement outlined in AR 56-9 to sail vessel, fight fire, conduct damage control or spill cleanup.

11.3.2.15. The person in charge of the discharging vessel and receiving vessel will discuss the transfer in detail prior to starting the transfer.

11.3.2.16. Both persons in charge of the transfer operations agree to the start time and sign a declaration of inspection prior to fuel transfer.

11.3.2.17. Both persons in charge are present during the transfer.

11.3.2.18. Required lighting is available at night (night fueling operations are to be conducted only in extreme cases, and approved directly by the Installation Harbormaster).

11.3.2.19. Emergency firefighting equipment is on hand and operational. Fire main system is charged.

11.3.2.20. Anti-static grounding devices are installed between transfer equipment.

11.3.2.21. The person in charge must supervise all critical operations, i.e., connecting, disconnecting, topping off.

11.3.2.22. The person in charge must remain in the area and control the starting, stopping, and flow rate during the entire operation.

11.3.2.23. All containment areas and equipment must be cleaned immediately after completion of the transfer.

11.3.2.24. Request HMO inspect site prior to the transfer, maintain radio communications on channels 12 or 68 with HMO during transfer, and notify HMO when completed. Vessel's will request start time, stop time and give gallons transferred upon completion of transfer.

11.3.2.25. In order to conduct fuel or sludge transfer operations in port, there must be a duty vessel and clean-up crew on duty during duration of transfer operations.

11.3.2.26. Personnel handling fuel hoses must have appropriate eye protection and hand protection as stated on the safety data sheet (SDS).

11.3.2.27. Vessels transferring fuel, sludge or CHT operations will establish a smoking area for their crews away from the transfer operations and ensure NO SMOKING aboard their vessels during fuel transfer.

#### **11.4. Sludge and Waste.**

11.4.1. All sludge disposal appointments will be made with the HMO at least 24 hours in advance. Memorandums requesting appointments will contain the vessel's hull number, date

of request, and estimated gallons to be transferred by product type. For sludge transfers, the request must state whether the transfer is to the main pier system or sludge truck.

11.4.2. Removal and disposal of slop oil and sludge require the same care as refueling and transfer operations. The same rules and regulations that govern transfer and refueling operations apply to the disposal of sludge and slop oil.

11.4.3. Transfer of sludge and slop oil will be made into a shore oil-water separator system. Ethylene glycol (Anti-freeze/coolant) will not be pumped into the shore oil-water separator facility without the permission of the facility operator. When the oil-water separator system is not operational, arrangements will be made through the parent unit to contract a sludge truck for proper disposal.

11.4.4. Removal of Chemical Holding Tanks (CHT) sewage removal will be reported to HMO for opening of wells. Vessel hull number, start/stop time and amount pumped will be reported to HMO. Appropriate oversight of transfer will be required throughout duration of pumping.

**11.5. Sludge Transfer to Main Pier System.** Due to current Environmental Protection Agency (EPA), Virginia Department of Environmental Quality (VDEQ), and the Hampton Roads sanitation District (HRSD) guidelines, special attention and care must be exercised by all personnel using the Third Port oily water separator (OWS) when transferring sludge from vessels into the Main Pier sludge piping. Personnel from the Installation Harbormaster Office along with the help of vessel personnel, Dominion Services have tested and evaluated the sludge transfer system at Third Port. The following procedural responsibilities have been identified as necessary to insure a safe operation of the OWS. Our goal is to have **zero** incidents.

11.5.1. Vessels must schedule sludge appointments **no less than 24 hours** in advance.

11.5.2. All sludging will be scheduled for normal duty days, during normal duty hours (0730-1500). It takes approximately 4 hours to pump 7000 gallons through a standard pneumatic pump.

11.5.3. Communications are of the utmost importance. There must be continuous communications between the vessels, the oily water separator, and the HMO at all times. The port operations channel VHF 68 or other working channel will be the channel that all involved parties must monitor throughout the sludge operations.

11.5.4. Enough personnel to do the job and respond to any emergency are on duty and available. 80% of crew or the listed legal crew requirement outlined in AR 56-9 to sail vessel, fight fire, conduct damage control or spill cleanup.

11.5.5. The vessel must provide a qualified crew member to stand at the separator with the civilian contractor during the **entire** time to provide constant communication between the vessel, the separator and the Tower for the immediate shut down of operations if necessary.

11.5.6. Generally, OWS are designed to accommodate 95 percent water and 5 percent oil. The person in charge of the pumping vessel or station will be required to sign a manifest that will be turned over to the HRSD verifying that it is only oily water being pumped.

11.5.7. The pumping station and the receiving station must sign the Declaration of Inspection available through HMO prior to starting.

11.5.8. CAUTION: Sludge and slop oil will NOT be deposited in a barrel or other non-approved containers. Sludge and slop oil will NOT be deposited in the Can Dock.

11.5.9. In order to conduct fuel or sludge transfer operations in port, there must be a duty vessel and clean-up crew on duty during duration of transfer operations.

11.5.10. Vessels transferring fuel, sludge or CHT operations will establish a smoking area for their crews away from the transfer operations and ensure NO SMOKING aboard their vessels during fuel transfer.

11.5.11. Discharge containment equipment, such as drip pans and floating boom, are properly in place. Oil pollution control boom will be in place around vessels prior to all transfers. If sea state becomes too rough for boom to contain a possible spill, then the transfer will stop.

**Sludge Transfer Request Example 11.6**

**FUEL/SLUDGE REQUEST FORM**

**Harbormaster Office Fuel/Sludge Request Form**

Date of Request: \_\_\_\_\_

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

Hull Number(s): \_\_\_\_\_

Type:                Sludge                Fuel

Method:    Fuel Barge    Vessel    Pier Sludge System    Truck

Estimated Amount: \_\_\_\_\_

Requesting Official:

Name: \_\_\_\_\_

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

Please send form at least 24 hours in advance of requested service to the following email:  
[usarmy.jble.733-MSG.MBX.harbormaster-office-mailbox@mail.mil](mailto:usarmy.jble.733-MSG.MBX.harbormaster-office-mailbox@mail.mil)

For questions call 878-4688 or 4687. Thank you for your cooperation.

**Declaration of Inspection Example 11.7****DECLARATION OF INSPECTION****DECLARATION OF INSPECTION PRIOR TO POL TRANSFER**

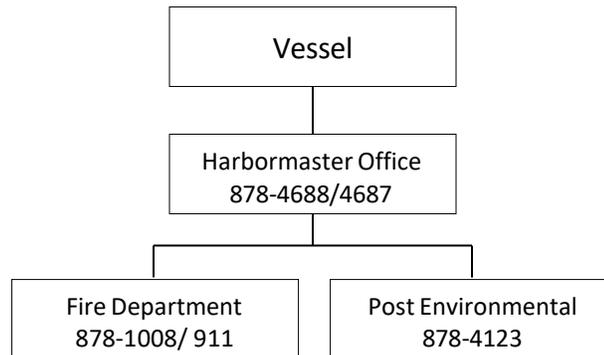
- 11.2.1. Warning signals properly displayed. (Bravo Flag-day; Red Light-night)
- 11.2.2. No smoking allowed aboard vessels; except in pre-designated areas.
- 11.2.3. Assure the vessels mooring lines are secured and adequate to prevent breakage or stretching of POL lines.
- 11.2.4. Hoses, piping and valves are properly aligned and in good working order.
- 11.2.5. All scuppers, free ports and deck drains on decks where product is being transferred are blocked to prevent spills.
- 11.2.6. All portholes on the side of the vessel from which POL is being received are secured.
- 11.2.7. All stations will have a fire extinguisher on deck beside or near the operation.
- 11.2.8. All natural and powered ventilation intakes are secured.
- 11.2.9. A static electrical grounding cable is properly installed before any hoses are connected. This electrical bonding shall be maintained until all hoses have been disconnected. (When applicable)
- 11.2.10. A drip pan or other suitable containment device shall be placed under each hose connection and cleaned after the completion of the transfer.
- 11.2.11. A floating boom shall be placed around all vessels to contain any POL products spilled into the water.
- 11.2.12. Both parties involved in the POL transfer are in complete understanding of each other in reference to emergency shutdown signals, amount of product being transferred, and any other information pertaining to the safest conditions desired by either party.
- 11.2.13. All vessels equipped with firefighting equipment will have their fire main charged and at least one fire hose run out as a precautionary measure during the transfer.
- 11.2.14. Communications will be established and maintained with the harbormaster before, during, and after transfer occurs. Vessels will notify the Harbormaster of start and stop times and the total amount and type of product that was transferred.

11.2.15. When both parties agree that the above relevant requirements are adhered to and both parties' sign below, the transfer can proceed.

Person in charge of receiving station	Print	Date
_____	_____	_____
Person in charge of discharge station	Print	Date
_____	_____	_____

**Watercraft Reporting Flowchart 11.8.****WATERCRAFT POLLUTION REPORTING PROCEDURES**

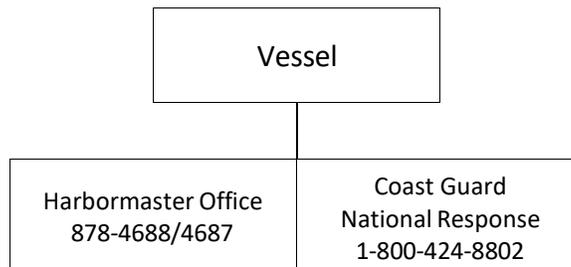
11.3.1. Reporting procedures for vessels underway or secured within the Fort Eustis Marine Operations Area/James River Training Area, are as follows:



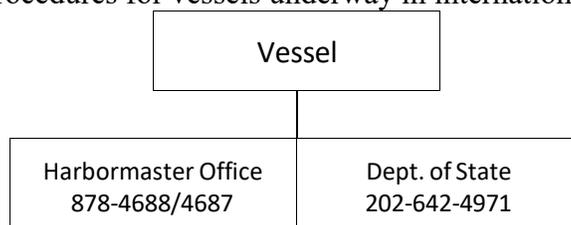
11.3.2. Reporting procedures for vessels underway or secured within port other than Fort Eustis Marine Operations Area are as follows:



11.3.3. Reporting procedures for vessels underway in territorial seas of the U.S. are follows:



11.3.4. Reporting Procedures for vessels underway in international waters are as follows:



## PERSONNEL QUALIFICATION FOR POL TRANSFER 11.9

**11.9.1 General.** No personnel may serve as a person in charge of POL/sludge transfer to or from a vessel or barge unless the individual holds one of the following:

11.9.1.1. A valid U.S. Army License as a Master or Chief Engineer of a Class A or B vessel or a USCG License as a Master, Mate, or Chief Engineer.

**11.9.2. Specific.** All individuals overseeing any transfer operations must be fully aware of their responsibilities for using proper spill prevention techniques, understand spill containment requirements and firefighting/fire prevention requirements, and timely notification procedures.

## Chapter 12

### WILDLIFE INCIDENTS

**12.1.** Installation Harbormaster: Notify/coordinate with Environmental Element, Civil Engineer Division should a wildlife incident arise or if stranded (injured or dead) wildlife species are observed at Third Port. During the Osprey migration season to Virginia, the Osprey are known to build nests in structures near the water to include masts, rigging and superstructure. All nest building on board vessels should be reported to the Harbormaster office.

## Chapter 13

### THIRD PORT GATE GUARDS

**13.1. Purpose.** To provide security and restrict access of both personal (military and civilian) and vehicular (GOV and POV) traffic into the Third Port area.

**13.2. Scope.** This instruction applies to all soldiers performing duties as Third Port gate guards.

**13.3. Tour of Duty.** The gate guards report to the Installation Harbormaster Tower at Building 451 the day prior to assuming duty for a briefing as well as 15 minutes prior to the beginning of the shift. The duty day consists of two watches, (1<sup>st</sup> watch 0530-1215, and 2<sup>nd</sup> watch 1215-1800). The duty day starts with the first shift at 0530 hrs and ends at 1215. The second shift starts at 1215 and ends at 1800. ALL gate guard personnel must sign in with the tower NO LATER than 15 minutes prior to duty. It may be necessary at times to change the hours or duty days in order to accommodate special circumstances.

**13.4. Appearance.** The Third Port Gate Guard is a highly visible position. It requires that the gate guards set the highest example of appearance and conduct. The gate guards will report for duty in a serviceable uniform, clean boots, and a groomed appearance. The gate guards are a direct representative of the Installation Commander and the Harbormaster. Nothing short of excellence is acceptable. For safety purposes, gate guards will wear a reflective belt at all times while on duty.

#### **13.5. Duties and Responsibilities.**

13.5.1. The gate guards will memorize the three General Orders (they will be posted at the guard shack for reference) and follow them to the letter. The gate guards will remain alert at all times at their post until properly relieved by the next watch or tower personnel at the end of the day. It is the responsibility of the parent unit (unit the gate guards are from) of the gate guards to provide a relief soldier(s) when someone on duty at the gate(s) has to leave his/her post for any reason. Gate guards will not sleep while on duty and will not bring any personal equipment (computers, televisions, video games, etc) to their post.

13.5.2. Gate guards will ensure POV traffic is restricted to those POVs that are authorized access to the port area. Authorized POVs will have a Third Port sticker or temporary port pass displayed in the lower passenger side of the windshield, along with their active duty Government ID Card. You must remain alert and attentive to approaching traffic. All vehicles will be inspected from the outside of the guard shack. Gate guard personnel will not inspect a vehicle from inside the guard shack or from a seated position.

13.5.3. POVs without a port pass will not be allowed to enter the port area under any circumstances unless the Installation Harbormaster has given permission. Vehicles with a port pass that is not permanently affixed to the windshield of the vehicle will not be allowed to enter port. The use of temporary port passes are currently in practice.

13.5.4. Each vehicle will be stopped and visually checked for port pass expiration date and military ID card. If there is no port pass, you will respectfully inform the driver to speak to HMO personnel.

13.5.5. You are also responsible to ensure that all vehicles entering and exiting Third Port practice safe driving measures at all times. If you witness an unsafe act, i.e., speeding, reckless driving, contact the Tower immediately to report the incident. You need to provide the vehicles brand name, model, color and license plate to HMO personnel.

13.5.6. You will render proper honors to all personnel entering port. Report to the HMO personnel any accident, incidents, or personal (military or civilian) that becomes belligerent with the guard(s).

13.5.7. Inform the Tower immediately if any of the following occur:

13.5.7.1. Fire Department/Ambulance vehicles enter the port with lights and or siren on.

13.5.7.2. Military police vehicles enter port.

13.5.7.3. Military vehicles displaying a placard, i.e., Command Sergeant Major, Battalion Commander, Lieutenant Colonel, or above.

13.5.7.4. Any person identifying he/she is with CID/FBI/State Police.

13.5.8. The telephone in the guard shack(s) is for official use only and will be used to call the Installation Harbormaster tower at 878-4688/4687 only.

13.5.9. All gates will be secured during non-duty hours. The vehicular gate at Kerr Road next to buildings 451 and 452 will be manned and open during duty hours only (0530-1800).

13.5.10. The gate guards will read, understand, and comply with the Third Port Gate Guard instructions. He/she will acknowledge this by filling out the "Third Port Gate Guard Signature Roster". The above-mentioned roster will be signed daily.

13.5.11. The following vehicles are permitted to enter port without a port pass:

13.5.11.1. All military vehicles (tactical and GSA).

13.5.11.2. Civilian contractors with official business in the port with Contractor badge/ID and port access approved by Harbormaster personnel.

13.5.12. It is the unit's responsibility to provide Gate Guards for any exercises, ceremonies, FRG, training, etc., after 1800.

**13.6. Authorized ONLY.**

13.6.1. Vehicles displaying authorized Port Passes.

13.6.2. All Government and Military vehicles.

13.6.3. Contractors with appropriate Contractor ID, Government sponsor and approval from Harbormaster personnel.



## Chapter 14

### NON-ARMY UNITS TRAINING IN THIRD PORT

#### 14.1. Contact Information:

14.1.1. HARBORMASTER: Jay DeHart: (757) 878-4492

[Jay.p.dehart.civ@mail.mil](mailto:Jay.p.dehart.civ@mail.mil)

14.1.2. CONTROL TOWER: (757) 878-4687 / 4688 FAX: (757) 878-2017

[USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL](mailto:USARMY.JBLE.733-MSG.MBX.HARBORMASTER-OFFICE-MAILBOX@MAIL.MIL)

14.1.3. MARINE VHF RADIO: CHANNEL 12 & 68

14.1.4. EMERGENCY:

**FIRE & EMERGENCY: 911 or (757) 878-1008 / 5727**

**MPs: (757) 878-4555**

14.1.5. HOURS OF OPERATION:

Monday-Friday 0530-1800 (all vehicles must be out of port prior to 1800)

14.1.6. Two weeks prior to the commencement of training, units will submit CONOP and a copy of your **Risk Assessment** or **ORM** for processing, approval and scheduling at the Harbormaster Office. Units can email ([usarmy.jble.733-msg.mbx.harbormaster-office-mailbox@mail.mil](mailto:usarmy.jble.733-msg.mbx.harbormaster-office-mailbox@mail.mil)) or fax their paperwork to the Harbormaster: 878-2017. Permission to launch or transit will not be granted until received and approved.

14.1.7. Upon completion of the training exercise, the senior leader will come to the Tower to notify the HMO that training is complete and a Harbormaster representative will clear the unit. All trash, porta-potties, vehicles and equipment will be removed from the area prior to final clearance.

#### 14.2. Third Port Operating Procedures.

14.2.1. When arriving to conduct training or exercises in Port, please check into the Harbormaster Tower to notify us that you are ready to conduct training and to receive daily port operational updates.

14.2.2. All vessels operating within Third Port will obtain permission to launch boats and transit the area via VHF Channel 12 or 68. Vessels will maintain communications with the Harbormaster Tower at all times while operating in port. If communication cannot be maintained, you will be required to discontinue the exercise.

14.2.3. Fuel may be obtained at commercial marinas outside Third Port. **NO FUELING OPERATIONS WILL BE CONDUCTED IN THIRD PORT.** In case of any oil or petroleum spill, unit will contact the Harbormaster (878-4688) immediately.

14.2.4. Drip pans and chock blocks are **mandatory** for all tactical vehicles on Fort Eustis.

14.2.5. Training may be conducted within Third Port area after 1800; however, all vehicles must be out of port unless prior coordination is made with Harbormaster. Vehicles left in port without authorization after 1800 will be locked in until 0530. Prior coordination will be made if the visiting unit requires 24 hour port access. Only government vehicles and vehicles pre-approved by Harbormaster with a port pass will be allowed into port; **NO** other vehicles will be allowed into port (including POVs).

14.2.6. Vessels docked overnight must be properly secured and a Point of Contact and telephone number will be left at the Harbormaster Office.

14.2.7. Vehicles and trailers will be parked in the lot outside of the port area near Tower. Do not block access to any roads or parking areas. Vehicles and trailers may remain for the duration of the exercise with a POC name and number.

14.2.8. Inspect your Training Area/Facility prior to acceptance contact Harbormaster for problems. All garbage and restroom facility requirements are the responsibility of the using unit. Dumpsters and restrooms in Third Port belong to the tenants of Fort Eustis. Any damage to facilities will be reported to Harbormaster Office immediately.

14.2.9. Failure to comply with JBLE policy will result in denial of training in Third Port in the future.

## Chapter 15

### MONTHLY PORT INSPECTION

**15.1. General.** The following areas and equipment utilized by the Installation Harbormaster will be inspected for serviceability on a monthly basis.

**15.2. Purpose.** This inspection serves to ensure the port infrastructure is in a safe and serviceable condition ready to provide support and services to tenant units, watercraft and transient government vessels regardless of service affiliation. The inspection will identify any deficiencies and generate work priorities or service orders for repairs outside the Harbormaster's scope of work and AF 332s for major projects. The Monthly Port Inspection sheet will be used to capture and report deficiencies found.

#### **15.3. Main Pier.**

- 15.3.1. Structure
- 15.3.2. Ramps
- 15.3.3. Fenders
- 15.3.4. Bollards and Cleats
- 15.3.5. Lighting

#### **15.4. Main Pier Finger Piers.**

- 15.4.1. Decking and Structure
- 15.4.2. Bollards and Cleats

#### **15.5. Main Pier Facilities.**

- 15.5.1. Utility Well Structure and Closures
- 15.5.2. Hinges/Locks
- 15.5.3. Utility Trenches
- 15.5.4. Potable Water System
- 15.5.5. Back Flow Preventers
- 15.5.6. Sewage System
- 15.5.7. Sludge System
- 15.5.8. Hose Connections
- 15.5.9. Piping Heat Strips to Prevent Frozen Piping
- 15.5.10. Shore Power Boxes
- 15.5.11. Shore Power Connections-All Sizes
- 15.5.12. Shore Power Transformers
- 15.5.13. Shore Power Doors, Locks and Cabinetry
- 15.5.14. Shore Power Breakers and Panels
- 15.5.15. Fire Hydrants
- 15.5.16. Force Protection Barriers
- 15.5.17. Signage
- 15.5.18. Protection Poles
- 15.5.19. Ladders

**15.5. Main Pier Facilities.-continued**

- 15.5.20 Life Rings
- 15.5.21 Spill Protection

**15.6. Pier 21 and 22 Can Docks.**

- 15.6.1 Structure
- 15.6.2. Caisson Pilings and Rollers
- 15.6.3. Mooring Piles
- 15.6.4. Electrical Boxes
- 15.6.5. Lighting
- 15.6.6. Water Spigots
- 15.6.7. Water Supply Box
- 15.6.8. Fenders
- 15.6.9. Life Rings
- 15.6.10. Spill Protection

**15.7. Mooring Piles.**

- 15.7.1. Northside Skiffe's Creek
- 15.7.2. Landship
- 15.7.3. Wood Creek

**15.8. Welding Slip.**

- 15.8.1. Gravel Boat Ramp
- 15.8.2. Barriers

**15.9. Piers 15/16/17/18/19 and Duck Ramp.**

- 15.9.1. Structures
- 15.9.2. Bollards and Cleats
- 15.9.3. Fenders
- 15.9.4. Lighting
- 15.9.5. Signage
- 15.9.6. Cable Barrier
- 15.9.7. Life Ring

**15.10. Wooden Finger Piers 8 West through 14 East.**

- 15.10.1. Structure/Decking
- 15.10.2. Bollards
- 15.10.3. Pilings
- 15.10.4. Ladders
- 15.10.5. Life Rings
- 15.10.6. Electrical Boxes
- 15.10.7. Lighting
- 15.10.8. Spill Protection
- 15.10.9. Fire Boat Dock

**15.11. HAZMAT Fuel Storage Locker.**

- 15.11.1. Structure
- 15.11.2. Door Hinges
- 15.11.3. Locks
- 15.11.4. Fire Extinguishers
- 15.11.5. Signage

**15.12. Building 414 Boathouse.**

- 15.12.1. Structure
- 15.12.2. Lighting
- 15.12.3. Electrical
- 15.12.4. Heating, Air Conditioning and Ventilation
- 15.12.5. Personnel Safety Equipment
- 15.12.6. First Aid Kit
- 15.12.7. Eyewash Station
- 15.12.8. Automated External Defibrillator (A.E.D.)
- 15.12.9. HAZMAT Storage
- 15.12.10. Battery Storage
- 15.12.11. Fire Extinguishers
- 15.12.12. Smoke and Carbon Dioxide Detectors

**15.13. Building 400 Boomhouse.**

- 15.13.1. Structure
- 15.13.2. Roll up Doors
- 15.13.3. Side Door
- 15.13.4. Lighting
- 15.13.5. Electrical
- 15.13.6. Fire Extinguishers
- 15.13.7. Eye Wash Station
- 15.13.8. First Aid Kit

**15.14. Oil Containment Boom.**

- 15.14.1. Rubber Belting free of cracks and tears
- 15.14.2. Free of Marine Growth
- 15.14.3. Floats
- 15.14.4. Hardware
- 15.14.5. Lines

**15.15. Work Boats.**

- 15.15.1. Hull
- 15.15.2. Engines
- 15.15.3. Fuel Tank
- 15.15.4. Tow bars and Cleats
- 15.15.5. Batteries
- 15.15.6. Communication Equipment
- 15.15.7. Electronics

**15.15. Work Boats-continued.**

- 15.15.8. Lighting
- 15.15.9. Bilge Pumps
- 15.15.10. Safety Equipment
- 15.15.11. Life Ring
- 15.15.12. Anchor

**15.16. Security Boats.**

- 15.16.1. Hull
- 15.16.2. Engines
- 15.16.3. Fuel Tank
- 15.16.4. Tow bars and Cleats
- 15.16.5. Batteries
- 15.16.6. Communication Equipment
- 15.16.7. Electronics
- 15.16.8. Lighting
- 15.16.9. Bilge Pumps
- 15.16.10. Safety Equipment
- 15.16.11. Life Ring
- 15.16.12. Anchor

**15.17. Building 451 Harbormaster Tower.**

- 15.17.1. Structure
- 15.17.2. Electrical Lighting
- 15.17.3. Emergency Lighting
- 15.17.4. Surface Radar
- 15.17.5. CCTV Cameras
- 15.17.6. Weather Station
- 15.17.7. Spot Light
- 15.17.8. Emergency Escape Ladder
- 15.17.9. Communication Equipment
- 15.17.10. Heating, Air Conditioning and Ventilation
- 15.17.11. Fire Extinguishers
- 15.17.12. Utilities
- 15.17.13. Furniture and Carpet
- 15.17.14. Signage
- 15.17.15. Shelter in Place Room
- 15.17.16. Emergency Generator
- 15.17.17. First Aid Kit
- 15.17.18. Automated External Defibrillator (A.E.D.)

**15.18. Building 467 Third Port Main Entrance Guard Shack.**

- 15.18.1. Structure
- 15.18.2. Electrical Lighting
- 15.18.3. Phone Connection
- 15.18.4. Utilities

**15.18. Building 467 Third Port Main Entrance Guard Shack-continued.**

- 15.18.5. Heating, Air Conditioning and Ventilation
- 15.18.6. Furniture
- 15.18.7. Signage
- 15.18.8. Gate and Gate Controls

## Chapter 16

### CONTRACTOR ACCESS TO PORT

**16.1 General.** This chapter applies to contractors working on vessels or port infrastructure with equipment footprint required to remain in port for the duration of the work to be performed.

**16.2 Requirement for Government Sponsor.** Contractors will be sponsored in port by active duty military or government personnel. The government representative responsible for the contractors will sponsor the contractor through the installation Security Forces (SFS) setting up clearance to enter post and be responsible for them for the duration of the contractual work required.

**16.3 Contractor Equipment.** The government representative in charge of the contractors will have a Memorandum of Agreement (MOA) with the installation Harbormaster office that includes: Footprint of the jobsite. All equipment that will be on the jobsite (i.e. CONNEXs, Job Boxes, Power Equipment). And any equipment that will remain overnight. In addition, the contractor is required to furnish their own Portable Rest Rooms (Porta Johns), Material Handling Equipment (MHE) to load and unload equipment, and dumpsters for their waste materials.

**16.4 Secondary Containment.** All power equipment (i.e. generators, compressors, welders, power washers, etc.) must have secondary containment that will fully contain any drips or spills of a contaminant. All fuel cells or fuel cans must be placed in secondary containment and must be able to contain the full amount of contaminant. This includes providing drip pans for rolling power equipment (i.e. forklifts, man-lifts, cranes, etc.) as well. Included in this paragraph is the requirement for contractors to provide their own Portable Rest Rooms (Porta Johns) and dumpsters for their waste removal generated in their work.

**16.5 Contractor Equipment Removal in Event of Port Emergency.** In the event there is a requirement for the port to be evacuated (i.e. inclement weather, hurricane, national emergency, etc.), all contractor equipment must be removed within 24 hours of notification to the government representative.

**16.6 Contractor Equipment Security.** The government representative and contractor are responsible for the proper securing of equipment daily, and understands the Harbormaster office and personnel are not responsible/liable for lost or stolen tools or equipment while being stored in the Third Port area. Upon completion of the contractor's work, the government representative and contractor will make the utmost effort to quickly clear the port area of contractor tools, equipment, dumpsters and other associated items. The government sponsor is responsible for coordinating a final jobsite clearance by Harbormaster personnel. The final jobsite clearance inspection will take place between the hours of 0730-1730 Monday through Friday.

## Chapter 17

### THIRD PORT SECURITY FORCE PROTECTION CONDITIONS

**17.1 Force Protection Condition (FPCON).** The following Force Protection Condition designators will be used for Third Port Force Protection (FPCON):

17.1.1. **FPCON NORMAL**—No known threat

17.1.2. **FPCON ALPHA**—Must be capable of being maintained for weeks without hardships affecting operational capability

17.1.3. **FPCON BRAVO**—Must be capable of being maintained for weeks without hardships affecting operational capability

17.1.4. **FPCON CHARLIE**—Implementation for longer than a short period of time will probably create hardships and affect peacetime activities

17.1.5. **FPCON DELTA**—Maintained for a short period of time

**17.2 Threat Level.** The following threat levels will trigger the required FPCON:

17.2.1. **LOW (N/A)**—No indications of at threat presence

17.2.2. **MODERATE (B)**—Presence of threat, no indications of anti-US activity

17.2.3. **SIGNIFICANT (C)**—Presence of threat, limited operational capability; Threat capable of large casualty attacks

17.2.4 **HIGH (D)**—Anti-US terrorists are operationally active; Potential for large casualty attacks

**17.3 Force Protection Condition Normal.**

17.3.1. Threat Level	LOW
Vulnerability	Waterborne Threats

17.3.2. Unit Requirements: Actions mandated as per Installation Anti-Terrorism Force Protection Division.

**17.4 Force Protection Condition Alpha.**

17.4.1. Threat Level           LOW  
                  Vulnerability       Waterborne Threats

17.4.2. Unit Requirements: Actions mandated as per Installation Anti-Terrorism Force Protection Division.

**17.5 Force Protection Condition Bravo.**

17.5.1. Threat Level           MODERATE  
                  Vulnerability       Waterborne Threats

17.5.2. Unit Requirements: Actions mandated as per Installation Anti-Terrorism Force Protection Division.

**17.6 Force Protection Condition Charlie.**

17.6.1. Threat Level           SIGNIFICANT  
                  Vulnerability       Waterborne Threats

17.6.2. Unit Requirements: Actions mandated as per Installation Anti-Terrorism Force Protection Division.

**17.7 Force Protection Condition Delta.**

17.7.1. Threat Level           HIGH  
                  Vulnerability       Waterborne Threats

17.7.2. Unit Requirements: Actions mandated as per Installation Anti-Terrorism Force Protection Division.

## Chapter 18

### JOINT BASE LANGLEY-EUSTIS RESTRICTED WATERWAYS

#### Chapter 18—Joint Base Langley-Eustis Restricted Waterways

**18.1 General.** This chapter includes information about the Joint Base Langley-Eustis James River, Skiffe's Creek and Warwick river restricted areas and danger zones as outlined in U.S. Code, more specifically, 33 CFR Part 334.

**18.2 Purpose.** The Joint Base Langley-Eustis restricted waterway zone is necessary to protect the public from hazards associated with training and mission operations as well as to protect government assets, missions and the base population in general.

**18.3 Commercial Fishing Access to the Government Restricted Zone.** The harvesting and cultivation of oyster beds or the setting of fish traps within the restricted area will be allowed provided the commercial fisherman coordinates access to these areas with the Third Port Harbormaster.

**18.4 Recreational Boaters and Fishermen.** Recreational boaters, Jet Skis, Kayaks, hovercraft, recreational fishermen and any other form of watercraft are prohibited from entering the restricted waterway zones, landing upon JBLE property or entering any creek that enters onto JBLE property.

**18.5 Authorized Entry into Third Port and Skiffe's Creek.** Entry into these areas are for official government purposes only and with exception, the tug that transits Skiffe's creek servicing the Martin-Marietta rock quarry with gravel barges.

**18.6 Harbormaster Security Vessels.** The 733d LRS Harbormaster security vessels will call the Harbormaster office to report vessels that have unlawfully entered into the restricted waterway zone.

**18.7 Reporting to JBLE Security Forces.** The Harbormaster office will call the 733d Security Forces (SFS) desk and report the unlawful entry of a vessel and request an officer on standby to react as necessary.

**18.8 Actions by Harbormaster Vessels.** The 733d LRS Harbormaster vessel will approach the vessel in the restricted zone and stop at a safe standoff distance to inform personnel on the trespass vessel that they have entered a restricted zone and that they must depart or the trespass vessel occupants will be in violation of federal law.

**18.9 Documenting the Non-compliant Vessel.** The security vessel will record the vessel description to include hull registration numbers and may do so by taking a picture of the craft. These vessel descriptions and hull numbers will be entered into a database kept at the Harbormaster office.

**18.10 Action in Response to Non-compliant Vessel.** If the personnel on the offending vessel become hostile or refuse to leave the restricted waterway zone, the security vessel will contact the Harbormaster office. The Harbormaster office will contact the 733d SFS for a patrol officer to respond. The Harbormaster security vessel crew will at no time try to force the vessel that unlawfully entered to leave the zone. The responding patrol officer will determine the course of action to be taken upon arrival on the scene.

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

AR 56-9, Watercraft (Surface Transportation)

AR 5-12, Request for Assignment of Radio Call signs and Frequencies for Army Watercraft

AR 200-1, Environmental Protection and Enhancement

AR 350-41, Training In Units

AR 380-40, Policy for Safeguarding and Controlling COMSEC Information

AR 385-10, Army Safety Program

AR 385-40, Accident Reporting and Records

Code of Federal Regulations, Part 46, Shipping

Commandant Instructions M16672.2, Navigational Rules, International-Inland

U.S. Coast Guard 123, Rules and Regulations for Tank Vessels.

U.S. Coast Guard 174, Manual for the Safe Handling of Inflammable and Combustible Liquids.

NOAA Chart 12221.

DA Pamphlet 385-40, Army Accident investigation and Reporting, 1 Nov 94.

NOAA Publication, U.S. Coast Guard Pilot 3, 13<sup>th</sup> (1975) Edition (Sandy Hook to Cape Henry).

Title 29, Code of Federal Regulations, Part 1919

Title 29, Code of Federal Regulations, Part 1910.106

Title 33, Code of Federal Regulations, Parts 154, 155, and 156

Title 46, Code of Federal Regulations, Parts 147, 149, and 176

Public Law 92-500, Federal Water Pollution Control Act, as amended.

Public Law 94-580, Pollution Prevention Act of 1990.

29 CFR 1919, Safety, Inspection, and Testing of Lifting Devices

FM 55-50, Army Water Transport Operations

Publication 117, Radio Navigational Aids, Appendix B.

JBLE-I 32-101 JBLE Environmental Regulation (replaces TCFE Reg 200-6 dated 7 Jul 09)

JBLE Oil and Hazardous Substance Facility Response Plan

JBLE Fuel Oil Storage Barge Oil Discharge Contingency Plan

JBLE Spill Prevention, Control and Countermeasures Plan

JBLE Flag Standard Operating Procedures (SOP)

**REFERENCES-continued**

AFI 31-401 Information Security Program Management

AFI 90-901 Operational Risk Management

AFI 91-204 Safety Investigations and Reports

**ABBREVIATIONS AND ACRONYMS**

**733 MSG** – 733d Mission Support Group

**ARRREP** – Arrival Report

**DEPREP** – Departure Report

**ETD** – Estimated time of departure

**ETA** – Estimated time of arrival

**DTG** – Date/time group

**GOV** – Government Vehicle

**HMO** – Installation Harbormaster Office

**HMOD** – Harbormaster Office Detachment

**HRSD** – Hampton Roads Sanitation District

**ICW** – Intra-Coastal Waterways

**INL** – Inland water

**INMARSAT** – International Marine Satellite

**JBLE** – Joint Base Langley – Eustis

**JRTA** – James River Training Area

**KTS** – Knots

**LCM** – Landing Craft Mechanized

**LCU** – Landing Craft Utility

**LSV** – Logistics Support Vessel

**MHE** – Material Handling Equipment

**OBA** – Oxygen Breathing Apparatus

**OPORD** – Operations Order

**OWS** – Oily Water Separator

**PFD** – Personal Flotation Device

**POL** – Petroleum, Oil, Lubricants

**ABBREVIATIONS AND ACRONYMS-continued**

**POSREP** – Position Report

**POV** – Personal Vehicle

**SCBA** – Self Contained Breathing Apparatus

**SHMSA** – Shoreside Hazardous Material Storage Area

**SO** – Sailing Orders

**(T)** – True

**VC** – Various Courses

**VHF** – Very High Frequency Radio

**Attachment 2**  
**Reference: Chapter 4**

**VESSEL COMMUNICATIONS PROCEDURES FOR VESSELS UNDERWAY  
OUTSIDE THE THIRD PORT**

4.1.1. On the hour, every 6 hours (0600, 1200, 1800, 2400) position reports and status updates will be submitted to HMO.

4.1.2. The HMO number (24 hours a day, 7 days a week) is (757) 878-4687/4688/4689.

4.1.3. Departure Report (DEPREP), Position Report (POSREP), and Arrival Report (ARRREP) will be forwarded to the HMO by any and all means available. A departure report will be sent out every time a craft departs its current location, e.g., Pier 12, JEBLC, VA. Position reports will be sent to the HMO by any vessel who is underway at the times indicated in paragraph 4.1.1. Vessels moving in a convoy will relay a single consolidated report by the Convoy Commander to the HMO. An arrival report will be sent to the HMO whenever a vessel arrives at a destination, primary or alternate.

4.1.4. All reports are “For Official Use Only” (FOUO) and are not to be sent out to any civilian organization or person unless the vessel is supporting such an entity.

**Attachment 3**  
**Reference: Chapter 4**

**VESSEL DEPARTURE REPORT**

VESSEL HULL NUMBER: \_\_\_\_\_; NAME: \_\_\_\_\_; AND

CALL SIGN: \_\_\_\_\_

1. DATE/TIME GROUP:
2. LOCATION:
3. LATITUDE:
4. LONGITUDE:
5. CONDITION OF VESSEL AND CREW:
6. CONDITION OF CARGO OR TOW:
7. WIND DIRECTION (TRUE) AND SPEED (KTS):
8. PRECIPITATION:
9. FUEL REMAINING ON BOARD (GALS):
10. POTABLE WATER REMAINING ON BOARD (GALS):
11. DESTINATION:
12. ETA (DATE/TIME GROUP) TO DESTINATION:
13. SENSITIVE ITEMS: (9MM/M16/M203/M2/M60/NBC/COMMO)
14. MAINTENANCE OR PARTS REQUIRED:
15. REMARKS/MESSAGES:
16. MESSAGE SENT BY:

REPORT RECEIVED AT HMO BY:

\_\_\_\_\_  
RANK/NAME

\_\_\_\_\_  
DATE/TIME GROUP

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
MODE MESSAGE RECEIVED

**Attachment 4  
Reference: Chapter 4**

**VESSEL POSITION REPORT**

VESSEL HULL NUMBER: \_\_\_\_\_; NAME: \_\_\_\_\_; AND

CALL SIGN: \_\_\_\_\_

1. DATE/TIME GROUP:
2. LATITUDE:
3. LONGITUDE:
4. COURSE (TRUE):
5. SPEED (KTS):
6. CONDITION OF VESSEL AND CREW:
7. CONDITION OF CARGO OR TOW:
8. COMBINED SEA HEIGHT (FEET) AND DIRECTION (TRUE):
9. WIND DIRECTION (TRUE) AND SPEED (KTS):
10. PRECIPITATION:
11. FUEL ON BOARD (GALS):
12. POTABLE WATER ON BOARD (GALS):
13. DESTINATION:
14. ETA (DATE/TIME GROUP) TO DESTINATION:
15. NEAREST POINT OF LAND:
16. RANGE (NM) AND BEARING (TRUE) TO NEAREST POINT OF LAND:
17. SENSITIVE ITEMS:
18. MAINTENANCE OR PARTS REQUIRED:

**VESSEL POSITION REPORT-continued**

19. REMARKS/MESSAGES:

20. MESSAGE SENT BY:

REPORT RECEIVED AT HMO BY:

\_\_\_\_\_  
RANK/NAME

\_\_\_\_\_  
DATE/TIME GROUP

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
MODE MESSAGE RECEIVED

**Attachment 5  
Reference: Chapter 4**

**VESSEL ARRIVAL REPORT**

VESSEL HULL NUMBER: \_\_\_\_\_; NAME: \_\_\_\_\_;  
AND

CALL SIGN: \_\_\_\_\_

1. DATE/TIME GROUP:
2. LOCATION:
3. LATITUDE:
4. LONGITUDE:
5. CONDITION OF VESSEL AND CREW:
6. CONDITION OF CARGO OR TOW:
7. WIND DIRECTION (TRUE) AND SPEED.
8. PRECIPITATION:
9. FUEL ON BOARD (GAL):
10. POTABLE WATER ON BOARD (GAL):
11. ETD (DATE/TIME GROUP) FROM CURRENT LOCATION:
12. SENSATIVE ITEMS:
13. MAINTENANCE/PARTS REQUIRED:
14. REMARKS/MESSAGES:

**VESSEL ARRIVAL REPORT-continued**

15. MESSAGE SENT BY:

REPORT RECEIVED AT HMO BY:

\_\_\_\_\_  
RANK/NAME

\_\_\_\_\_  
DATE/TIME GROUP

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
MODE MESSAGE RECEIVED

**Attachment 6 Blank Sailing Order  
Reference Chapter 8**

**Sailing Order #:** \_\_\_\_\_ **U.S. Army Vessel** \_\_\_\_\_

1. ETD Home Port: \_\_\_\_\_

2. When in all respects ready for sea and the Pre-sail Checklist Risk Assessment, Crew Passenger List, and Voyage plan are submitted through the proper channels to Installation Harbormaster, Joint Base Langley-Eustis, VA and the vessel is in compliance with the provisions of AR 56-9, the vessel will proceed to \_\_\_\_\_.

3. Upon the completion of the Mission, the vessel will return to Third Port, Joint Base Langley-Eustis, VA on or about \_\_\_\_\_.

4. This order is subject to revision while underway or in port by competent Military Authorities.

5. IAW Higher Headquarters SOP's/Directives, the Master will make the following reports to: **INSTALLATION HARBORMASTER, JOINT BASE LANGLEY-EUSTIS, VA** on frequency/channels \_\_\_\_\_ at times **DEPREP, 0600,1200, 1800, 2400, ARRREP.**

a. Vessel Position: \_\_\_\_\_

b. Deviations to voyage plan to include reason(s) and adjust ETA: \_\_\_\_\_

c. Arrival and departure times: \_\_\_\_\_

d. Weather and Sea State: \_\_\_\_\_

e. Daily Situation Report and any other required information. **CELL PHONE NUMBER:** \_\_\_\_\_.

6. Considering controls that have been instituted, the risk for the mission is assessed at: (Circle one)

**EXTREME**

**HIGH**

**MODERATE**

**LOW**

It is understood that when unforeseen risks, the Master will do everything possible for the safety of their crew and the prevention of damage to the vessel and cargo.

**Sailing Order Example-continued**

- 7. Disagreement in the acceptability of risk are as noted below. (Initial each comment)
- 8. Signature of the Risk Level Authority constitutes an order to proceed in lieu of disagreements.

---

XXXX X. XXXXXX  
XXX, XXX  
Vessel Master/Coxswain

---

XXXX X. XXXXXX  
CPT, TC  
Commanding (**Low Risk Level Authority**)

---

XXXX X. XXXXXX  
XXX, USA  
XX, Battalion Harbormaster

---

XXXX X. XXXXXX  
LTC, TC  
Commanding

---

XXXX X. XXXXXX  
COL, TC  
Commanding (**Moderate Risk Level Authority**)





**Attachment 8 Blank Presail Checklist**

**PRESAIL CHECKLIST**

Sailing Order Number: \_\_\_\_\_ U.S. Army Vessel: \_\_\_\_\_  
 Vessel \_\_\_\_\_ is in compliance with AR 56-9, JBLE Instruction 10-101 and is in all respects ready for sea. This vessel is crewed with properly qualified personnel, knowledgeable in their job and drilled in emergency procedures. All drills and inspections (TDI) required that are applicable to this vessel have been accomplished within the time specified with satisfactory results. The following lists shows status of vessel equipment, charts and publications.

<b>GMDSS/COMMUNICATION</b>	<b>SAT</b>	<b>UNSAT</b>	<b>N/A</b>		<b>SAT</b>	<b>UNSAT</b>	<b>N/A</b>
Bridge to Bridge (DSC VHF)				Nautical Almanac			
EPIRB				Navigation Rules			
GMDSS Logbook				Notice to Mariners & Local			
GPS				PUB 102			
MF/HF DSC Controller/Receiver				RA PUB 117			
MF/HF DSC Radio				Ships Medicine Chest			
MF/HF NBDP/Telex				Ships Radio Authorization			
INMARSAT				Sight Reduction Tables			
Internal Communications				Station Bill (Current)			
NAVTEX				JBLEI 10-101			
RADARS 10CM/3CM				Tide & Current Tables			
SART(s)				Weather Forecast (Op. Area)			
Survival Craft Radios (VHF)				Worldwide Weather Broadcasts			
Tactical Radio (SINCGARS)				<b>SAFETY EQUIPMENT</b>			
<b>NAVIGATION</b>				Anti-exposure suits (Complete)			
Anchor Lights				Cargo Restraining Devices			
Ship's Bell				Damage Control Equipment			
Depth Sounder /Lead Line				Distress Flares			
Deviation Card				Emergency Batteries			
General Alarm				Fire & Smoke Detection System			
Gyrocompass				Fire Blankets			
International Code Flags				Fire Fighting Ensemble(s)			
Magnetic Compass				Fire Hoses & Nozzles			
Navigational Lights				Fixed Fire System			
Searchlight(s)				Immersion Suits			
Whistle & Horn				Life Jackets (Complete)			
<b>PUBLICATIONS</b>				Life Rafts & Hydro Releases			
AR and DA PAM 385-40				Life-rings (Complete)			
AR's 56-9 /FM 55-502/501				Line Throwing Device			
Battalion/GRP Policies				OBA's and Canisters			
Chart Correction Cards				Portable Pump			
Charts for operating area				Paint/HAZMAT Properly Store			
Coast Pilot & Sailing Dir.				Portable Fire Extinguishers			
Anchors w/Chain				Rudder Angle Indicator			
Light Lists /List of Lights				Ship's Medicine Kit			
Rescue Boat/Davit/Equipment				Stokes Litter (Complete)			
Load-line Certificate				Towing Gear			
Logbooks (Deck, Engine,TDIs)				Work Vest (Complete)			
Maneuvering Information				Bilges/Free oil/Water			
Fire Control Emergency Plan				Meter/complete Kit for CSE			
US National Search/Rescue Sup				Steering/Emergency steering			
Ballast & Fire Pump				Emergency Rations			

The last sanitation inspection was conducted by Ft. Eustis Preventive Medicine Activity on: \_\_\_\_\_

Vessel Galley will / will not be utilized. The following type of meals will be consumed by personnel onboard:

A-rations \_\_\_\_\_ C-rations \_\_\_\_\_ Box lunches \_\_\_\_\_

The last potable water sample was completed on: \_\_\_\_\_

XXXXXXXXXXXX, XXX, XXX, Vessel Master/Coxswain

XXXXXX X. XXXXXXX, XXX, XXX, XX. Bn. HMO





**Attachment 11 Blank Third Port Inspection Sheet**

733d LRD Harbormaster Monthly Safety Inspection for the month of:					
Item Number	General Category	Yes	No	Action/Recommendation	Date Nov 2020
Main Pier					
1	Structure				
	Ramps				
	Fenders				
	Bollards/Cleats				
	Lighting				
Main Pier Finger Piers					
2	Decking/Structure				
	Bollards/Cleats				
Main Pier Facilities					
3	Utility Well structure and closures				
	Hinges/Locks				
	Utility Trenches				
	Potable Water System				
	Backflow Preventers				
	Sewage System				
	Sludge System				
	Hose connections				
	Piping Heat Strips				
	Shore Power Boxes				
	Shore Power Connections				
	Shore Power Transformers				
	Shore Power Section Doors/Locks				
	Shore Power Breakers & Panels				
	Fire Hydrants				
	Force Protection Barriers				
	Signage				
Protection poles					
Ladders					
Life rings					
Spill Protection					
Pier 21 & 22 Can Docks					
4	Structure				
	Black Pilings & Rollers				
	Pilings				
	Electrical boxes				
	Lighting				
	Water spigots				
	Water supply box				
	Fenders				
	Life rings				
	Spill Protection				
Item Number	General Category	Yes	No	Action/Recommendation	Date

**Attachment 11 Blank Third Port Inspection Sheet-continued**

Mooring Piles					
5	Northside Skiffes Creek				
	Landship				
	Wood Creek				
Welding Slip					
6	Gravel				
	Barriers				
Piers 15/16/17/18/19 & Duck Ramp					
7	Structure				
	Bollards/Cleats				
	Fenders				
	Lighting				
	Signage				
	Cable Barrier				
	Life rings				
Finger Piers (8W-14E)					
8	Structure/Decking				
	Bollards				
	Pilings				
	Ladders				
	Life rings				
	Electrical Boxes				
	Lighting				
	Spill Protection				
	Fire Boat Dock				
HAZMAT Fuel Storage Locker					
9	Structure				
	Doors/hinges				
	Locks				
	Fire Extinguisher				
	Signage				
Bldg 414 Boathouse					
10	Structure				
	Lighting				
	Electrical				
	Heating/Air conditioning and Ventilation				
	Personnel Safety Equipment				
	First Aid Kit				
	Eye Wash station				
	A.E.D.				
	HAZMAT storage				
	Battery storage				
	Fire Extinguishers				
	Smoke/CO2 Detectors				
Item Number	Feature	Yes	No	Action/Recommendation	Date
Boom House Bldg 400					
11	Structure				
	Roll up doors				
	Side door				
	Lighting				
	Electrical				

**Attachment 11 Blank Third Port Inspection Sheet-continued**

	Fire Extinguishers					
	Eye wash station					
	First Aid Kit					
Oil Containment Boom						
12	Rubber Belting material free from cracks or tears					
	Marine growth					
	Floats					
	Hardware					
	Lines					
Work Boat						
13	Hull					
	Engines					
	Fuel Tank					
	Tow bars/cleats					
	Batteries					
	Commo equip					
	Electronics					
	Lighting					
	Bilge Pump					
	Safety Equipment					
	Life ring					
Anchor						
Security Boat						
14	Hull					
	Engines					
	Fuel Tank					
	Tow bars/cleats					
	Batteries					
	Commo equip					
	Electronics					
	Lighting					
	Bilge Pump					
	Safety Equipment					
	Life ring					
	Anchor					
<b>Item Number</b>	<b>Feature</b>	<b>Yes</b>	<b>No</b>	<b>Action/Recommendation</b>	<b>Date</b>	
Bldg 451-Tower Inspected by 12T						
	Structure					
	Electrical/Lighting					
	Emergency Lighting					
	HVAC					
	Fire Extinguishers					

**Attachment 11 Blank Third Port Inspection Sheet-continued**

15	Utilities		A/C & heat good working order	
	Furniture/Carpet		replace broken chairs and replace carpet	
	Signage		Harbormaster tower signs need replacing	
	Shelter in Place room		All required safety material on hand	
	Emergency Generator		Base conducts monthly generator tests	
	First Aid Kit		Expires 10/2021	
	A.E.D.		Not being inspected	
Bldg 467-Main Entrance Guard Shack Inspected by By 7R				
16	Structure		inspected BLDG	
	Electrical/Lighting		tested lighting all good in side and out	
	Phone connection		tested phone line, operational	
	Utilities		water/ toilet working	
	Heating/AC system		Heating / AC good working condition Temp set 68 deg	
	Furniture		Dirty but in good working	
	Signage		BLDG sign	
	Building Inspection		Outdoor bottom flashing will need to be replaced	
Inspected By:				

**Attachment 12 Third Port Restricted Waterways Memorandum**

Executive Office

DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS  
NORFOLK DISTRICT  
FORT NORFOLK  
803 FRONT STREET  
NORFOLK VA 23510-1011

JAN 21 2020

Colonel Clinton Ross  
Commander, Joint Base Langley-Eustis  
United States Air Force  
125 Mabry Avenue  
Joint Base Langley-Eustis, Virginia 23665

Dear Colonel Ross:

This letter is in reference to the United States Air Force request (NAO-2008-02069) for Department of the Army to modify an existing restricted area and establish a danger zone published at 33 CFR §334.280 "James River, Skiffes Creek and Warwick River surrounding Joint Base Langley-Eustis, Virginia; restricted areas and danger zones." The final rule for the modification was published in the Federal Register on November 21, 2019 and was effective on December 21, 2019 (attached).

If you have any questions please contact Ms. Nicole Woodward, of my staff, at 757 201-7122 or via email at [nicole.l.woodward@usace.army.mil](mailto:nicole.l.woodward@usace.army.mil).

Copies of this verification have been provided to the Virginia Marine Resource Commission, the National Oceanic and Atmospheric Administration and the United States Coast Guard.

Sincerely,

A handwritten signature in black ink, appearing to read "Rattrick V. Kinsman".

Rattrick V. Kinsman, PE  
Colonel, US Army  
Commanding

Enclosure

cc: Colonel Jenn Walkawicz



Unfunded Mandates Reform Act of 1995.

**List of Subjects in 28 CFR Part 16**

Administrative practices and procedures, Courts, Freedom of information, Privacy Act.

Pursuant to the authority vested in the Attorney General by 5 U.S.C. 552a and delegated to me by Attorney General Order 2940-2008, the Department of Justice amends 28 CFR part 16 as follows:

**PART 16—PRODUCTION OR DISCLOSURE OF MATERIAL OR INFORMATION**

■ 1. The authority citation for part 16 continues to read as follows:

**Authority:** 5 U.S.C. 301, 552, 552a, 553; 28 U.S.C. 509, 510, 534; 31 U.S.C. 3717.

■ 2. Amend § 16.83 by adding paragraphs (e) and (f) to read as follows:

**§ 16.83 Exemption of the Executive Office for Immigration Review System—limited access.**

\* \* \* \* \*

(e) The following system of records is exempt from 5 U.S.C. 552a(d): Office of the Chief Administrative Hearing Officer (OCAHO) Case Management System (CMS) (JUSTICE/EOIR-002). This exemption applies only to the extent that information in the system is subject to exemption pursuant to 5 U.S.C. 552a(k)(1) and (2).

(f) Exemption from 5 U.S.C. 552a(d) is justified for the system of records in paragraph (e) of this section for the following reasons:

(1) in limited circumstances, from subsection (d) when access to the records contained in the system of records in paragraph (e) of this section could inform the subject of an ongoing investigation of an actual or potential criminal, civil, or regulatory violation or the existence of that investigation; of the nature and scope of the information and evidence obtained as to the subject's activities; of the identity of confidential sources, witnesses, and law enforcement personnel; and of information that may enable the subject to avoid detection or apprehension. These factors would present a serious impediment to effective law and regulatory enforcement where they prevent the successful completion of the investigation, endanger the physical safety of confidential sources, witnesses, and law enforcement personnel; and/or lead to the improper influencing of witnesses, the destruction of evidence, or the fabrication of testimony. In addition, granting access to such information could disclose security-

sensitive or confidential business information or information that would constitute an unwarranted invasion of the personal privacy of third parties.

(2) From subsections (d)(2), (3), and (4) because the administrative case files constitute an official record which includes transcripts of administrative proceedings, investigatory materials, evidentiary materials such as exhibits, decisional memoranda, and other case-related papers. Administrative due process could not be achieved by the ex parte "correction" of such materials by the individual who is the subject thereof.

Dated: November 14, 2019.

Peter A. Winn,  
Acting Chief Privacy and Civil Liberties Officer, United States Department of Justice.  
[FR Doc. 2019-25080 Filed 11-20-19; 8:45 am]  
BILLING CODE 4410-30-P

**DEPARTMENT OF DEFENSE**

Department of the Army, Corps of Engineers

**33 CFR Part 334**

[COE-2017-0011]

**James River, Skiffes Creek, and Warwick River Surrounding Joint Base Langley-Eustis (JBLE-Eustis), Virginia; Restricted Areas and Danger Zones**

**AGENCY:** United States Army Corps of Engineers, Department of Defense.

**ACTION:** Final rule.

**SUMMARY:** The Corps of Engineers is establishing restricted areas and danger zones in the waters of the James River, Skiffes Creek and Warwick River in Newport News, Virginia. JBLE-Eustis contains a military port, berthing numerous Army vessels, and conducts exercises to include small craft testing and live fire training activities. The amendment is necessary to protect the public from hazards associated with training and mission operations, and to protect government assets, missions, and the base population in general. The amendment increases the restricted areas and creates danger zones surrounding the existing installation and firing ranges.

**DATES:** Effective date: December 23, 2019.

**ADDRESSES:** U.S. Army Corps of Engineers, Attn: CECW-CO (David Olson), 441 G Street NW, Washington, DC 20314-1000.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Olson, Headquarters, Operations

and Regulatory Division, Washington, DC at 202-761-4922.

**SUPPLEMENTARY INFORMATION:** The proposed rule was published in the May 23, 2018, edition of the *Federal Register* (83 FR 23864) and the regulations.gov docket number was COE-2017-0011. In response to the proposed rule, three comments were received. One commenter stated that additional clarification was needed regarding the proposed areas coordinates because as written it is unclear what the intended extent of the areas should be, therefore, the applicant provided corrected coordinates and modified the rule text to address the charting concerns.

Another commenter stated that they are not in opposition to the proposal, however, they believe that an Environmental Impact Statement (EIS) should be provided to the public prior to the comment period closing. The preliminary review prior to publishing the proposed rule for comment determined that an EIS was not warranted for the proposed rule and no additional information was identified during review warranting a change to this finding.

One commenter stated that they fully support the proposed restricted areas and danger zones, and no further evaluation was warranted.

In response to a request by the United States Air Force, and pursuant to its authorities in Section 7 of the Rivers and Harbors Act of 1917 (40 Stat. 266; 33 U.S.C. 1) and Chapter XIX of the Army Appropriations Act of 1919 (40 Stat. 892; 33 U.S.C. 3), the Corps of Engineers is amending 33 CFR 334.280 to establish permanent restricted areas and danger zones, in the waters of the James River, Skiffes Creek, and Warwick River in Newport News, Virginia. The permanent restricted areas and the danger zones are necessary to protect the public from hazards associated with training and mission operations, and to fulfill the current security needs of the Department of the Air Force to protect government assets, missions, and the base population in general at the facility.

**Procedural Requirements**

*a. Regulatory Planning and Review*

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. For the reasons stated below, this final rule is not a

“significant regulatory action” under Executive Order 12866. Accordingly, this final rule has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

The Corps determined this final rule is not a significant regulatory action. This regulatory action determination is based on the rules governing the restricted areas, which allow any vessel that needs to transit the restricted areas and danger zones to do so if the operator of the vessel obtains permission from Commander, JBLE-Eustis, and/or other persons or agencies as he/she may designate.

#### b. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Corps certifies under 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities. While some owners or operators of vessels that intend to transit the restricted areas may be small entities, for the reasons stated in paragraph (a) above this rule would not have a significant economic impact on any vessel owner or operator. In addition, the restricted areas and danger zones are necessary to protect vessels and personnel assigned to JBLE-Eustis by implementing a waterside security program. They are also necessary to protect the public. Small entities can also utilize navigable waters outside of the restricted areas and danger zones. Small entities that need to transit the restricted areas and danger zones may do so as long as vessel operators obtain permission from the Commander, JBLE-Eustis, and/or other persons or agencies as he/she may designate. Entities that want to conduct other activities in or near the restricted area may need to obtain other approvals from the applicable Federal, state, or local government authority. The restricted areas are necessary for security of JBLE-Eustis. The danger zones are necessary for protect the public from hazards associated with training and mission operations. The Corps expects that the economic impact of the restricted areas and danger zones would have practically no impact on the public, any

anticipated navigational hazard or interference with existing waterway traffic. After considering the economic impacts of this restricted area and danger zone regulation on small entities, I certify that this action will not have a significant impact on a substantial number of small entities.

#### c. Review Under the National Environmental Policy Act

Due to the administrative nature of this action and because there is no intended change in the use of the area, the Corps has determined that this regulation will not have a significant impact to the quality of the human environment and, therefore, preparation of an environmental impact statement is not required. An environmental assessment has been prepared. It may be reviewed at the District office listed at the end of the FOR FURTHER INFORMATION CONTACT section, above.

#### d. Unfunded Mandates Act

This rule does not impose an enforceable duty among the private sector and, therefore, it is not a Federal private sector mandate and it is not subject to the requirements of either Section 202 or Section 205 of the Unfunded Mandates Act. We have also found under Section 203 of the Act, that small governments will not be significantly and uniquely affected by this rulemaking.

#### e. Congressional Review Act

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. We will submit a report containing the final rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States. A major rule cannot take effect until 60 days after it is published in the *Federal Register*. This final rule is not a “major rule” as defined by 5 U.S.C. 804(2).

#### List of Subjects in 33 CFR Part 334

Danger zones, Marine safety, Navigation (water), Restricted areas, Waterways.

For the reasons set out in the preamble, the Corps amends 33 CFR part 334 as follows:

#### PART 334—DANGER ZONE AND RESTRICTED AREA REGULATIONS

■ 1. The authority citation for 33 CFR part 334 continues to read as follows:

Authority: 40 Stat. 266 (33 U.S.C. 1) and 40 Stat. 892 (33 U.S.C. 3).

■ 2. Revise § 334.280 to read as follows:

**§ 334.280 James River, Skiffes Creek and Warwick River surrounding Joint Base Langley-Eustis, Virginia; restricted areas and danger zones.**

(a) *The areas.* The datum for the coordinates for the restricted areas and danger zones described in this section is NAD-83.

(1) *Army Training and Small Craft Testing Area (restricted area).* Beginning on the shore at latitude 37°09'53" N, longitude 76°36'23" W; thence westerly to latitude 37°09'53" N, longitude 76°36'59" W; thence westerly to latitude 37°09'50" N, longitude 76°37'45" W; thence southerly to latitude 37°09'00" N, longitude 76°38'05" W; thence southerly to latitude 37°08'22" N, longitude 76°37'55" W; thence due east to the shore at latitude 37°08'22" N, longitude 76°37'20" W; thence northerly following the shoreline to the point of beginning.

(2) *3rd Port Facility (restricted area).* An area surrounding the 3rd Port facility, Fort Eustis, beginning at a point on the shoreline at latitude 37°09'53" N, longitude 76°36'23" W; thence northerly, following the shoreline to latitude 37°10'03" N, longitude 76°36'25" W; thence northerly, following the shoreline to latitude 37°10'19" N, longitude 76°36'07" W; thence northerly, across the mouth of Bailey's Creek to latitude 37°10'24" N, longitude 76°36'02" W; thence northerly, following the shoreline to latitude 37°10'29" N, longitude 76°36'06" W; thence westerly, across Skiffes Creek to latitude 37°10'33" N, longitude 76°36'20" W; thence southerly following the shoreline to latitude 37°10'13" N, longitude 76°36'42" W; thence southerly to latitude 37°09'53" N, longitude 76°36'59" W; thence to the point of beginning.

(3) *Warwick River and any tributaries, creeks, estuaries, tidal areas, to include Butlers Gut and Jail Creek (restricted area).* All navigable waters of the United States as defined in 33 CFR part 329 within the boundaries of Fort Eustis, westerly of a line connecting the following coordinates: Commencing from the shoreline at latitude 37°09'47" N, longitude 76°33'52" W; thence following the meanders of the installation boundary along the westerly mean low waterline of Warwick River, thence to a point on the installation

boundary at latitude 37°04'35" N, longitude 76°33'19" W.

(4) *James River and any tributaries, creeks, estuaries, tidal areas, to include Nells Creek, Locust Neck Creek, Dudleys Creek, Morrisons Creek, Morleys Gut, Blows Creek, and Milstead Creek (restricted area).* Navigable waters of the United States as defined at 33 CFR part 329 within the boundaries of Fort Eustis, north/north-easterly of a line connecting the following coordinates: Commencing from the shoreline at latitude 37°04'35" N, longitude 76°33'19" W; thence following the meanders of the installation boundary along the northeasterly mean low waterline of the James River, thence to a point on the installation boundary at latitude 37°10'03" N, longitude 76°36'25" W at a point at the mouth of Skiffes Creek.

(5) *Skiffes Creek and any tributaries, creeks, estuaries, tidal areas, to include Baileys Creek (restricted area).* All navigable waters of the United States as defined at 33 CFR part 329 within the boundaries of Fort Eustis, easterly of a line connecting the following coordinates: Commencing from a point on the installation boundary at latitude 37°10'03" N, longitude 76°36'25" W; thence northerly, following the shoreline to latitude 37°10'19" N, longitude 76°36'07" W; thence northerly, across the mouth of Bailey's Creek to latitude 37°10'24" N, longitude 76°36'02" W; thence northerly, following the shoreline to latitude 37°10'29" N, longitude 76°36'06" W; thence northerly, following the meanders of the installation boundary to a point at the centerline of an unnamed tributary at latitude 37°10'36" N, longitude 76°36'01" W; thence southeasterly, following the centerline of the unnamed tributary to a point on the installation boundary at latitude 37°10'24" N, longitude 76°35'32" W.

(6) *Danger Zone Warwick River.* Navigable waters of the United States as defined at 33 CFR part 329 that encroach upon the boundaries of the Danger Zone of Fort Eustis, westerly of a line connecting the following coordinates: Commencing from the installation boundary at latitude 37°06'44" N, longitude 76°34'04" W; thence to a point at latitude 37°06'44" N, longitude 76°34'02" W; thence to a point at latitude 37°06'35" N, longitude 76°33'56" W; thence to a point at latitude 37°06'28" N, longitude 76°33'57" W; thence to a point at latitude 37°06'15" N, longitude 76°33'30" W; thence to a point at

latitude 37°05'43" N, longitude 76°33'13" W; thence to a point at latitude 37°05'33" N, longitude 76°33'17" W; thence to a point at latitude 37°05'13" N, longitude 76°32'53" W; thence to a point at latitude 37°05'03" N, longitude 76°33'09" W; thence following the meanders of the installation boundary along the southwesterly mean low waterline of Warwick River, thence to a point at latitude 37°04'52" N, longitude 76°33'13" W; thence to a point at latitude 37°04'49" N, longitude 76°33'11" W; thence to a point at latitude 37°04'43" N, longitude 76°33'28" W; thence following the meanders of the installation boundary along the southwesterly mean low waterline of Warwick River, thence to a point at latitude 37°04'35" N, longitude 76°33'19" W.

(7) *Danger Zone James River.* Navigable waters of the United States as defined at 33 CFR part 329 that encroach upon the boundaries of the Danger Zone of Fort Eustis, north/north-easterly of a line connecting the following coordinates: Commencing from the installation boundary at latitude 37°04'35" N, longitude 76°33'19" W; thence following the meanders of the installation boundary along the easterly mean low waterline of James River to a point at latitude 37°04'39" N, longitude 76°33'39" W; thence to a point at latitude 37°04'33" N, longitude 76°34'15" W; thence to a point at latitude 37°04'52" N, longitude 76°34'19" W; thence to a point at latitude 37°04'52" N, longitude 76°34'18" W; thence to a point at latitude 37°04'60" N, longitude 76°34'20" W; thence to a point at latitude 37°05'19" N, longitude 76°34'51" W; thence to a point at latitude 37°05'53" N, longitude 76°35'00" W; thence to a point at latitude 37°06'03" N, longitude 76°35'08" W; thence following the meanders of the installation boundary along the easterly mean low waterline of James River, thence to a point at latitude 37°06'40" N, longitude 76°35'52" W; thence to a point at latitude 37°06'35" N, longitude 76°36'19" W; thence to a point on the installation boundary at latitude 37°06'50" N, longitude 76°36'21" W.

(b) *The regulations.* (1) For the restricted areas defined in paragraphs (a)(1) and (2) of this section:

(i) All vessels will contact the 3rd Port Harbor Master on marine channel 12 or 68 prior to entering or transiting these restricted areas.

(ii) The passage of fishing vessels to or from authorized traps, or the transit of commercial vessels, will be coordinated with the 3rd Port Harbor Master on marine channel 12 or 68.

(iii) The harvesting and cultivation of oyster beds or the setting of fish traps within these restricted areas will be allowed provided the commercial fisherman coordinate access to these areas with the 3rd Port Harbor Master on marine channel 12 or 68.

(iv) The Commander, Joint Base Langley-Eustis will, to the extent possible, give public notice from time to time through local news media and the Coast Guard's Local Notice to Mariners of the schedule of intended Department of Defense use of the restricted areas.

(2) For the restricted areas defined in paragraphs (a)(3), (4), and (5) of this section:

(i) Entry into these areas is for official government purposes only, or as authorized by the Commander, Joint Base Langley-Eustis.

(ii) Entry will be coordinated and conducted in accordance with the policies and procedures established by the Commander, Joint Base Langley-Eustis.

(3) For the danger zones defined in paragraphs (a)(6) and (7) of this section:

(i) Persons, vessels or other craft shall not enter or remain in the danger zone when firing is or will soon be in progress unless authorized to do so by the enforcing agency.

(ii) Advance notice of the schedule of small arms firing will be provided via the Joint Base Langley-Eustis web page.

(iii) All projectiles will be fired to land within the impact area on the Fort Eustis peninsula. Neither the Department of the Army nor the Department of the Air Force will be responsible for damages by such projectiles to nets, traps, buoys, pots, fishpounds, stakes, or other equipment which may be located within these danger zones.

(c) *Enforcement.* The regulations of this section shall be enforced by the Commander, Joint Base Langley-Eustis, Virginia, and such agencies as the commander may designate.

Dated: November 15, 2019.

Thomas P. Smith,  
Chief, Operations and Regulatory Division,  
Directorate of Civil Works.

[FR Doc. 2019-25273 Filed 11-20-19; 8:45 am]  
BILLING CODE 3720-58-P

