ABSTRACT
This section provides guidance for the coordination of vessel salvage and marine firefighting response activities in order to prevent or limit environmental damage. This section provides generic incident priorities and objectives, example incident organization structures, incident checklists, preferred communication frequencies, and contacts for possible resource providers.
8000  Salvage & Marine firefighting......................................................... 8000-1

8100  Introduction .................................................................................. 8000-1

8110  Background .................................................................................. 8000-2
8120  Scope ........................................................................................... 8000-4
8130  Coordinating Instructions ............................................................ 8000-5
8140  Plan Maintenance ......................................................................... 8000-7
8150  Abbreviations .............................................................................. 8000-8
8160  Definitions .................................................................................. 8000-9

8200  Responsibilities ............................................................................. 8000-16

8210  Federal Agencies ........................................................................... 8000-16
8220  State Agencies ............................................................................ 8000-18
8230  County Agencies ......................................................................... 8000-19
8240  Local Agencies ............................................................................ 8000-19
8250  Industry ...................................................................................... 8000-21

8300  Command .................................................................................... 8000-25

8310  Incident Commander .................................................................. 8000-25
8320  Unified Command ...................................................................... 8000-25
8330  Role of Responsible Party / Owner-Operator in the Unified Command ........................................................................ 8000-25
8340  Incident Organization .................................................................. 8000-26
8350  Multi-Agency Coordination (MAC) Groups ................................ 8000-26
8360  Incident Command Post ................................................................ 8000-26

8400  Operations ..................................................................................... 8000-30

8410  Initial Notifications/Dispatch ...................................................... 8000-31
8420  Firefighting Operations ................................................................ 8000-34
8430  Search & Rescue Operations ....................................................... 8000-37
8440  Pollution Recovery Operations .................................................... 8000-37
8450  Security Operations ..................................................................... 8000-37
8460  Salvage Operations ................................................................. 8000-38
8470  Vessel Movement & Places of Safe Refuge .................................. 8000-40
8480  Marine Casualty Investigations .................................................... 8000-40
8490  Termination of Response Activities ............................................. 8000-41

8500  Planning ....................................................................................... 8000-42

8510  Situation/Resource Status (SitStat/ReStat) .................................... 8000-42
8520  Marine Transportation System (MTS) Recovery Unit ................... 8000-42
8600 Logistics........................................................................................................8000-43
  8610 Command Posts .........................................................................................8000-44
  8620 Communications .......................................................................................8000-45
  8630 General Maritime Services & Resources ..................................................8000-47
  8640 Salvage Resources ....................................................................................8000-47
  8650 Fire Suppression Supplies ..........................................................................8000-51
  8660 Hazardous Material & Environmental Protection Resources .....................8000-52
  8670 Aviation Resources ....................................................................................8000-53
  8680 Specialized Services ..................................................................................8000-54

8700 Finance/Administration .................................................................................8000-55

8800 Reserved .......................................................................................................8000-56

8900 Annexes .......................................................................................................8000-56
  ANNEX I – Marine Firefighting & Salvage Checklists ........................................8000-57
  ANNEX II – Potential Places of refuge ...............................................................8000-61
  ANNEX III – Response/Assistance Directory ......................................................8000-149
  ANNEX IV – Example Incident Action Plan .......................................................8000-166
  ANNEX V – Salvage Diving Site Safety Plan Checklist ......................................8000-176
  ANNEX VI – County of Los Angeles Marine Response Zone Plan ......................8000-184

List of Figures

Figure 1. Significant marine fire events in Southern California ..................................8000-3
Figure 2. Los Angeles - Long Beach Captain of the Port Zone ...................................8000-4
Figure 3. Tank Vessel S&MFF Services and Response Timeframes, 33 CFR 155.4030(b) ..................................................................................8000-24
Figure 4. Unified Command for Marine Fire Incident ...............................................8000-26
Figure 5. Example Marine Firefighting Organization Chart ......................................8000-27
Figure 6. Example Tankship Salvage Organization Chart .........................................8000-28
Figure 7. Example All Risk Organization Chart ......................................................8000-29
Figure 8. Response Agency Matrix .......................................................................8000-32
Figure 9. Salvage Firefighting Strategies ..................................................................8000-36
Figure 10. Example Planning Section Organization Chart .......................................8000-36
Figure 11. State of CA Mutual Aid Plan- Fire & Rescue Mutual Aid Resource Request Process ........................................................................8000-42
Figure 12. CA Fire & Rescue Mutual Aid System- Region 1 ........................................8000-43
8000 SALVAGE & MARINE FIREFIGHTING

8100 Introduction

This section of the Area Contingency Plan provides guidance for the coordination of vessel salvage and marine firefighting response activities occurring within the area of jurisdiction of U.S. Coast Guard Sector Los Angeles-Long Beach and its associated Captain of the Port Zone. An incident may involve one or more vessels, waterfront facilities, or offshore platforms, and any number of lives and cargoes in an almost infinite combination of circumstances. If the incident is not adequately managed, results may include significant loss of life, disruption of maritime commerce, and release of pollutants into the U.S. navigable waterways.

As mandated by Homeland Security Presidential Directive 5, this Plan incorporates the use of the National Incident Management System (NIMS). Specifically, the Plan uses the Incident Command System (ICS) architecture and terminology, multi-agency coordination, identification and management of resources combined with National Search and Rescue procedures.

Immediately following notification of a maritime incident, a certain amount of confusion is inevitable. This Plan is designed to minimize confusion and to provide initial guidance. The following priorities are paramount:

A. Safety of human life
B. Notification of key personnel/agencies
C. Rescue of victims
D. Fire suppression
E. Protection of the environment
F. Security and salvage of wreckage
G. Incident investigation
H. Restoration of the Marine Transportation System

These priorities are consistent with the National Response Priorities listed in 40 CFR Part 300.317.

To assist with response planning and communication of area hazards, Annexes specific to this section have been developed and are attached. These Annexes include response checklists, a directory of local public marine firefighting and salvage resources, an example Incident Action Plan, and a generic site safety plan for salvage and commercial diving.
8110 Background

Fires aboard vessels and waterfront facilities have been a concern of Southern California coastal communities since well before the creation of local volunteer citizen bucket brigades in the 1800s. This concern has expanded over time as the economic importance of the area has grown and harbors and ports developed. In 1909 the City of Los Angeles Fire Department leased two steam and sail equipped tugs, the WARRIOR and the FALCON, to provide fire protection for the newly established Port of Los Angeles. As the Port of Long Beach (1911) and Oxnard Harbor District (1937) were established, the waterfront fire protection mission and its importance expanded even further in this region. This mission has continued to grow and become more complex as cargo vessels increase in size and carry more hazardous commodities, cruise ships carry more passengers and commercial vessels of all types become more frequent visitors to our ports.

The Ports and Waterways Safety Act of 1972 acknowledged that increased supervision of port operations is necessary to prevent damage to structures in, on, or adjacent to the navigable waterways of the United States, and to reduce the possibility of vessel or cargo loss, or damage to life, property and the marine environment. Following the passage of this Act, the Coast Guard issued marine firefighting guidance to Coast Guard field units in Commandant Instruction 11320.7 (Firefighting Assistance Policy, May 1976). This was further expanded in Coast Guard Marine Safety Manual Volume VI, Chapter 8 (Coast Guard Firefighting Activities, June 1986, Revised May 1996). The guidance reiterated the Coast Guard's role in ensuring the safety and security of the nation's ports and directed Captains of the Port to develop local Marine Firefighting Contingency Plans. These plans are to include discussions on Federal, State, and local agency responsibilities, response organization, possible marine firefighting scenarios, and a listing of marine firefighting resources.

Paramount in preparing for vessel or waterfront fires is the need to integrate the Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities.
### Figure 1. Significant marine fire events in Southern California

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1863</td>
<td>Wilmington Harbor</td>
<td>S.S. ADA HANCOCK passenger vessel explosion</td>
</tr>
<tr>
<td>1914</td>
<td>San Pedro</td>
<td>California Fish Company fire</td>
</tr>
<tr>
<td>1915</td>
<td>San Pedro</td>
<td>Los Angeles Steamship Company fire</td>
</tr>
<tr>
<td>1917</td>
<td>POLB Channel # 2</td>
<td>National Potash Company fire</td>
</tr>
<tr>
<td>1921</td>
<td>San Pedro</td>
<td>Tuna Cannery fires</td>
</tr>
<tr>
<td>1926</td>
<td>San Pedro</td>
<td>S.S. SIERRA lumber schooner fire at E.K. Wood Lumber Company</td>
</tr>
<tr>
<td>1928</td>
<td>Long Beach</td>
<td>Gambling vessel MONFALCONE fire &amp; sinking</td>
</tr>
<tr>
<td>1932</td>
<td>Long Beach</td>
<td>Gambling vessel JOHANNA SMITH fire</td>
</tr>
<tr>
<td>1944</td>
<td>POLA Berth 264</td>
<td>French Sardine &amp; South Coast Canneries fire</td>
</tr>
<tr>
<td>1944</td>
<td>POLA Berth 223</td>
<td>U.S. Navy LSM explosion and wharf fire</td>
</tr>
<tr>
<td>1945</td>
<td>POLB Pier No. 2</td>
<td>Consolidated Steel Corporation wharf fire</td>
</tr>
<tr>
<td>1945</td>
<td>POLB Outer Harbor</td>
<td>U.S. Maritime Commission training ship AMERICAN ENGINEER fire</td>
</tr>
<tr>
<td>1947</td>
<td>POLA Berths 167 &amp; 154</td>
<td>S.S. MARKAY explosion, American President Lines pier &amp; warehouse fire</td>
</tr>
<tr>
<td>1948</td>
<td>POLA Outer Harbor</td>
<td>S. S. CHINA TRANSPORT cargo hold fire</td>
</tr>
<tr>
<td>1950</td>
<td>POLA Berth 129</td>
<td>Union Oil Company tank farm fire</td>
</tr>
<tr>
<td>1954</td>
<td>POLA Berth 117</td>
<td>Tidewater Associated Oil Company tank farm fire</td>
</tr>
<tr>
<td>1962</td>
<td>POLB Harbor</td>
<td>S.S. SEVERN RIVER cargo ship metal turnings fire</td>
</tr>
<tr>
<td>1970</td>
<td>POLA Berth 210</td>
<td>Hugo-Nue Proler facility scrap metal fire</td>
</tr>
<tr>
<td>1970</td>
<td>POLA Berth 49</td>
<td>S.S. PONTO cargo ship metal turnings fire</td>
</tr>
<tr>
<td>1972</td>
<td>POLA Berth 56</td>
<td>General American Transportation Company (GATX) chemical tank farm fire</td>
</tr>
<tr>
<td>1973</td>
<td>Santa Barbara</td>
<td>Sterns Wharf pier fire</td>
</tr>
<tr>
<td>1974</td>
<td>POLA Berth 263</td>
<td>StarKist # 3 Cannery fire</td>
</tr>
<tr>
<td>1977</td>
<td>POLA Berth 46</td>
<td>S.S. SANSINENA oil tanker explosion</td>
</tr>
<tr>
<td>1981</td>
<td>POLA Berth 83</td>
<td>Rum Runner restaurant fire</td>
</tr>
<tr>
<td>1981</td>
<td>POLA Berth 52</td>
<td>M/V KARTINI bulk carrier coal fire</td>
</tr>
<tr>
<td>1981</td>
<td>LA/LB Outer Harbor</td>
<td>M/V BALTIC NEPTUNE bulk carrier coal fire</td>
</tr>
<tr>
<td>1981</td>
<td>POLA Berth 52</td>
<td>M/V WARSCHAU bulk carrier coal fire</td>
</tr>
<tr>
<td>1981</td>
<td>LA/LB Outer Harbor</td>
<td>M/V GLOBAL MARITIME bulk carrier coal fire</td>
</tr>
<tr>
<td>1981</td>
<td>POLB Harbor</td>
<td>M/V ZIM MONTERAL container ship hold fire</td>
</tr>
<tr>
<td>1982</td>
<td>POLA Berth 93</td>
<td>M/V AZURE SEAS cruise ship fire</td>
</tr>
<tr>
<td>1984</td>
<td>POLB Anchorage</td>
<td>M/V PANAMEX WORLD bulk carrier coal fire</td>
</tr>
<tr>
<td>1988</td>
<td>POLA Berth 73</td>
<td>Southern Pacific Slip wharf fire</td>
</tr>
<tr>
<td>1998</td>
<td>Santa Barbara</td>
<td>Sterns Wharf pier fire</td>
</tr>
<tr>
<td>2005</td>
<td>POLA Pier 400</td>
<td>M/V HORIZON NAVIGATOR container fire in cargo hold</td>
</tr>
<tr>
<td>2006</td>
<td>POLA Berth 118</td>
<td>M/V PROBO ELK incident</td>
</tr>
</tbody>
</table>
8120 Scope

The Salvage & Marine Firefighting Contingency Plan is written to serve as a chapter of the Los Angeles-Long Beach Area Contingency Plan (Section 8000) and as a NIMS compliant stand-alone plan that can be referenced absent a threat of pollution.

The primary purpose of this Plan is to ensure coordinated responses to marine fires and other marine casualties occurring throughout the U.S. Coast Guard Sector Los Angeles-Long Beach Captain of the Port (COTP) Zone in order to prevent or limit environmental damage. This COTP Zone encompasses the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles and Orange. It is not a succinct response plan for the many and various scenarios, but rather a basic framework around which to organize a coordinated response and build upon as events dictate. The plan provides incident check lists, preferred communication frequencies, and contacts for possible resource providers. And finally, it provides the criteria for decision-making, but not the decisions themselves.

Figure 2. Los Angeles - Long Beach Captain of the Port Zone
8130 Coordinating Instructions

8130.10 Connection to other plans
The Salvage & Marine Firefighting Contingency Plan is used as a pre-incident planning guide and an incident management tool. Many other plans work in concert with the SMFF Contingency Plan ---

- **Area Contingency Plan (ACP)** – The ACPs is a comprehensive environmental protection plan to mitigate or prevent a substantial threat of a discharge from a vessel, offshore facility, or onshore facility within a Captain of the Port Zone. The Salvage & Marine Firefighting Contingency Plans serves as Section 8000 of the LA-LB ACP.
- **Area Maritime Security Plan (AMSP)** – The AMSP is a comprehensive port security plan that provides awareness, preparedness, prevention, security response, and system stabilization recovery procedures and coordination, and acts as a communications tool among port stakeholders.
- **Salvage Response Plan (SRP)** – The SRP is an element of the AMSP that coordinates post-maritime Transportation Security Incident (TSI) salvage and vessel removal to reopen the port as required by the Security and Accountability for Every Port Act (AFE Port Act) of 2006.
- **Maritime Transportation System Recovery Plan (MTSRP)** – The MTSRP is an element of the AMSP that coordinates port recovery planning following a transportation disruption.
- **POLA Emergency Operations Plan (POLA Plan)** – The POLA Plan provides operational guidelines for incident commanders for significant incidents in and around the Ports of Los Angeles and Long Beach.
- **Vessel Response Plans** – An environmental protection contingency plan required by the U.S. Coast Guard for most commercial vessels operating in U.S. waters. The plans include notification procedures, shipboard spill mitigation procedures, and shore-side spill response resources. For petroleum tank vessels and certain commercial vessels over 400 gross tons, the plans must also identify salvage and marine firefighting resources.
- **Vessel Fire Control Plan** – The Fire Control Plan is a mandatory requirement of SOLAS. The plan provides information about fire stations on each deck, alarm systems, sprinkler and extinguishing appliances, and ventilation systems. A copy of the fire control plan can be found in a weather tight tube near the gangway.
- **Facility Operation Manuals** – Operators of marine transfer facilities regulated by the U.S. Coast Guard are required to have an Operations Manual describing how they meet the operating rules and equipment requirements of 33 CFR Parts 154 and 156. The plan includes emergency response procedures for cargo leaks and spills, fire fighting procedures and extinguishing agents effective on cargo fires, and emergency contact information.
- **National Response Framework (NRF)** – The NRF is part of the National Strategy for Homeland Security that presents the guiding principles enabling all levels of domestic response partners to prepare for and provide a unified national response to disasters and emergencies.
8130.20 Memorandums of Understanding
There are currently Memorandums of Understanding between the following agencies:

- USCG COTP LA-LB / Los Angeles City Fire Department
- USCG COTP LA-LB / Los Angeles County Fire Department
- USCG COTP LA-LB / Long Beach City Fire Department
- USCG COTP LA-LB / Orange County Sheriff Department
- USCG COTP LA-LB / Santa Barbara City Fire Department
- USCG Station Channel Islands Harbor / Ventura County Fire Department
- Los Angeles City Fire / Los Angeles County Fire / Long Beach City Fire
- Santa Barbara County OEM / State of California Office of Spill Prevention & Response
- Orange County Sheriff’s Department Harbor Patrol / US Naval Weapons Station Seal Beach

Copies of these plans are available upon request from U.S. Coast Guard Sector Los Angeles-Long Beach, Contingency Planning and Force Readiness Office.

8130.30 Consent Agreements
There are currently consent agreements between the following municipal agencies and commercial salvage companies IAW 33 CFR § 155.4045:

- Long Beach Fire Department / Donjon-SMIT
- Long Beach Fire Department / Marine Response Alliance
- Long Beach Fire Department / Resolve Marine
- Long Beach Fire Department / Svitzer
- Long Beach Fire Department / T&T Salvage
8140 Plan Maintenance
This Salvage & Marine Firefighting Contingency Plan is comprised of the most current information available as updated by the LA-LB Marine Firefighting Workgroup and is reviewed in accordance with COMDTINST 16471.3 (Area Contingency Plan Organization, Content, Revision Cycle, and Distribution).

Suggestions for improvement and changes to this plan are strongly encouraged. The Coast Guard Captain of the Port is responsible for this plan and will keep it current by consecutively numbering amendments or by issuing a revised plan. Any detected errors, suggested improvements, or changes in equipment or facilities should be forwarded to:

U.S. Coast Guard Sector Los Angeles – Long Beach
1001 South Seaside Avenue, Building 20
San Pedro, California 90731
Attn.: Area Committee Co-Chair

8140.10 Exercises and Training
Proper training, drills and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan. Los Angeles-Long Beach COTP will plan periodic exercises with selected fire departments, port facilities, and government agencies. Los Angeles-Long Beach COTP also recommends each fire department or response organization coordinate with port facilities and shippers in their respective jurisdictions and develop training and exercises on their own. Los Angeles-Long Beach COTP will also provide coordination with other organizations if a large exercise is required. This plan should be exercised, at a minimum, in accordance with National Preparedness for Response Exercise Program (PREP) guidelines. For assistance in arranging an exercise contact the Area Committee Co-Chair.

The COTP, or its representative, may provide training sessions periodically for local fire departments, facility owners/operators, and shipping companies. Such training may discuss ship construction and basic stability, shipboard/facility firefighting, use of the Area Contingency Plan, and oil or hazardous material responses. One training opportunity afforded to local fire departments is through the Coast Guard’s Joint Tanker Inspection Program (JTIP). JTIP is a cooperative USCG-LAFD inspection program for petroleum tank ships calling on the Port of Los Angeles whereby representatives from both agencies inspect the vessel’s installed transfer equipment and review the vessel and facility transfer procedures prior to operations commencing. These inspections help ensure a safe transfer of volatile petroleum products and increase the maritime awareness of shore-based fire fighters. For more information on this program, or other vessel familiarization opportunities, contact USCG Sector Los Angeles-Long Beach Prevention Department at 310-521-3600.
### Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AOR</td>
<td>Area of Responsibility</td>
</tr>
<tr>
<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation, and Liability Act</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>COMDTINST</td>
<td>Commandant Instruction</td>
</tr>
<tr>
<td>COTP</td>
<td>Captain of the Port</td>
</tr>
<tr>
<td>FOSC</td>
<td>Federal on Scene Coordinator</td>
</tr>
<tr>
<td>HAZMAT</td>
<td>Hazardous Materials</td>
</tr>
<tr>
<td>IC</td>
<td>Incident Commander</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
</tr>
<tr>
<td>JTIP</td>
<td>Joint Tanker Inspection Program</td>
</tr>
<tr>
<td>MTS</td>
<td>Marine Transportation System</td>
</tr>
<tr>
<td>NCP</td>
<td>National Contingency Plan</td>
</tr>
<tr>
<td>NRF</td>
<td>National Response Framework</td>
</tr>
<tr>
<td>OPA90</td>
<td>Oil Pollution Act of 1990</td>
</tr>
<tr>
<td>OSLTF</td>
<td>Oil Spill Liability Trust Fund</td>
</tr>
<tr>
<td>PWSA</td>
<td>Ports and Waterways Safety Act</td>
</tr>
<tr>
<td>QI</td>
<td>Qualified Individual</td>
</tr>
<tr>
<td>RP</td>
<td>Responsible Party</td>
</tr>
<tr>
<td>RIC</td>
<td>Rapid Intervention Crew</td>
</tr>
<tr>
<td>SAR</td>
<td>Search and Rescue</td>
</tr>
<tr>
<td>SMC</td>
<td>Search and Rescue Mission Coordinator</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Safety of Life At Sea</td>
</tr>
<tr>
<td>VRP</td>
<td>Vessel Response Plan</td>
</tr>
</tbody>
</table>
8160 Definitions

**Anchorage** – Designated areas, identified on navigational charts, where ships may safely anchor. There are 50 individual anchorages in the immediate vicinity of the Ports of Los Angeles and Long Beach. Port of Long Beach Bravo anchorages and Port of Los Angeles Delta anchorages may serve as Areas of Safe Refuge as directed by the Captain of the Port.

**Bollard Pull** – The maximum towing force a tug can exert against a towline at zero speed. Bollard pull is often measured in tons. In accordance with 14 California Code of Regulations section 851.23, towing vessels escorting petroleum tankers in California waters must have their bollard pull tested every three years. Towing vessels in the LA-LB area vary from 40 ton to 91 ton bollard pull. [http://www.mxsocal.org/PDFFiles/App%20C1.pdf](http://www.mxsocal.org/PDFFiles/App%20C1.pdf)

**Broadcast Notice to Mariners (BNM)** – BNMs are marine radio broadcasts made by the Coast Guard for navigational warnings and meteorological information. Broadcasts begin with “sécurité, sécurité, sécurité”.

**Captain of the Port (COTP)** – U.S. Coast Guard person who has broad authority over all vessels and port operations in a port area of the United States. The Sector Commander for U.S. Coast Guard Sector Los Angeles-Long Beach, located in San Pedro, California, has COTP authority for the Los Angeles-Long Beach COTP Zone as defined in 33 CFR Part 3.55-10 (See also Sector Commander). The boundaries of Sector LA–LB’s Captain of the Port Zone start at the intersection of Monterey County and San Luis Obispo County south to the intersection of Orange County and San Diego County and includes all of Orange County, Riverside County, Ventura County, Los Angeles County, San Bernardino County, Santa Barbara County, Kern County, and San Luis Obispo County in California. This includes the commercial ports of Los Angeles, Long Beach, and Port Hueneme.

**Cargo Manifest** – Document that lists all cargo carried on a specific vessel voyage. See also Dangerous Cargo Manifest.

**Cargo Plan** – View of a vessel showing all the storage space available for cargo; shows the amount and type of cargo carried, its destination and how it will be stowed.

**Coast Guard Sector Los Angeles-Long Beach** – U.S. Coast Guard field level organization responsible for carrying out the Coast Guard’s Maritime Safety, Security, and Stewardship missions in a specified geographical area. The Sector is headed by a Commanding Officer who is also designated Captain of the Port (COTP), Officer in Charge, Marine Inspections (OCMI), Federal On-Scene Coordinator (FOSC), Federal Maritime Security Coordinator (FMSC), and Search and Rescue Mission Coordinator (SMC).

**Dangerous Cargo Manifest** – Listing of all hazardous cargoes carried on a vessel; format is specified by the International Maritime Organization.

**External Firefighting Teams** – Trained firefighting personnel, aside from the crew, with the capability of boarding and combating a fire on a vessel or platform.
**External Vessel Firefighting Systems** – Firefighting resources (personnel and equipment) that are capable of combating a fire from other than onboard the vessel. These resources include fire tugs, portable fire pumps, airplanes, helicopters, or shore side fire trucks and engines.

**Federal On Scene Coordinator (FOSC)** – The Federal official pre-designated by the EPA or the USCG to coordinate responses under Subpart D of the National Contingency Plan (NCP) (40 CFR Part 300) or the government official designated to coordinate and direct removal actions under Subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

**Fire Control Plan** – Set of general arrangement plans for each deck that illustrate fire stations, fire resisting bulkheads, and fire-retarding bulkheads together with particulars of fire detecting systems, manual alarm systems, fire extinguishing systems, fire doors, means of access to different compartments, and ventilating systems (including locations of dampers and fan controls). Plans are stored in a prominently marked weather-tight enclosure outside the house for the assistance of land-based fire-fighting personnel.

**Fire Main System** – System that supplies water to all areas of a vessel; composed of fire pumps, piping (main and branch lines), control valves, hose, and nozzles.

**Fire Wire** – Length of wire rope or chain hung from the bow and stern of a vessel in port to allow the vessel to be towed away from the pier in case of fire; also called fire warp or emergency towing wire.

**Free Surface Effect** – Tendency of a liquid within a compartment to remain level as a vessel moves, which allows the liquid to move unimpeded from side to side. Loose water anywhere in a vessel impairs stability by raising the center for gravity.

**Hazardous Material** – As defined in 49 CFR 171.8, a hazardous material is a substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has been designated as hazardous under section 5103 of Federal Hazardous Material Transportation Law. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49 CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions in 49 CFR 173 for flammability, reactivity, toxicity, and corrosive properties.

**Incident Commander** – The individual responsible for all incident activities, including the development of strategies and tactics and the ordering and release of resources. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site. (See also Unified Command).
**Lead Agency** – A government agency responsible for providing an adequate fire response. Normally a local fire department, but under certain circumstances the COTP may fulfill this function. In cases in which it is determined that a master or facility cannot or will not effectively take charge, the lead agency will assign an Incident Commander. For example, if a fire occurs in the City/Port of Los Angeles, an official from the Los Angeles City Fire Department shall be designated the Incident Commander. In the event of a marine fire occurring outside a fire department’s jurisdiction, the COTP will become the Incident Commander, or delegate to an assisting outside agency as needs warrant.

**List** – Continuous lean or tilt of a vessel to one side due to an imbalance of weight within the vessel. Excess firefighting water may cause a vessel to list and eventually capsize and/or sink unless it is removed through an active dewatering operation.

**Marine Casualty** – As defined in 46 CFR Part 4, the term marine casualty or accident applies to events caused by or involving a vessel and includes:

- Any fall overboard, injury, or loss of life of any person
- Any occurrence involving a vessel that results in grounding, stranding, floundering, flooding, collision, allision, explosion, fire, reduction or loss of a vessel’s electrical power, propulsion, or steering capabilities, or any other circumstances that might affect or impair a vessel’s seaworthiness, efficiency, or fitness for service or route. *(See also Serious Marine Incident)*

**Marine Firefighting** – Any firefighting related act undertaken to assist a vessel, oil platform, waterfront facility or other structure located in or next to marine waters.

**Marine Transportation System** – The marine transportation system consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water.

**On-Scene Coordinator** – Person responsible for on scene execution of Coast Guard responsibilities through operational control of assigned Coast Guard assets. Normally, this is a commander of a vessel or aircraft as designated by the Search and Rescue Mission Coordinator (SMC). *(See also Search and Rescue Mission Coordinator)*

**Operational Area** – An intermediate level of the State of California’s fire and rescue organization, normally consisting of a county and all fire and rescue organizations within the county.

**Operational Area Fire and Rescue Coordinator** – Operational Area Fire and Rescue Coordinators are selected by the fire chiefs of local fire and rescue entities within a State of California operational area. The Coordinator is responsible for coordinating resource deployments in response to a requests for assistance within the Operational Area.
**Responsible Party (RP)** – The RP is the person directly responsible and potentially liable for an overall fire response. The responsible party is defined as the owner, operator, or party financially responsible for mitigation of the incident. Determined as follows:

- Vessel fires: Master of vessel or vessel owner/operator.
- Facility fires: Facility owner/operator.
- The Coast Guard has the authority under the **Federal Water Pollution Control Act** (33 U.S.C. 1251 et seq.) to assume the role of the responsible party if the owner/operator/person in charge of the vessel is not known, not acting responsibly, or when the effort is insufficient.

**Rapid Intervention Crew** – The Rapid Intervention Crew (RIC) is responsible for performing search and rescue of trapped or injured fire fighters. A RIC will normally be assigned in each area the fire activities are taking place, including shore-side, vessel and waterside branches. On a vessel, a RIC will be assigned at each separate entry point where below deck activities are being conducted.

**Regional Response Team** – The RRT is an interagency advisory group that has extensive expertise related to oil and hazardous materials spills; develops plans and contributes to preparedness activities (such as training and exercises) before incidents occur; and may assist and advise the Federal On-Scene Commander (FOSC) during an incident, upon request. RRT IX serves Federal Region IX, which includes California, Nevada, and Arizona. Further information about the RRT can be found in **40 CFR 300.115**.

**Primary Resource Provider** – A resource provider listed in the vessel response plan as the principle entity contracted to provide specific salvage and/or marine firefighting services and resources, when multiple resource providers are listed for that service, for each of the COTP zones in which a vessel operates. The primary resource provider will be the point of contact for the plan holder, the Federal On Scene Coordinator (FOSC) and the Unified Command, in matters related to specific resources and services, as required in **33 CFR 155.4030(a)**.

**Qualified Individual (QI)** – A shore based representative of a vessel owner or operator who can activate and engage in contracting oil spill removal organizations, commercial marine firefighters, savage assets, and other response related resources identified in the vessel’s response plan. The QI also acts as a liaison with the pre-designated Federal On-Scene Coordinator (FOCS) and obligate funds required to carry out response activities.

**Safety Zone** – A water area, shore area, or water and shore area to which, for safety and environmental purposes, access is limited to persons, vehicles, or vessels authorized by the U.S. Coast Guard COTP, District Commander, or Commandant, pursuant to **33 CFR Part 165.20**.

**Salvage** – Any act undertaken to assist a vessel in potential or actual danger, to prevent the loss of life, damage or destruction of the vessel and release of its contents into the marine environment. This includes, but not limited to, emergency towing, lightering, re-floating, and marine firefighting. Within the fire service, **Salvage** commonly refers to the act of protecting the contents of a space from water damage, i.e., utilizing a salvage tarp to cover a couch or filing cabinet during overhaul operations.
Search and Rescue Mission Coordinator (SMC) – Each Coast Guard Search and Rescue (SAR) operation is carried out under the guidance of a Search and Rescue Mission Coordinator (SMC). The Sector Commander for the Los Angeles-Long Beach area is designated as the SMC with the Sector Command Center performing the primary duties and responsibilities of the role including:

- Obtaining and evaluating all data on the emergency.
- Dispatching search and rescue units (SRUs) based on this information.
- Developing search plans which include determining limits for the search area, selecting the search pattern, and designating the on-scene coordinator (OSC).
- Controlling the SAR communication network for the assigned mission.
- Monitoring progress of the SAR mission and request additional SAR resources as necessary.

Sector Commander – The Sector Commander is responsible for all Coast Guard missions within the Sector’s Area of Responsibility (AOR). The Sector Commander’s authorities include Search and Rescue Mission Coordinator (SMC), Federal Maritime Security Coordinator (FMSC), Federal On-Scene Coordinator (FOSC), and, in most Sectors, Officer in Charge Marine Inspection (OCMI) and Captain of the Port (COTP). In his or her capacities as OCMI and COTP, the Sector Commander is responsible for a Marine Inspection Zone and COTP Zone.

Serious Marine Incident – As defined in 46 CFR Part 4, the term serious marine incident is a Marine Casualty that includes:

- One or more deaths
- Any injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid
- Damage to property in excess of $100,000
- Action or constructive total loss of any vessel subject to USCG inspections or over 100 gross tons
- A discharge of 10,000 gallons or more of oil, or a release of a hazardous substance in a reportable quantity (40 CFR Part 302), into the navigable waterways of the United States

SOLAS – The International Convention for the Safety of Life at Sea (SOLAS) is an international maritime treaty. It ensures that ships flagged by signatory States comply with minimum safety standards in construction, equipment, and operation. Chapter II-2 – Fire protection, fire detection and fire extinction, outlines fire safety provisions for all ships with detailed measures for passenger ships, cargo ships and tankers.
**Stability** – Tendency of a floating vessel to return to an upright position when inclined from the vertical by an external force (winds, waves, etc.). When a vessel returns to or remains at rest after being acted upon, it is either in stable or neutral equilibrium. If it continues to move unchecked in reaction to the external force, it is in unstable equilibrium. If an unstable vessel does not find a point of stable or neutral stability, it continues to incline until it capsizes.

**Tonnage** – There are five kinds of tonnage used in the marine industry.

1. **Deadweight Tonnage**: expresses the number of tons of 2,240 pounds that a vessel can transport of cargo, stores, and bunker fuel. It is the difference between the number of tons of water a vessel displaces "light" and the number of tons it displaces when submerged to the "load line." Deadweight tonnage is used interchangeably with deadweight carrying capacity. A vessel's capacity for weight cargo is less than its total deadweight tonnage.

2. **Cargo Tonnage**: is either "weight" or "measurement." The weight ton in the United States and in British countries is the English long or gross ton of 2,240 pounds. In France and other countries having the metric system a weight ton is 2,204.6 pounds. A "measurement" ton is usually 40 cubic feet, but in some instances a larger number of cubic feet is taken for a ton. Most ocean package freight is taken at weight or measurement (W/M) ship's option.

3. **Gross Tonnage**: applies to vessels, not to cargo. It is determined by dividing by 100 the contents, in cubic feet, of the vessel's closed-in spaces. A vessel ton is 100 cubic feet. The register of a vessel states both gross and net tonnage.

4. **Net Tonnage**: is a vessel's gross tonnage minus deductions of space occupied by accommodations for crew, by machinery, for navigation, by the engine room and fuel. A vessel's net tonnage expresses the space available for the accommodation of passengers and the stowage of cargo. A ton of cargo in most instances occupies less than 100 cubic feet; hence the vessel's cargo tonnage may exceed its net tonnage, and, indeed, the tonnage of cargo carried is usually greater than the gross tonnage.

5. **Displacement**: of a vessel is the weight, in tons of 2,240 pounds, of the vessel and its contents. Displacement "light" is the weight of the vessel without stores, bunker fuel, or cargo. Displacement "loaded" is the weight of the vessel plus cargo, fuel, and stores.

**Unified Command** – An application of ICS used when there is more than one agency with incident jurisdiction or when incidents cross political boundaries. Agencies work together through the designated members of the Unified Command to establish their designated Incident Commanders at a single ICP; establish a common set of objectives and strategies and a single Incident Action Plan; and a unified media message. This is accomplished without losing or abdicating authority, responsibility, or accountability.

**Urgent Marine Information Broadcast (UMIB)** – UMIBs are a tool used by Coast Guard SAR Mission Coordinators to alert the maritime public to a distress or potential distress situation. The radio broadcast begins with “pan-pan, pan-pan, pan-pan.”
Waterfront Facility – Waterfront facility means all piers, wharves, and similar structures to which a vessel may be secured; areas of land, water, or land and water under and in the immediate proximity to these structures; buildings on or contiguous to these structures; and the equipment and materials on or in these structures or buildings.

Vessel Master – As a matter of customary maritime law and practice, a vessel master is presumed in charge of, and capable of, all onboard ship operations including shipboard firefighting. Merchant vessels are inspected, and their crews trained, to provide an onboard firefighting capability. It is only at the specific request of the master or when it becomes obvious that the vessel's condition threatens the port’s safety or environment that relieving the vessel master of his responsibility as Incident Commander should be considered.

Vessel Response Plan – An environmental protection contingency plan required by the U.S. Coast Guard for most commercial vessels operating in U.S. waters. The plan must cover all geographic areas of the United States in which the vessel intends to operate, including port areas and offshore transit areas. The plan includes:

- Notification procedures
- Shipboard spill mitigation procedures
- Shore-based response activities
- List of contacts
- Training procedures
- Exercise procedures
- Plan review and update procedures
- Geographic-specific appendix for each COTP zone in which the vessel or vessels operate
- An appendix for vessel-specific information for the vessel or vessels covered by the plan

For all petroleum tank vessels and certain non-tank vessels over 400 gross tons, vessel response plans must also include contact information for contracted commercial salvage and marine firefighting service providers.
8200  Responsibilities

8210  Federal Agencies

8210.10  U.S. Coast Guard
Traditionally, the Coast Guard has provided firefighting equipment and training to protect its vessels and property. Occasionally, the Coast Guard is called upon to provide assistance at major fires onboard other vessels and waterfront facilities. Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, primary responsibility for maintaining necessary firefighting capabilities in U.S. ports and harbors lies with local authorities. The Coast Guard renders assistance as available, based on the level of personnel training and the adequacy of equipment. Coast Guard units do not normally have advanced firefighting capabilities. The Commandant intends to maintain this traditional “assistance as available” posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities.

In developing a Coast Guard unit’s assistance posture, the following needs to be considered:

(a) threat level of fire;
(b) the jurisdictions involved;
(c) the capabilities of local fire departments;
(d) the availability of Coast Guard equipment; and
(e) level of Coast Guard training.

Although the Coast Guard has no specific statutory responsibility to fight marine fires, it has traditionally been responsible for the saving of life and property upon the waters of the United States. Coast Guard COTP Los Angeles-Long Beach is charged, by the Ports and Waterways Safety Act (33 U.S.C. 1221, et seq.), with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within his or her area of jurisdiction. For COTP Los Angeles-Long Beach, this area includes the State of California from the San Diego/Orange county line north to the San Luis Obispo/Monterey county line, including the counties of Orange, Los Angeles, Ventura, Santa Barbara and San Luis Obispo. These jurisdictional boundaries are precisely described in 33 CFR 3.55-10. This responsibility extends not only to ships, their cargo, and crew but also to structures in, on, or immediately adjacent to the navigable waters of the United States, or the resources within such waters.

The COTP works with port authorities and local governments within its area of jurisdiction to maintain current and effective contingency plans, supported by the port community, including its fire departments, to ensure coordination of federal, state, municipal, and commercial resources that respond to fires and other incidents. This policy is consistent with the Federal Fire Prevention and Control Act of 1974 (PL 93-498) that states that firefighting is, and should remain, a state and local function.
Responsibilities of the COTP during a major fire aboard a vessel or waterfront facility include:

- Establish and coordinate a Unified Command in accordance with the Coast Guard Incident Management Handbook, COMDTPUB 3120.17 (series)
- Assist in staffing the Incident Command Post
- Assume lead UC member for a burning vessel underway or at anchor when:
  - The fire department with jurisdiction is not on scene or unable to respond
  - No fire department has jurisdiction
- Assume operational control of all Coast Guard forces on-scene
- Establish safety or security zones as necessary
- Provide information on involved waterfront facilities
- Provide information on the location of hazardous materials on the vessel/facility, if available
- Provide technical data on ship’s construction, stability and marine firefighting techniques
- Coordinate the response to actual or potential oil or hazardous materials discharges in the Coastal Zone
- Obtain tugs to assist in relocating moored or anchored vessels
- Alert owners/operators of terminals or vessels at risk

8210.20  **U.S. Army Corps of Engineers (USACE)**

One of the USACE’s primary missions is to ensure navigation on the nation’s waterways moves safely, reliably and efficiently with minimal impact to the environment, thus sustaining a vital component of the economy. USACE navigation activities are worked in partnership with the Coast Guard, National Oceanic and Atmospheric Administration (NOAA) and the shipping industry.

USACE provides emergency support in the restoration of inland waterways, ports, and harbors through dredging operations, channel depth surveys, and clearing obstructions from channels to include vessel removal and salvage.

8210.30  **U.S. Navy Supervisor of Salvage (SupSalv)**

The U.S. Navy (USN) Office of the Supervisor of Salvage and Diving (SupSalv) maintains a capability to respond to maritime accidents and provide ship salvage services in emergencies. Their mission is to provide technical, operational, and emergency support to the Navy, DoD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, diving system certification, and underwater ship husbandry.

8210.40  **National Oceanic and Atmospheric Administration (NOAA)**

NOAA Scientific Support Coordinators (SSCs) coordinate scientific information and provide critical information to the FOSC. A multidisciplinary team of scientists, that includes oceanographers, modelers, biologists, chemists, and geologists, are based in Seattle and support the SSCs during spill events, as well as for drills, exercises, and contingency planning.
8220 State Agencies

8220.10 State of California Department of Fish & Wildlife
Cal DFW provides guidelines and recommendations for oil and hazardous substance incidents which have or may contaminate streams, waterways, or state properties. Cal DFW also assists other agencies in search and rescue missions.

8220.20 State of California Department of Forestry and Fire Protection
Cal FIRE is responsible for fire protection services, and when available, rescue, first aid, and other emergency services to those forest and other wildland areas for which the state is responsible, and to those areas and/or communities for which the state is responsible by contractual agreements.

8220.30 State of California Governor’s Office of Emergency Services
Cal OES is responsible for the coordination of response activities among local government, state, and federal agencies and voluntary organizations to provide resources and expertise in the areas of preparedness, response, recovery, and mitigation.

The California State Warning Center (CSWC) is the central information hub for statewide emergency communications and notifications. The information is disseminated to Federal, State, and Local Governments. The CSWC is staffed with Notification Controllers, Emergency Services Coordinators and Senior Communications Coordinators. The CSWC has the responsibility to receive, coordinate, verify and disseminate information pertaining to all hazardous events which occur within California or that could affect California. Information received by the CSWC is coordinated between the California Governor’s Office of Emergency Services (Cal OES) and other sources to ensure that the information disseminated is timely and accurate.

The State Warning Center can be reached at:

(800) 852-7550

8220.40 State of California State Lands Commission
The State Lands Commission manages state land and oversees marine oil terminal operations. Representatives may be a valuable asset as a technical specialist for an event occurring at a facility they regulate.
8230  County Agencies

Counties, being a legal sub-division of the State of California, have jurisdictional boundaries within the sovereignty of the State of California which extend from the mean high water mark out to 3 nautical miles and beyond if it doesn’t conflict with federal law and when not identified by municipal boundaries. As a state agency, county fire and sheriff departments may be able to offer unique resources for preparedness, response, recovery, and mitigation.

In counties that possess resources for fire management, the county fire department (or sheriff department for certain marine incidents), has the responsibility to act in the same capacity as municipal departments for incidents occurring within the county jurisdiction but outside municipal jurisdictions.

Under the California Fire Service and Rescue Emergency Mutual Aid System Plan, each of California’s 58 counties is designated as an “Operational Area” (the exceptions are the Lake Tahoe Basin and Los Angeles County, which both contain more than one Operational Area).

Operational Area Fire and Rescue Coordinators are responsible for:

- Maintaining Fire Defense Resource Inventories
- Area Mutual Aid Plan
- Dispatch of Fire and Rescue Mutual Aid Resources

8240  Local Agencies

8240.10  Municipal Fire Departments

Local fire departments are responsible for fire protection within their jurisdictions. In a number of cities, this responsibility includes marine terminals and facilities. Responsibilities of local fire departments include:

- Serve as lead Unified Command member for a burning vessel at the pier or underway for incidents within their jurisdiction.
- Establish and staff a Command Post when acting as IC and ensure proper Unified Command participation when appropriate.
- Respond with necessary personnel and equipment, including fire boats, specialized technical rescue and hazardous material resources, safety officers and appropriate medical aid.
- Determine the need for, and request mutual aid.
- Make all requests for Coast Guard personnel, equipment, and waterside security through the COTP.
- Establish liaison with police departments for landside traffic and crowd control, scene security, and evacuation.
- Provide portable communications equipment to response personnel from outside agencies, if needed.
8240.20  Law Enforcement Agencies
Local police departments are responsible for law enforcement, criminal investigations, responder and public security, traffic management, and evacuations within their jurisdiction. Local police departments, working in conjunction with Highway Patrol, Sheriff Departments, and Harbor Patrols, may be required to ensure emergency resources have unrestricted access and egress both on the shore side and water side of an incident. Local law enforcement may also be called upon to assist with crowd control, security at staging areas, and public health and safety evacuations of local populations.

Law enforcement agencies with maritime assets may also be tasked with surface and subsurface search & rescue, marine firefighting, enforcement of safety and security zones, and vessel security escorts within the scope of their jurisdiction and capabilities.

8240.30  Emergency Operations Centers
An emergency operations center (EOC) is a location from which centralized emergency management can be performed. During a maritime incident, EOCs may be activated at the State, County, City, and/or Department level. According to California Code of Regulations, Title 19, Division 2, Chapter 1 (Standardized Emergency Management System), local governments should have designated EOCs that are capable of serving as the central point for:

- Coordination of all the jurisdiction’s emergency operations,
- Information gathering and dissemination, and
- Coordination with other local governments and the operational area.

State Regulations require local governments to provide for five functions: management, operations, planning/intelligence, logistics, and finance/administration. Other local emergency functions, such as Communications, Alert & Warning, Public Health, Care & Shelter, and Construction & Engineering, may be placed under the five essential functions.

8240.40  Port Authorities and Harbor Departments
Generally, Port Authorities and Harbor Departments have a responsibility to provide a viable infrastructure for tenants and customers and work closely with the local municipal government to ensure access is maintained for emergency response resources. This infrastructure may include a security, fire protection, pilotage, and anchorage/mooring areas.

Port Authorities and Harbor Departments should be notified immediately whenever a fire occurs within their boundaries, or in close proximity, to help coordination of response efforts.
8250 Industry

8250.10 Vessel Master
A captain or vessel master is a licensed mariner in ultimate command of the vessel. The captain is responsible for its safe and efficient operation, including cargo operations, navigation, crew management and ensuring the vessel complies with local and international laws, as well as company and flag state policies. All persons on board, including officer and crew, other shipboard staff members, passengers, guests and pilots, are under the captain's authority and are his ultimate responsibility.

The presence of local fire fighters does not relieve a vessel master of command of, or transfer the master's responsibility for overall safety on, the vessel. However, the master should not normally countermand any orders given by the local fire fighters in the performance of fire fighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew. Regardless of other response resources, the owner/operators of vessels, facilities, and oil platforms retain a fundamental responsibility for safety and security.

8250.20 Merchant Mariner Training
All merchant mariners are required to maintain proficiency in basic firefighting skills in accordance with IMO's Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) Convention. Additionally, Masters and rated Officers of oil and chemical tankers are required to undergo additional training and certification relevant to the specific hazards and emergency actions required for those particular cargos. In either case, merchant mariners must hold an endorsement on their license or credential indicating they meet these requirements.

8250.30 Marine Casualty Reporting
In accordance with 46 CFR 4.05, a vessel owner, agent, master, operator, or person in charge, shall immediately notify the nearest U.S. Coast Guard Sector or Marine Inspection Office whenever a vessel is involved in a marine casualty after addressing the resultant safety concerns.

Marine casualties consist of:

- A loss of life, fall overboard, or any injury that requires professional medical treatment
- A grounding, stranding, floundering, collision or allision
- Fire, explosion or flooding
- A loss of main propulsion or primary steering
- Failure of or damage to fixed firefighting systems, life saving equipment, and bilge pumping equipment
- Any other circumstance that might affect or impair a vessel's seaworthiness
- Any incident involving significant harm to the environment including the discharge of oil or release of hazardous substances into navigable waters

A follow-on written report (CG-2696) must be submitted within five days of the casualty.
When the master of a commercial vessel has determined that the resources and personnel available on board cannot meet the needs of an actual or potential incident, the master is expected to follow the procedures approved in the ship’s Vessel Response Plan (VRP). In accordance with Coast Guard Message R 221949Z Mar 13, Vessel Response Plan Activation, the resource providers identified in a VRP should be immediately notified and, as appropriate, activated when a discharge of oil, or a substantial threat of such a discharge of oil, exists. Examples of incident that might present a substantial threat of pollution are: loss of propulsion with subsequent inability to control the movement of the vessel, bump-and-go grounding, excessive list, and allisions.

8250.40 Vessel Response Plan
As a provision of the Oil Pollution Act of 1990, all tank vessels carrying oil as cargo and all commercial vessels over 400 gross tons carrying oil as fuel for main propulsion must develop and maintain an oil spill response plan. The plan must include shipboard spill mitigation procedures and cover all geographic areas of the United States in which the vessel intends to operate. These provisions were codified in 33 CFR 155 Subpart D (§155.1015) and Subpart J (§ 155.5015) respectively.

In addition to general pollution prevention and response procedures, several classes of commercial vessels must also identify a salvage and marine firefighting resource provider that is capable of responding to an incident while the vessel is operating within 50 miles of the U.S. coast.

- All petroleum tank vessels (regardless of capacity) and all non-tank vessels over 400 gross tons with a fuel capacity greater than 2,500 barrels must have a signed response contract with a salvage and marine firefighting provider.
- All non-tank vessels over 400 gross tons with a fuel capacity less than 2,500 barrels, but greater than 250 barrels must have a consent agreement with a salvage and marine firefighting provider to list them in the vessel response plan, but does not require a signed response contract.
- All non-tank vessels over 400 gross tons with a fuel capacity less than 250 barrels must have a consent agreement with a salvage services only.
Figure 3. S&MFF Contracted Services by Vessel Type and Fuel Capacity

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Fuel Capacity</th>
<th>Salvage</th>
<th>Emergency Lightering</th>
<th>Firefighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nontank Vessel</td>
<td>2,500 barrels or greater</td>
<td>Identified &amp; Under Contract</td>
<td>Identified &amp; Under Contract</td>
<td>Identified &amp; Under Contract</td>
</tr>
<tr>
<td>Nontank Vessel</td>
<td>Less than 2,500 bbls, but greater than 250 bbls</td>
<td>Identified &amp; Consent Agreement</td>
<td>Identified &amp; Consent Agreement</td>
<td>Identified &amp; Consent Agreement</td>
</tr>
<tr>
<td>Nontank Vessel</td>
<td>Less than 250 bbls</td>
<td>Identified &amp; Consent Agreement</td>
<td>Not required</td>
<td>Not required</td>
</tr>
</tbody>
</table>

8250.50 Commercial Salvage & Marine Firefighting Resource Provider

The Primary Resource Provider is a mandated private responder with valuable resources and expertise to the incident and should be utilized by the initial responders in order to create the most effective mitigation of an incident. Although this private response is mandated it is also required that the private responder integrate into the existing incident command structure. Required salvage and marine firefighting services, and the planning response timelines, are shown in Figure 4.

A resource provider listed in the vessel response plan as the principle entity contracted to provide specific salvage and/or marine firefighting services and resources, Regardless of other salvage and marine firefighting resource providers listed for that service, for each of the COTP zones in which a vessel operates. The primary resource provider will be the point of contact for the plan holder, the Federal On Scene Coordinator (FOSC) and the Unified Command, in matters related to specific resources and services, as required in 33 CFR 155.4030(a).
Figure 4. S&MFF Services and Response Timeframes, 33 CFR 155.4030(b)

<table>
<thead>
<tr>
<th>Service</th>
<th>Location of incident response activity timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Near Shore-Out to 12 miles from shore (hours)</td>
</tr>
<tr>
<td><strong>(1) Salvage</strong></td>
<td></td>
</tr>
<tr>
<td>(i) Assessment &amp; Survey</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and consultation</td>
<td>1</td>
</tr>
<tr>
<td>(B) Begin assessment of structural stability</td>
<td>3</td>
</tr>
<tr>
<td>(C) On-site salvage assessment</td>
<td>6</td>
</tr>
<tr>
<td>(D) Assessment of structural stability</td>
<td>12</td>
</tr>
<tr>
<td>(E) Hull and bottom survey</td>
<td>12</td>
</tr>
<tr>
<td>(ii) Stabilization</td>
<td></td>
</tr>
<tr>
<td>(A) Emergency towing</td>
<td>12</td>
</tr>
<tr>
<td>(B) Salvage plan</td>
<td>16</td>
</tr>
<tr>
<td>(C) External emergency transfer operations</td>
<td>18</td>
</tr>
<tr>
<td>(D) Emergency lightering</td>
<td>18</td>
</tr>
<tr>
<td>(E) Other refloating methods</td>
<td>18</td>
</tr>
<tr>
<td>(F) Making temporary repairs</td>
<td>18</td>
</tr>
<tr>
<td>(G) Diving services support</td>
<td>18</td>
</tr>
<tr>
<td>(iii) Specialized Salvage Operations</td>
<td></td>
</tr>
<tr>
<td>(A) Special salvage operations plan</td>
<td>18</td>
</tr>
<tr>
<td>(B) Subsurface product removal</td>
<td>72</td>
</tr>
<tr>
<td>(C) Heavy lift</td>
<td>Estimated</td>
</tr>
<tr>
<td><strong>(2) Marine Firefighting</strong></td>
<td></td>
</tr>
<tr>
<td>(i) Assessment &amp; Planning</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and consultation</td>
<td>1</td>
</tr>
<tr>
<td>(B) On-site fire assessment</td>
<td>2</td>
</tr>
<tr>
<td>(ii) Fire Suppression</td>
<td></td>
</tr>
<tr>
<td>(A) External firefighting teams</td>
<td>4</td>
</tr>
<tr>
<td>(B) External vessel firefighting systems</td>
<td>4</td>
</tr>
</tbody>
</table>

Note: The response times listed are used for contract and planning purposes under ideal conditions, they are not to be used as a performance standard.
8300  Command

Upon activation of this section of the Area Contingency Plan, salvage and firefighting resources under the direction of the Incident Commander/Unified Command will respond in an appropriate manner in an attempt to stabilize the incident (e.g. control and extinguish the fire, stabilize the vessel, stop or control the leak, rescue personnel, etc…). Coast Guard assets will be prepared to provide “assistance as available” to the firefighting efforts when appropriate qualified fire service officers are present and able to assume command.

8310  Incident Commander

For marine fires, the highest ranking fire service officer present in whose jurisdiction the marine fire occurs will normally serve as the Incident Commander. Based on availability and limitations of agency resources, an agency with jurisdictional authority may elect to transfer Incident Command to an assisting agency who has a greater capacity to respond to the marine fire incident. The Los Angeles-Long Beach Captain of the Port will not assume overall control of firefighting efforts when appropriate qualified fire service officers are present and able to assume command. For marine casualties not involving fire or the threat of fire, the Coast Guard will normally retain the Incident Commander role.

8320  Unified Command

If an incident extends over jurisdictional boundaries, it is highly recommended a Unified Command response structure be formed (see Figure 4). If there is a threat of an oil spill or hazardous materials release due to a marine incident, the Oil Pollution Act of 1990 and National Contingency Plan requires the Coast Guard to respond and form a Unified Command.

The highest ranking fire service officer present in whose jurisdiction the marine fire occurs will serve as the lead member of the Unified Command for firefighting operations. Within the Unified Command structure, the lead member may shift between agencies when other operations such as search and rescue, environmental protection, and/or vessel salvage are being conducted. A strength of the Unified Command response structure is multiple authorities and resources can be leveraged simultaneously for multiple missions and incident objectives.

8330  Role of Responsible Party / Owner-Operator in the Unified Command

As required under the Oil Pollution Act of 1990, the owner/operator of a vessel, oil platform, or waterfront facility shall designate a representative to serve as a member of the Unified Command in a manner consistent with the National Contingency Plan.

At all times, the owner/operator has a legal responsibility for the safety of the vessel’s crew members and any other individuals who board their vessel or oil platform or enter their waterfront facility.
8340 Incident Organization
The response organization may be organized in an infinite number of ways to fit the incident. Figures 6, 7, and 8 provide example incident organization structures. Keep in mind the operations required to accomplish the incident objectives and span of control.

8350 Multi-Agency Coordination (MAC) Groups
See the 2012 FIRESCOPE Field Operations Guide (Ch 2), the 2014 USCG Incident Management Handbook (Ch 15), or the California Statewide Multi-Agency Coordination System Guide for information on utilization of the Multi-Agency Coordination System and MAC Groups such as the Area Committee (AC), Area Maritime Security Committee (AMSC), Regional Response Team (RRT) and the Local Emergency Planning Committee (LEPC).

8360 Incident Command Post
A command post should be established as soon as practicable at a location determined by the Incident Commander/Unified Command (see also Sections 8610 and 5220.1 for a list of possible Incident Command Posts). A command post may be as simple as the tailgate of a fire service vehicle on a pier for small or emerging incidents, or for larger and protracted incidents, a meeting room at a public facility, a conference hall at a hotel, or other commercial venue. The location of the command post should be communicated to all responding entities when it has been established.
Figure 6. Example Marine Firefighting Organization Chart

Source: City of Los Angeles Fire Department
Figure 7. Example Tankship Salvage Organization Chart

Source: USCG 2014 Incident Management Handbook: Ch 22, Marine Fire & Salvage
Figure 8. Example All Risk Organization Chart

Source: Federal Region 9 Regional Contingency Plan
8400 Operations

Initial response operations will be the responsibility of the owner/operator of the vessel, oil platform, or waterfront facility. Owners and operators of vessels, oil platforms, and waterfront facilities must develop their own contingency plans to respond to marine fires and limit the spread of fire from their property.

Many public agencies and private organizations will be providing assistance with marine firefighting response operations. These organizations include:

1. Municipal fire and police departments;
2. County fire and sheriff departments;
3. U.S. Coast Guard;
4. Affected port and harbor authorities;
5. Contracted resources; and/or
6. Other interested parties including Good Samaritans

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a marine fire, they can take appropriate measures to prevent the fire from spreading to nearby exposures.

U.S. Coast Guard will render assistance as available, based on the level of training and the availability of equipment. At a minimum, this will involve active participation within a Unified Command, establishing safety zones, rerouting or restricting vessel traffic, making marine broadcasts, assistance with search and rescue or medical evacuation, or pollution response.

The Los Angeles-Long Beach Captain of the Port will be prepared to continue in the role of Federal On-Scene Coordinator (within the Unified Command) upon conclusion of firefighting operations to oversee salvage operations or pollution responses.

Other response entities, particularly pollution response and salvage resources, will be integrated into the response organization as needed by the Incident Commander or Unified Command (to include the Responsible Party). Although no industry certification standard exists for salvors, the Incident Commander/Unified Command should utilize the evaluation criteria in 33 CFR 155.4050 (supported by the American Salvage Association) to ensure the adequacy of salvors and commercial marine firefighters.
8410 Initial Notifications/Dispatch

Initial notification of a marine fire may originate through a phone call to the U.S. Coast Guard, a radio call to the U.S. Coast Guard on marine Channels 14 or 16, or through a telephone call to a local emergency 9-1-1 dispatch center. Subsequent notifications by the U.S. Coast Guard Command Center to local response agencies will be made through an Urgent Marine Information Broadcast on marine Channel 16 and by phone to the initial lead agencies listed in Figure 8 below and in accordance with the County of Los Angeles Marine Response Zone Plan (Annex VI). Phone calls to supporting agencies will be made as necessary.

Annex I to Section 8000 contains a Coast Guard Sector LA-LB Command Center check list to assist with collecting pertinent information when a marine fire is reported.

8410.10 Advance Assessment Team

There will be incidents where the Coast Guard will be notified of a fire or marine casualty while the vessel is enroute to a local port. This will provide the Coast Guard and port partners an opportunity to plan for the response. It is often advantageous to send an Advance Assessment Team to overfly the vessel and provide a scene size-up and initial assessment as soon as possible and PRIOR to it entering port. This will permit the UC to collect the information needed to make informed decisions, to mitigate the impact of the incident, and have adequate appropriate resources available prior to entering port. The nature of the incident will determine the specific makeup of the team and equipment needed for evaluation. At a minimum, the team will be composed of:

- Team Leader – U.S. Coast Guard Senior Marine Inspector
- Marine Salvor – Experienced Salvage Master (if available)
- Pollution Response Advisor – California Department of Fish & Wildlife

Additional members of the team should include an incident specific specialist such as:

- Marine Firefighting Advisor – Qualified Advance Marine Firefighter (Commercial or from an assisting agency)
- Emergency Medical Services (EMS) Advisor – Qualified Paramedic
- HAZMAT Advisor – USCG, EPA, or local fire HAZMAT specialist

The Advance Assessment Team must maintain communications with the USCG Sector Command Center on VHF-FM Channel 22A or other designated channel/frequency. Coast Guard air assets (fixed or rotor wing) should be the primary consideration for transportation/delivery of the Advance Assessment Team, but the severity of the disaster, distance offshore, and existing hazards shall be used to identify the best available platform.
### Figure 9. Response Agency Matrix

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Initial Lead Agency</th>
<th>Supporting Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Hueneme facility fire or vessel fire at pier</td>
<td>Ventura County Fire Dept.</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Oxnard City Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ventura City Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Naval Base VC “Fed” Fire Dept.</td>
</tr>
<tr>
<td>Port of Los Angeles facility fire or vessel fire at pier</td>
<td>Los Angeles Fire Department</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Long Beach Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Co. Fire Department</td>
</tr>
<tr>
<td>Port of Long Beach facility fire or vessel fire at pier</td>
<td>Long Beach Fire Department</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Los Angeles Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Co. Fire Department</td>
</tr>
<tr>
<td>Port of Long Beach vessel fire at inner anchorages</td>
<td>Long Beach Fire Department</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Los Angeles Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Co. Fire Department</td>
</tr>
<tr>
<td>Vessel fire at LA/LB outer anchorages (El Segundo to Huntington Beach)</td>
<td>LA Co. Fire Department/</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td>Long Beach Fire Department/</td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td>Orange County Sheriff Dept.</td>
<td>Los Angeles Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Co. Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Orange County Sheriff Dept.</td>
</tr>
<tr>
<td>Vessel fire underway out to 200 nautical miles offshore</td>
<td>U.S Coast Guard</td>
<td>U.S. Navy</td>
</tr>
<tr>
<td>Offshore platform fire</td>
<td>U.S. Coast Guard</td>
<td>U.S. DOI- BSSE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Los Angeles Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Long Beach Fire Department</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Co. Fire Department</td>
</tr>
<tr>
<td>Marine casualty (e.g. vessel collision, grounding, flooding, oil spill,</td>
<td>U.S. Coast Guard</td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td>loss of propulsion, etc…)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maritime Search and Rescue</td>
<td>U.S. Coast Guard</td>
<td>Local police, fire, and lifeguards</td>
</tr>
<tr>
<td>Channel blockage/ Hazard to navigation</td>
<td>U.S. Coast Guard/</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td></td>
<td>U.S. Army Corps of Engineers</td>
<td>U.S. Army Corps of Engineers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cal DFW OSPR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>POLB Commercial Dive Unit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>POLA Port Police</td>
</tr>
</tbody>
</table>
Figure 10. LA County Area Maritime Response Zones
8420 Firefighting Operations

A major waterfront, oil platform, or shipboard fire in the Los Angeles-Long Beach COTP Zone will likely involve response teams from federal and local agencies. The nature and location of the fire will be the deciding elements in determining which agency assumes responsibility for firefighting operations.

8310.10 Initial Assessment
The first marine firefighting unit on scene shall assume the role of initial Incident Commander (or On-Scene Coordinator for search and rescue incidents) and initiate the following.

a. Initial scene size up and assessment. An initial assessment shall be transmitted as soon as possible to U.S. Coast Guard Command Center on VHF-FM Marine Band Channel 16 (156.800 MHz) or Channel 22A (157.100 MHz). The initial assessment should include:
   - Type of vessel in distress and description
   - Approximate number of survivors/victims
   - Latitude and longitude
   - On-scene weather conditions
   - Additional resource needs

b. The first marine firefighting unit on scene shall continue to provide coordination of response operations, including Search and Rescue, until relieved by a more capable unit or directed by the Unified Command.

8420.10 Initial Actions

| After the initial assessment, the first arriving unit shall implement the Incident Command System and begin to organize the on-scene operations (e.g., request additional resources, assign search responsibilities, assign perimeter control, coordinate dive operations, etc.) until Unified Command is established to provide the required coordination and direction. Example incident organization charts are provided in Section 8300 (see Figures 6, 7, & 8). |

The incident management priorities of life safety, incident stabilization, property conservation, and environmental protection and the operational firefighting priorities of rescue, exposures, confinement, extinguishment, ventilation, and salvage/overhaul are generally the same for shipboard fires and for land structure fires.

Marine firefighting specific priorities:
   - Selection of a location to fight the fire
   - Multiagency accountability and coordination
   - Dewatering operations, including control of runoff
- Pollution prevention and control
- Vessel trim and stability
- Logistical issues involving personnel, equipment, and fire-fighting agents

8420.20 Shipboard Firefighting Considerations
Many shipboard fires start in the engine room or accommodation spaces. Oils fuel most engine room fires initially, producing hot fires that spread rapidly and require immediate attack. Because accommodation blocks are usually directly above machinery spaces, engine room fires often spread to these spaces, which also contain heavy fuel loads.

Cargo fires have different characteristics that depend upon the type of cargo and the ventilation arrangements and fire-fighting arrangements in the hold. Fires in containers, chemical carriers, bulk cargoes of coal, liquefied gas carriers, and tankers require specialized fire-fighting techniques.

8420.30 Dewatering & Vessel Stability
The free surface effect of loose water is often more damaging to stability than the weight of the water. Whenever fires are fought with water or other liquids, careful attention must be paid to where those liquids go, both during and after the fire. It is essential to establish and maintain adequate dewatering systems during the fire containment stage.

8420.40 Salvage Firefighting
Salvors play a major role in ship survivability. To do so they must be proficient in firefighting strategies, tactics and use of equipment. They must react quickly and read a fire, anticipating what will happen before it happens.

Several elements of marine fires impede salvage firefighters:
- What is seen from a salvage ship alongside a burning vessel is not always representative of the total fire situation aboard the casualty
- A ship has finite dimensions and special hazards (fuel, dangerous goods, munitions, etc.) that govern the basic firefighting approach
- Materials and storage methods aboard ship make firefighting difficult
- A burning ship has a limited capacity to sustain buoyancy losses caused by the accumulation of large quantities of firefighting water
- Resupplying firefighting consumables is often difficult and may require helicopter logistics
### Figure 11. Salvage Firefighting Strategies

<table>
<thead>
<tr>
<th>CONTAIN</th>
<th>CONTROL</th>
<th>EXTINGUISH</th>
<th>CLEANUP</th>
</tr>
</thead>
</table>
| • Assess fire and flooding condition and present firefighting/dewatering status  
• Establish, reinforce or reset boundaries  
• Place ship under control on optimum speed and heading to minimize fire spread  
• Commence, redirect or reinforce dewatering operations  
• Prepare line of approach for firefighters  
• Establish foam compound stockpile | • Prepare lines of approach to fire edge through boundary cooling  
• Vent excess smoke and heat when practical and safe  
• Position fire teams at designated attack front(s)  
• Verify cooling, boundary control and optimum heading are maintained  
• Establish adequate foam stocks at fire perimeter | • Pass fresh or rested attack firefighting team(s) through fire control teams  
• Maintain self-protection and cooling sprays on attack teams  
• Mall all-out foam, water or applicable agent attack on fire  
• Ensure heading control and boundary cooling  
• Extinguish fire | • Check fire source, set reflash and cooling watches with charged hoses  
• Commence debris removal and increase or deploy dewatering operations  
• Carry out temporary plugging and patching where necessary to render ship safely afloat |

*Source: U.S. Navy Ship Salvage Manual Volume 3 (Firefighting and Damage Control), Chapter 5*
8430 Search & Rescue Operations

Search and Rescue (SAR) operations should be performed in accordance with 14 U.S.C. Sections 2, 88, and 141 and the National SAR Plan of the United States. Under the National SAR Plan, the U.S. Coast Guard has the responsibility of SAR Mission Coordinator for incidents occurring on the navigable waters of the United States.

Local SAR contingency plans include:
- County of Los Angeles Marine Response Zone Plan (Annex IX)
- Los Angeles International Airport Air/Sea Disaster Plan
- Orange County Fire Services Marine Air-Sea Disaster & Mass Rescue Operation Response Plan
- Santa Barbara Airplane/Vessel Marine Rescue Plan
- U.S. Coast Guard Sector LA-LB Mass Rescue Operations Plan
- Central California Area Maritime Security Committee Port Evacuation Plan

8430.10 Casualty Collection Points

Coordination of shoreside triage, treatment and transportation is a critical component of rescue operations. Casualty collection points must be identified early in the incident and communicated to all responders. Collection points suggested in the above plans include:
- Marine Fire Stations
- Harbor Patrol Piers
- Ferry Terminals
- Military Piers

8440 Pollution Recovery Operations

Environmental protection and pollution recovery operations must be performed in accordance with this Los Angeles-Long Beach Area Contingency Plan and coordinated with marine firefighting, search and rescue, law enforcement, and any other operations that may take place on a dynamic event. See Sections 3000 (Operations) and 9800 (Site Specific Information) of this plan for further guidance on Pollution Recovery Operations.

8450 Security Operations

Port security operations may be conducted in conjunction with other on-going response operations. Similar to land-based law enforcement resources responding to an industrial/commercial fire, maritime law enforcement may be tasked with providing traffic control (safety zone enforcement), force protection (security zone enforcement), criminal investigations, as well as active crisis management (tactical response). The Operations Section Chief may need to deconflict priorities to ensure the situation is mitigated while remaining secure. Security operations should be conducted in accordance with the U.S. Coast Guard Maritime Law Enforcement Manual and the Area Maritime Security Plan.
8460 Salvage Operations

Having a well thought-out and organized salvage plan is vital to the success of any salvage operation. A detailed survey of the casualty and salvage site provides the salvor with the necessary background information from which to form a comprehensive plan. To develop a workable salvage plan, salvors must evaluate the position and condition of the ship, understand the complexities of the given situation and conceptualize the work and methods necessary to accomplish the aims of the operation. Annex I (Tab B) to Section 8000 contains a Rapid Salvage Survey.

Salvage efforts may be divided into three phases: stabilization, refloating, and post-refloating. During the stabilization phase, salvors must take steps to limit further damage to the vessel, and to keep the ship from being driven harder aground or broaching. The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her stand. During post-refloating, the vessel is secured and delivered to the designated port facility.

8460.10 Initial Actions

Upon arrival, the salvor should conduct damage control and position stabilization. Damage control actions may range from augmenting the ship’s crew to conducting firefighting and flooding control. Position stabilization consists of securing the ship at the first opportunity to prevent it from broaching or being driven further ashore.

8460.20 Salvage Survey

Prior to developing a salvage plan, the salvor must conduct a thorough salvage survey of the vessel and its immediate surroundings. The survey gathers information about the casualties by inspecting the ship(s) and the conditions surrounding them. The salvage survey is defined in the U.S. Navy Salvage Manual as being comprised of:

- The preliminary survey
- A detailed topside survey
- A detailed interior hull (including machinery) survey
- A detailed diving and exterior hull survey
- A detailed hydrographic survey
- A detailed site safety survey
- A detailed cargo survey
- A detailed pollution potential survey

The salvor should refer to Volume 1, Chapter 2 of the U.S. Navy Salvage Manual for details. All subsurface operations must be conducted in accordance with Association of Diving Contractors recommendations and Commercial Diving Operation regulations found in 29 CFR Subpart T (§1910.401) and 46 CFR Subpart B (§197.200).
Salvage Plan
The salvage plan enumerates the work to be done, matches it with the resources available, schedules it, sets forth the responsibilities of individuals and organizations, and provides a vehicle for coordination of all salvage efforts to meet target dates and times.

The salvage plan has two major parts: the main body of the plan and the supporting annexes. The main body contains the following:

- Basic information to identify the ship and the condition of the stranding, such as the ship’s name, dimensions, hydrostatic data, location of stranding, etc.
- An engineering estimate prepared by the salvage engineer or the senior salvage officer, that specifically includes calculations for:
  1. The ground reaction
  2. The freeing force
  3. Location of the neutral loading point, if applicable
  4. Stability – both aground and afloat
  5. Strength of the hull girder, damaged areas, attachment points, and rigging
  6. A summary of the rationale for selection of specific retraction and refloating techniques based on sound engineering practices
  7. Hydrographic information, including the data gathered during the detailed hydrographic survey. Dangerous waters, danger bearing, danger sectors and other navigation information should be provided for use by ships and boats engaged in the salvage operation. Action taken to mark isolated dangers, establish tide gages, navigational ranges, etc., is included.

- Potential pollution and specific pollution control techniques and response resources, and pollution control’s impact on the salvage operation.
- The results of the safety survey and safety officer’s recommendations should be detailed with specific hazards identified and precautions listed. Action necessary to comply with the recommendations, including safety briefings and training, is listed.

The supporting annexes are detailed plans for each salvage technique used. Some of these annexes may be subdivided into appendices or additional annexes if the scope of the task warrants.

As the salvage plan and its supporting annexes are being developed, the salvage teams commence work. Often, the work will begin before the annex is completed. Close supervision of work started before the completion of planning is necessary to ensure the work remains in conformance with the plan and its intent so that effort is not wasted.

**Note: Salvage Plans can be independently reviewed by the Coast Guard's Salvage Engineering Response Team and by the American Salvage Association**
8470 Vessel Movement & Places of Safe Refuge

8470.10 Safety Zones
The COTP may find it helpful to control or restrict vessel traffic in an affected area to help ensure the safety of responders and the general public. All safety zones are established by regulation. 33 CFR Part 165 sets forth procedures for the COTP to establish Safety Zones for the protection of vessels, water, and shore areas. Temporary Safety Zones issued in response to an emergency, such as a ship fire, are issued as final rules and are effective immediately upon signing.

Some examples of reasons to establish a Temporary Safety Zone include:
- To ensure the safe transit of a vessel carrying cargo of particular hazard
- To limit vessel access to an area in which spill removal operations are underway
- To limit access to shore side areas suffering from the after effects of explosions, fires or oil pollution
- To safeguard a vessel grounded or sunk in or near a navigable channel, or to keep vessels off an uncharted shoal before marking or dredging
- To establish a perimeter around a damaged or burning vessel, in order to facilitate access for fire/rescue personnel and to protect uninvolved persons and vessels

8470.20 Emergency Towing
The mission of emergency towing (a.k.a. rescue towing) encompasses saving a stricken vessel at sea and towing to a safe refuge, or possibly towing a damaged vessel away from a port to protect life and property. Ideally, a rescue tug can:

1. Reach the casualty before the situation deteriorates beyond recovery,
2. Arrest the leeward drift,
3. Turn the distressed vessel to reduce the environmental effects, and
4. Make headway to a port of safe refuge.

The requirement for high speed must be balanced against high bollard pull (the maximum force the tug can exert against a topline at zero speed), as the two are not normally compatible requirements for the same propeller.

The Marine Exchange of Southern California maintains a list, on behalf the LA/LB Harbor Safety Committee, of area towing vessels enrolled in the State of California’s Escort Tug Inspection Program (ETIP). The ETIP Bollard Pull Test Results table provides a list of certified vessels and information on the towing vessel’s length, propulsion type, total horsepower, bollard pull rating, and date of last bollard test. The towing providers enrolled in the ETIP for Southern California include Crowley Marine Services, Foss Maritime, and Millennium Maritime. Contact for these three resource providers can be found in Section 8640.
The U.S. Coast Guard requires all commercial tank vessels carrying petroleum as cargo and all commercial non-tank vessels over 400 gross tons to identify an emergency towing provider in their Vessel Response Plan. The vessel owner/operator must identify towing vessels with adequate horsepower and bollard pull, which can operate in environments with winds up to 40 knots, and can respond within 12 to 18 hours to where the vessel plans to operate (33 CFR 155.4030(e)).

To facilitate an emergency towing evolution within a port complex, all oil tankers over 20,000 deadweight tons (dwt) must have an emergency towing arrangement fitted at both ends of the vessel in accordance with 33 CFR 155.235 and IMO resolution MSC.35(63), and all vessels carrying permitted Class 1 explosives (Division 1.1 and 1.2 materials), must have emergency towing wires secured to mooring bits at the bow and stern ready for immediate use with the towing eyes passed outboard and kept at about water level while the vessel is moored or anchored in a port area, in accordance with 49 CFR 176.178.

Because each tow is unique, the planning and preparation, and execution have to carefully worked-out each time.

Other considerations for towing a damaged ship include:

- Draft, trim and list of the casualty
- Residual strength and reserve buoyancy that may be lower than those acceptable in a routine tow
- Necessity of providing adequate portable pumps, damage control equipment and trained riding crews
8470.30 Places of Safe Refuge
A crucial decision in response to a burning vessel is whether to allow it to enter the port, move it to (or away from) an anchorage or a pier, ground the vessel, or scuttle it offshore. No vessel on fire will be moved without the express permission of U.S. Coast Guard COTP Los Angeles-Long Beach. In accordance with COMDTINST 16451.9 (Coast Guard Places of Refuge Policy), the LA-LB Area Committee has chosen six locations for consideration as potential places of safe refuge:

- Port of Los Angeles
- Port of Long Beach
- Port of Long Beach Inner Anchorage
- LA-LB Port Complex Outer Anchorage
- El Segundo Anchorage
- Port Hueneme

8470.40 Vessel Movement Considerations
The Risk Comparison Worksheet for Responding to Vessels in Peril (Annex II to Section 8000) was developed to gather and organize incident specific information and assess risks involved in moving a vessel to a place of safe refuge.

Among the considerations to evaluate in deciding whether to allow a vessel to enter or move within a port are the following:

- Hazard to crew or other resources where vessel is situated
- Location and extent of fire
- Capabilities/training of crew
- Status of shipboard firefighting equipment
- Class and nature of cargo
- Possibility of explosion
- Hazards to the environment
- Forecasted weather
- Maneuverability of the vessel (i.e., is it a dead ship, etc.)
- Effect on bridges under which the vessel must transit
- Potential for fire to spread to pier or shore side facilities
- Firefighting resources available shore side
- Consequences/alternatives if the vessel is not allowed to enter or move
- Hazards to other ships or special populations (i.e. schools, hospitals)
- Possibility of major structural failure during transit
- Danger to pilot and tug crews during transit
- Possibility of vessel sinking or capsizing thereby becoming an obstruction to navigation
8470.50 Vessel Movement Decision Process
Prior to determining if a vessel can be moved or if a place of safe refuge can be used, all options should be evaluated and consequences considered. Options include:

- Vessel remains in the current position (inside or outside the port);
- Vessel continuing its voyage into a port (Place of safe refuge);
- Direct the vessel to continue onto its next port of call (continue voyage);
- Direct the vessel out of port or further offshore;
- Intentionally ground the vessel; or
- Intentionally scuttle the vessel in deep water

The COTP Los Angeles-Long Beach will receive input from the Incident Management Team (if established- Safety Officer, Environmental Unit and Marine Transportation System Unit, Operations Section Chief, and Salvage Master) to fully assess all the safety, environmental, and economic impacts and determine appropriate action. Information recorded on the Risk Comparison Worksheet for Responding to Vessels in Peril (Annex II to Section 8000) will be instrumental in this decision process. Further guidance on the process can be found in Section 4900 of this Area Contingency Plan, as well as Annex II.

8470.60 Reasons for Denial
Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels;
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation;
- The vessel might become a derelict;
- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, etc.); or
- Risk of serious pollution incident by oil or hazardous substances exists.
8480  Marine Casualty Investigations

Fire investigations are highly complex evolutions and typically involve multiple federal, state and local agencies. Depending on severity, fires and explosions involving commercial vessels are classified as **Reportable Marine Casualties**. As such, Coast Guard investigators will make an initial assessment as to the damage incurred and then determine an appropriate level of investigative effort. Dependent upon severity, this activity may range anywhere from a simple data collection activity to a major marine casualty determination by Coast Guard Headquarters and require National Transportation Safety Board involvement. The regulations that govern marine casualties may be found in 46 U.S.C. 6301 and 46 CFR Part 4.

The Coast Guard (and marine employers) may direct chemical testing pursuant to 46 CFR Part 4 or 33 CFR Part 95. Chemical testing is time sensitive and requires crewmembers directly involved in the incident to be **alcohol tested within 2 hours**, but no later than 8 hours after the incident. This testing may be performed by trained law enforcement officers at the request of the Coast Guard. **Drug testing is to be conducted within 32 hours** of the incident.

The Coast Guard entered into an MOU with the Bureau of Alcohol, Tobacco, Firearms, & Explosives (ATF) on April 26, 2002, for the purpose of providing investigative expertise with regard to fires and explosions on Coast Guard facilities, involve Coast Guard personnel, under investigation by the Coast Guard pursuant to 46 U.S.C. 6301 for which the Coast Guard requests ATF assistance, and under investigation by the ATF pursuant to 18 U.S.C. 846 for which the ATF request Coast Guard assistance. ATF may provide investigators, lab analysis, fire cause or destructive device determination statements, and training.

The Coast Guard is the lead federal agency in responding to and investigating marine casualties. However, Coast Guard investigators should lean heavily upon the expertise of state and local fire fighting officials during the initial response and assessment period. As such, investigative teams should be made up of appropriate federal, state and local fire investigation personnel. Information on how Coast Guard investigators conduct fire investigation may be found in *Marine Safety Manual Volume V, B7 - 11*. Evidence preservation and collection is critical. Responders and investigative teams should make every effort to preserve the accident scene and maintain an effective chain of custody. Additionally, Coast Guard investigators have the ability to issue subpoenas during the collection of evidence phase of the investigation.
8490 Termination of Response Activities

The IC or UC will make the determination of when to terminate response activities after consulting with the Marine Firefighting On-Scene Coordinator or Operations Section Chief. A complete overhaul of the fire area can take many hours or even days. ICs are cautioned to avoid a hasty decision when certifying that a fire has been extinguished.

After the fire has been extinguished, access to affected shipboard spaces by non-firefighters should be restricted until the spaces are certified safe for human entry (containing sufficient oxygen and free from toxic gases) by a marine chemist. The Unified Command is responsible for declaring the facility or vessel safe for workers upon completion of the response.

Upon termination of the emergency phase of the operations, the Unified Command organization role will shift to mitigation, clean up, recover, and restoration. This shift in objectives and priorities may require transfer of command to another agency(s) or departments of an already involved agency. Local fire agency representatives will likely maintain a presence at the Incident Command Post; however, fire agencies have a limited role within the transition to recovery and restoration.
8500  Planning  

The Incident Commander or Unified Command is responsible for organizing and staffing the Planning Section (see Figure 12). It is preferred that these resources are the combined talents of the vessel, oil platform, and/or waterfront facility personnel, along with local firefighting resources, contractor personnel, and federal/state agencies.

Figure 12. Example Planning Section Organization Chart

8510  Situation/Resource Status (SitStat/ReStat)

U.S. Coast Guard Command Center will maintain the Situation/Resource Status watch (or Common Operating Picture) until an Incident Command or Unified Command can be established. To facilitate this process and ensure a coordinated response, all responding marine resources, regardless of function or role, must check in with U.S. Coast Guard Command Center when arriving on-scene via Marine Band Channels 16 or 22A.

8520  Marine Transportation System (MTS) Recovery Unit

The MTS Recovery Unit is responsible for planning infrastructure recovery, including, prioritizing recovery operations (including ATON, dredging, salvage, cleanup, repairs, etc…) and development of traffic management plans (Safety Zones, Security Zones, vessel decontamination corridors/areas). Additional MTS Recovery information can be found in the CG Incident Management Handbook under Chapters 8 and 15.
8600 Logistics

Responding agencies and resources will be responsible for their own administration and logistical support until such time as a Logistics Section is established (see Figure 4). The Logistics Section Chief will be appointed by the Incident Commander or Unified Command.

When commercial resources are required, the vessel/platform/facility representative should be consulted and given the right-of-first-refusal in the ordering process. Commercial vessels and facilities are required by federal law to maintain emergency response contracts for pollution and hazardous material response. Tank vessels carrying petroleum are also required to maintain contracts for marine firefighting and salvage services (see Section 8330). Utilizing these in-place contracts may be the most expedient method of ordering major equipment and services.

Resources, including people and equipment may also be provided through assisting and cooperating agencies in accordance with the California Fire Service and Rescue Emergency Mutual Aid System Plan (see Figures 13 & 14). Additional public agency resources are highlighted in Annex III Response/Assistance Directory.

Figure 13. State of CA Mutual Aid Plan- Fire & Rescue Mutual Aid Resource Request Process

- **CHIEF, STATE FIRE AND RESCUE COORDINATOR**
  Coordinates Inter-Regional Fire and Rescue Resources Mobilization

- **REGIONAL FIRE AND RESCUE COORDINATOR**
  Activates Regional Fire and Rescue Mutual Aid Plan

- **OPERATIONAL AREA FIRE AND RESCUE COORDINATOR**
  Activates Area Fire and Rescue Mutual Aid Plan

- **LOCAL FIRE CHIEF**
  Activates Local Fire and Rescue Mutual Aid Plan

*Note: Public agency mutual aid resource requests should be submitted at the lowest level possible*
Figure 14. CA Fire & Rescue Mutual Aid System- Region 1

Region 1 Assistant Chief
Ishmael Messer
(805) 445-1166
324 Dunsuir Avenue
Ventura, CA 93004

Note: California Mutual Aid Region 1 encompasses the same counties as the U.S. Coast Guard Los Angeles-Long Beach Captain of the Port Zone.

8610 Command Posts

An initial incident command post may be established near the scene of a fire at a waterfront facility or at a remote location such as at an Emergency Operations Center, a Coast Guard office, or at a station/office of the lead responding agency. For prolonged incidents, or that are projected to continue for multiple operational periods, the following is a list of potential command post locations:

- U.S. Coast Guard Base, Terminal Island
- Port of Long Beach Joint Command & Control Center, Long Beach
- Orange County Sheriff Harbor Patrol, Newport Beach
- Port Hueneme Oxnard Harbor District Administration Building, Port Hueneme
- Santa Barbara City Waterfront Department, Santa Barbara
- San Luis Obispo County Emergency Operation Center, San Luis Obispo

See Section 5220.1 of this Area Contingency Plan for a complete list of Incident Command Post locations.
8620 Communications

8620.10 Marine Communications
VHF-FM Marine Band frequencies will be the primary source of inter-agency communications for rescue and hazard abatement operations at sea.

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>156.300 MHz</td>
<td>Safety frequency</td>
</tr>
<tr>
<td>13</td>
<td>156.650 MHz</td>
<td>Bridge-to-Bridge hailing and navigation</td>
</tr>
<tr>
<td>14</td>
<td>156.700 MHz</td>
<td>Vessel Traffic Service</td>
</tr>
<tr>
<td>16</td>
<td>156.800 MHz</td>
<td>Distress/Emergency frequency</td>
</tr>
<tr>
<td>21</td>
<td>157.050 MHz</td>
<td>Alternative tactical frequency</td>
</tr>
<tr>
<td>22A</td>
<td>157.100 MHz</td>
<td>Primary MFF tactical frequency</td>
</tr>
<tr>
<td>23A</td>
<td>157.150 MHz</td>
<td>Primary SAR tactical frequency</td>
</tr>
<tr>
<td>81A</td>
<td>157.075 MHz</td>
<td>Primary Pollution tactical frequency</td>
</tr>
<tr>
<td>83A</td>
<td>157.175 MHz</td>
<td>Command frequency</td>
</tr>
</tbody>
</table>

The initial assessment shall be transmitted as soon as possible to all responding agencies using VHF-FM Marine Band Channel 16 (156.800 MHz) or Channel 22A (157.100 MHz). Land-based companies without marine radio capabilities can communicate with vessels and the U.S. Coast Guard via relayed messages on department radios. The Coast Guard can also communicate in the High Frequency (HF) Band from 2-30MHz. Additional agency specific frequencies are highlighted in Annex III.

8620.20 Air Operations Communications
The Air Operations Branch will assign aircraft control frequencies. The following aircraft frequencies are available and common in the Los Angeles area:

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>----</td>
<td>123.100 MHz</td>
<td>Initial working frequency</td>
</tr>
<tr>
<td>----</td>
<td>123.025 MHz</td>
<td>Primary working frequency</td>
</tr>
<tr>
<td>----</td>
<td>282.800 MHz</td>
<td>As assigned</td>
</tr>
<tr>
<td>----</td>
<td>345.000 MHz</td>
<td>Air-to-Air, normal USCG working helicopter</td>
</tr>
</tbody>
</table>

8620.30 Shipboard Communications
Numerous types of communications systems and equipment are used on board vessels. All large ships are equipped with internal telephone systems for communication between the bridge and the engine room, pump room, steering gear room, and various other spaces. Most large ships are also equipped with internal antennas and utilize low output portable radios to allow the ship’s crew to communicate with key personnel. These radios can be an important asset for the firefighter as agency radios may not work inside the hull of the vessel.
8620.40 Shore-side Communications & Interoperability

Local agency operational radio frequencies are listed in Annex III to this plan. These frequencies span the VHF (150.8-160 MHz), UHF (450-470 MHz), 700 MHz, & 800 MHz spectrums. California Governor’s Office of Emergency Services (CalOES) and California Highway Patrol (CHP) operate Mobile Interoperability Gateway Units (MIGUs) to interconnect disparate communication devices and allow audio to be patched between any and all of these devices as needed. The process for accessing the MIGUs is identified in the California Statewide Gateway Units Standards, Protocols, & Procedures.

8620.50 Mutual Aid Communications

The Federal Communications Commission (FCC) has designated frequencies for nationwide public safety interoperability.

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICALL</td>
<td>821.0125 MHz</td>
<td>Interoperable calling</td>
</tr>
<tr>
<td>ITAC 1</td>
<td>821.5125 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>ITAC 2</td>
<td>822.0125 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>ITAC 3</td>
<td>822.5125 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>ITAC 4</td>
<td>823.0125 MHz</td>
<td>Tactical</td>
</tr>
</tbody>
</table>

California Governor’s Office of Emergency Services (CalOES) has several intersystem frequencies which comply with the FCC’s narrowband requirements. Certain frequencies have been specifically designated for fire intersystem communications. These are known as VFIRED channels.

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>VFIRE 21</td>
<td>154.2800 MHz</td>
<td>Check-in/Dispatch</td>
</tr>
<tr>
<td>VFIRE 22</td>
<td>154.2650 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VFIRE 23</td>
<td>154.2950 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VFIRE 24</td>
<td>154.2725 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VFIRE 25</td>
<td>154.2875 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VFIRE 26</td>
<td>154.3025 MHz</td>
<td>Tactical</td>
</tr>
</tbody>
</table>

CalOES intersystem frequencies for medical, law enforcement, and inter-discipline coordination include:

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMED 28</td>
<td>155.3400 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VMED 29</td>
<td>155.3475 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VLAW 31</td>
<td>155.4750 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>VLAW 32</td>
<td>155.4825 MHz</td>
<td>Tactical</td>
</tr>
<tr>
<td>CALCORD</td>
<td>156.0750 MHz</td>
<td>Inter-discipline/ Non-fire activities</td>
</tr>
</tbody>
</table>

The California On-Scene Emergency Coordination Channel (“CALCORD”) is specifically designated for inter-discipline use. For more information on use of these channels, see CalOES Fire & Rescue Division Operations Bulletin #28, VFIRED Frequencies, or contact the CalOES Telecommunication Division at (916) 845-8602.
8630 General Maritime Services & Resources

For a complete listing of local commercial maritime resources, please see the following websites:

- Port of Long Beach- Port Directory, http://www.polb.com/contact/services.asp

8640 Salvage Resources
(Diving, Towing, Lightering, Lifting, & Marine Firefighting)

8640.10 Federal
U.S. Army Corps of Engineers 213-452-3405
Salvage, Dredging & Wreck Removal
Los Angeles District Navigation Section
Los Angeles, CA

U.S. Navy Supervisor of Salvage 202-781-1731
Diving, Salvage, Marine Firefighting, & Pollution Response
Washington, D.C. (local depot in Port Hueneme)

8640.20 Local
Port of Long Beach Harbor Patrol 562-590-4185
Commercial Diving Unit
Long Beach, CA
POC: Sgt. Lamar Howard

8640.30 Commercial
American Marine Corporation 310-547-0919
Diving, Salvage, & Marine Firefighting Services
Terminal Island, CA
POC: Richard Steady

Associated Pacific Constructors, Inc. 805-772-7472
Diving & Salvage Services
Wilmington/Moro Bay, CA
POC: Paul Gillen
Brusco Tug & Barge, Co. .......................................................... 805-986-1600
Towing & Dredging Services
Port of Hueneme, CA

- LULAPIN
  78-ft Fire/Rescue/Tow/Tug Vessel
  1,800 gpm fire pump & monitor
  3,800 BHP

- SIMONE BRUSCO
  78-ft Fire/Rescue/Tow/Tug Vessel
  1,800 gpm fire pump & monitor
  4,000 BHP

Coast Diving Services .......................................................... 310-547-0955
Underwater ship inspection, maintenance, and repair

Conley-Pacific Co. .................................................................. 562-437-2831
Marine Construction, Heavy Lift Deck Barge (350 Ton Capacity)
Long Beach, CA

Crowley Maritime ................................................................. 310-732-6500
Ocean Towing, Marine Salvage (*through Titan Salvage*)
San Pedro, CA

- ADMIRAL
  103-ft Tow/Tug Vessel
  4,730 BHP

- LEADER
  103-ft Tow/Tug Vessel
  4,730 BHP

- MASTER
  103-ft Tow/Tug Vessel
  4,730 BHP

- SCOUT
  103-ft Tow/Tug Vessel
  4,730 BHP

- VALOR
  100-ft Tow/Tug Vessel
  6,772 BHP

Curtin Maritime ................................................................. 562-983-7257
Ocean Towing, Tug & Barge
Long Beach, CA
DonJon-SMIT ............................................................... 703-299-0081
Diving, Salvage, & Marine Firefighting Services
Alexandria, VA

Foss Maritime Company .................................................. 562-435-0171
Ocean Towing, Specialty Barges, Offshore Service Vessels
Long Beach, CA

- ALTA JUNE
  73-ft Tow/Tug Vessel
  5,000 BHP, 56t Bollard Pull

- ARTHUR FOSS
  99-ft Tow/Tug Vessel
  4,000 BHP, 44t Bollard Pull

- BRYNN FOSS
  94-ft Tow/Tug Vessel
  4,700 BHP, 52t Bollard Pull

- CAMPBELL FOSS
  78-ft Tow/Tug Vessel
  5,000 BHP, 56t Bollard Pull

- CAROLYN DOROTHY
  78-ft Tow/Tug Vessel
  5,800 BHP, 56t Bollard Pull

- EDITH FOSS
  73-ft Tow/Tug Vessel
  2,085 BHP, 24t Bollard Pull

Global Diving & Salvage ............................................... 800-441-3483
Diving & Salvage Services
Vallejo, CA

Manson Construction ..................................................... 562-983-2340
Marine Construction & Dredging
Long Beach, CA

Marine Response Alliance ............................................. 206-332-8200
Diving, Salvage, Marine Firefighting Services
Pompano Beach, FL
Millennium Maritime/Harley Marine Services ........................................... 310-549-1700
Ocean Towing, Tug & Barge
San Pedro, CA

- JOHN QUIGG
  76-ft Tow/Tug Vessel
  4,800 BHP, 50t Bollard Pull

- MILLENNIUM DAWN
  105-ft Tow/Tug Vessel
  **1,400 gpm fire pump & dual monitors**
  4,400 BHP, 65t Bollard Pull

- MILLENNIUM MAVERICK
  96-ft Tow/Tug Vessel
  4,300 BHP, 55t Bollard Pull

- ROBERT FRANCO
  100-ft Tow/Tug Vessel
  **1,400 gpm fire pump & dual monitors**
  6,850 BHP, 91t Bollard Pull

- TIM QUIGG
  80-ft Tow/Tug Vessel
  3,600 BHP, 50t Bollard Pull

Muldoon Marine .............................................................................. 562-432-5670
Diving & Light Salvage Services
Long Beach, CA
POC: Mr. Richard Barta

Pacific Tugboat Service ...................................................................... 562-590-8188
Harbor & Ocean Towing, Marine Construction, Landing Craft, Specialty Barges
Long Beach, CA

Resolve Salvage & Fire ..................................................................... 954-764-8700
Diving, Salvage, & Marine Firefighting Services
Ft. Lauderdale, FL

Sause Brothers .............................................................................. 562-901-0365
Ocean Towing, Tug & Barge, Offshore Service Vessels
Long Beach, CA

- ARAPAHO
  64-ft Tow/Tug Vessel
  1,610 BHP
8650 Fire Suppression Supplies

8650.10 Firefighting Foam (Class B)
All Star Fire Equipment, Inc ........................................... 626-652-0900
Arcadia, CA

L.N. Curtis & Sons .......................................................... 323-780-0254
Los Angeles, CA

National Foam, Inc. ......................................................... 610-363-1400
Exton, PA (supplies stockpiled regionally)

Southern California Industrial Mutual Aid Organization (SCIMO) ... 562-394-7015
30,000 gallons of Alcohol Type Concentrate (ATC) foam available
POC: Chief John Briones

8650.20 Carbon Dioxide (CO2)
Airgas USA, LLC .......................................................... 562-497-1991
Long Beach, CA

Praxair Distribution, Inc .................................................. 800-772-9247
Long Beach, CA

Ross Fire Extinguisher ..................................................... 562-590-8349
Long Beach, CA
8660 Hazardous Material & Environmental Protection Resources

8660.10 Federal
National Oceanic and Atmospheric Administration 206-526-6317
Office of Response & Restoration
Seattle, WA
POC: Jordan Stout, Scientific Support Coordinator

U.S. Coast Guard National Strike Force 415-883-3311
Pacific Strike Team
Novato, CA

U.S. Environmental Protection Agency 800-300-2193
Region 9 Emergency Response Team
Los Angeles, CA

8660.20 Local
California National Guard 562-413-1516
9th Civil Support Team
Los Alamitos, CA

8660.30 Commercial
Marine Spill Response Corporation (MSRC) 703-326-5600
Long Beach, CA

National Response Corporation (NRC) Environmental Services 800-337-7455
Long Beach, CA

Ocean Blue Environmental 562-624-4120
Long Beach, CA

Patriot Environmental 800-624-9136
Wilmington, CA
8670  Aviation Resources

8670.10  Federal
Customs & Border Protection .......................................................... 951-656-0996
CBP Air/Marine Operations Center
March Air Reserve Base, Riverside CA

U.S. Navy ......................................................... 805-989-1110
Naval Base Ventura County
Point Mugu Naval Air Station, Point Mugu, CA

8670.20  Local
California Emergency Management Agency .................................. 800-852-7550
Main Dispatch Contact for State Aviation Resources

California Department of Fish & Wildlife ....................................... 951-443-2944
Southern Command Dispatch

California Department of Forestry & Fire Protection (CalFIRE) ....... 951-320-6197
CalFIRE Aviation- South

California National Guard ......................................................... 562-795-2571
Los Alamitos Joint Forces Training Base

Los Angeles County Sheriff Department ....................................... 323-267-4800

Orange County Fire Authority ..................................................... 714-573-6000

Santa Barbara County Fire Department ....................................... 805-681-5500

Ventura County Fire Department ................................................. 805-389-9710

8670.30  Commercial
Goodyear Air Ship Operations ..................................................... 310-327-6565 ext. 101
SPIRIT OF AMERICA
Gardena, CA
POC: Elizabeth Flynn

192-ft Airship (blimp)
Max Speed 50 mph
Cruise Speed 30 mph
Passengers 6, plus pilot
Equipped with high definition digital cameras
8680 Specialized Services

8680.10 Certified Marine Chemist
Harbor Testing Laboratory, Inc. ................................................................. 562-492-9646
San Pedro, CA
POC: Mr. Paul Webster

H.M. Pitt Labs, Inc. ........................................................................ 619-474-8548
National City, CA
POC: Mr. Leland Pitt

Marine Chemists International, LLC .............................................. 619-405-9522
Chula Vista, CA
POC: Mr. Jeffry Carr

Marine Chemist Surveys, Inc ............................................................... 619-421-8295
Chula Vista, CA
POC: Mr. Michael Schmidt

Marine Chemist Surveys, Inc ............................................................... 619-920-5056
San Diego, CA
POC: Mr. Robert Simpson

Pacific Chemical Labs, Inc ................................................................. 858-586-2114
San Diego, CA
POC: Mr. Charles Watkins, Jr.

8680.20 Translations Services
AA International Translations and Linguistics .................................... 310-376-5553

AT&T Language Services ................................................................. 800-528-5888

AD EX Worldwide ............................................................................ 800-223-7753

Berlitz Translation Services .............................................................. 310-328-7722

8680.30 Legal Services
National Pollution Fund Center ....................................................... 202-493-6700
Arlington, VA

U.S. Coast Guard Office of Maritime & International Law ............ 202-372-3796
Washington D.C.
8700  **Finance/Administration**

The owner/operator of the source of the fire (facility, vessel, or platform) is responsible for the financial costs associated with marine firefighting. During the initial phases of the fire response, each responding entity will maintain their own cost accounting using their established organizational procedures. In the event of a large incident that extends into a long period of response, a more unified Finance/Administration Section may be established.

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the Federal On-Scene Coordinator can access either the Oil Spill Liability Trust Fund (OSLTF) or the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, a.k.a. *Superfund*) to fund all appropriate measures of response to prevent, mitigate, or cleanup a release into the environment. In the most severe of circumstances, it may be appropriate for the FOSC to fund firefighting resources if adequate funding is not available from the Responsible Party or they have not taken adequate or appropriate actions.

Under the Oil Pollution Act of 1990, local governments may be reimbursed for additional services provided as a result of an oil spill. [33 CFR 136.237](http://www.uscg.mil/npfc/) outlines what may be reimbursable and the process for submitting claims:

> A state, or political subdivision of a state, may claim for net costs of providing increased or additional public services during or after removal activities, including protection from fire, safety, or health hazards, caused by a discharge of oil. The claims must first be submitted to the designated Responsible Party before being submitted to the Fund.

Further guidance on accessing either the OSLTF or CERCLA funds can be obtained from the National Pollution Fund Center at 202-493-6700 or [http://www.uscg.mil/npfc/](http://www.uscg.mil/npfc/).

If a National Disaster Declaration is issued by the President of the United States, additional funding may be available through the Federal Emergency Management Agency (FEMA). FEMA, through the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (Public Law 100-707), funds emergency operations such as Maritime Transportation System Recovery (*Emergency Support Function #1*), Firefighting (*Emergency Support Function #5*), Search & Rescue (*Emergency Support Function #9*), and Oil and Hazardous Material Response (*Emergency Support Function #10*).
8900 Annexes

Annex I  Marine Firefighting & Salvage Response Checklists
  A. Marine Fire Quick Response Card (USCG Command Duty Officer)
  B. Salvage Response Check List (USCG Salvage Engineering Response Team)

Annex II  Potential Places of Refuge
  ▪ PPOR Checklist
  ▪ LA-LB COTP Zone PPOR Site Surveys

Annex III Response/Assistance Directory
  A. U.S. Coast Guard Sector Los Angeles-Long Beach
  B. Los Angeles County Fire Department
  C. Orange County Sheriff's Department
  D. Santa Barbara County Agencies
  E. Ventura County Agencies
  F. Long Beach City Fire Department
  G. Los Angeles City Fire Department
  H. Port of Long Beach Harbor Patrol
  I. Los Angeles Port Police

Annex IV Example Incident Action Plan
  ▪ ICS-202 Incident Objectives
  ▪ ICS-205 Incident Communications
  ▪ ICS-206 Incident Medical Plan
  ▪ ICS-207 Incident Organization

Annex V Salvage Diving Site Safety Plan Checklist
  ▪ OSHA & USCG Commercial Diving Regulations
  ▪ Contaminated Water Diving

Annex VI County of Los Angeles Marine Response Zone Plan
## ANNEX I – Marine Firefighting & Salvage Checklists

Tab A- USCG Sector LA-LB Command Center Marine Fire Information Sheet

### Part 3 – Fire and Safety Information

#### A. Fire Details

<table>
<thead>
<tr>
<th>Status of Fire (circle one):</th>
<th>Extinguished / Contained / Out of Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class of Fire (check box):</td>
<td>□ Alpha (paper, wood, trash) □ Bravo (fuels)</td>
</tr>
<tr>
<td></td>
<td>□ Charlie (electrical) □ Delta (metals)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Firefighting Efforts (check box):</th>
<th>Source of Fire (check box):</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ None taken at time of report</td>
<td>Source known? □ YES □ NO</td>
</tr>
<tr>
<td>□ In progress with vessel / facility crew</td>
<td>Details: ___________________</td>
</tr>
<tr>
<td>□ In progress with outside assistance</td>
<td>Source secured? □ YES □ NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Level of Fire Attack (check box):</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Offensive □ Defensive</td>
</tr>
</tbody>
</table>

#### B. Shipboard / Facility Firefighting Systems

<table>
<thead>
<tr>
<th>Fixed Firefighting System in Compartment/Space:</th>
<th>System Discharged:</th>
<th>□ YES □ NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time Applied:</td>
<td>System Effective:</td>
<td>□ YES □ NO</td>
</tr>
<tr>
<td>Ship / Platform Fire Pumps Operating:</td>
<td>Fire Wires / Emergency Towing Wires Rigged:</td>
<td>□ YES □ NO</td>
</tr>
<tr>
<td>All Openings to Space / Ventilation Closed:</td>
<td>Power / Electricity to Space Secured:</td>
<td>□ YES □ NO</td>
</tr>
<tr>
<td>□ YES □ NO</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### C. Surrounding Area Hazards

<table>
<thead>
<tr>
<th>Exposures:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compartment Above: __________________________</td>
</tr>
<tr>
<td>Compartment Below: __________________________</td>
</tr>
<tr>
<td>Compartment Port: __________________________</td>
</tr>
<tr>
<td>Compartment Stbd: __________________________</td>
</tr>
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<td>Compartment Fwd: __________________________</td>
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<td>Compartment Aft: __________________________</td>
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<td>Other Vessels: ______________________________</td>
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<tr>
<td>LEL: __________________ %</td>
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<tr>
<td>Hydrogen Sulfide: __________________ ppm</td>
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<tr>
<td>Carbon Monoxide: __________________ ppm</td>
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## D. Cargo Information

Cargo Types on Vessel / Facility (check boxes):

- [ ] Hazardous Materials
- [ ] Oil / Petroleum Products
- [ ] Ordinance / Fireworks / Explosives
- [ ] Automobiles
- [ ] General Cargo Containers
- [ ] Scrap Metal
- [ ] Other:

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</thead>
<tbody>
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</table>
**Rapid Salvage Survey**

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed on page 2 of this document. All fields marked with an "*" are necessary for increased accuracy of salvage calculations. This document can be found by searching for “Salvage Engineering” on the Coast Guard Homeport site at http://homeport.uscg.mil.

**Vessel Name:** ______________________  **O.N. & Class Society:** ______________________

**Dimensions:**  
*Length:* _______  *Beam:* _______  *Depth:* _______  
*(keel to deck)*

**Vessel Specifics:**  
*Full Load Draft:* _______  *Service Speed:* _______

**Vessel Type:**  
- Barge Carrier  
- Tank Ship  
- Containership  
- OBO  
- Barge w/o rake  
- Bulk Carrier  
- RO/RO  
- Barge w/rake  
- Break Bulk  
- LPG/LNG Carrier  
- Other: ______________________

**Type of Casualty:** *(Check all that apply)*

- Fire  
- Explosion  
- Grounding  
- Collision/Alison  
- Flooding  
- Sinking  
- Capsizing  
- Oil/HAZMAT spill  
- Structural Damage  
- Other: ______________________

**Date/Time of Casualty:** ________________  **Position:**  
*Lat:* ________________  
*Long:* ________________

### *Drafts*

<table>
<thead>
<tr>
<th>Pre-Casualty</th>
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<td>Date/Time Taken:</td>
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<tr>
<td>Port</td>
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<tr>
<td>Forward</td>
<td></td>
</tr>
<tr>
<td>Midships</td>
<td></td>
</tr>
<tr>
<td>Aft</td>
<td></td>
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</tbody>
</table>

### *Bottom Type*

- Silt/mud  
- Sand  
- Coral  
- Rock  
- N/A

**Water Depth Information (Tide changes, River heights, Lake levels)**

Provide water depth information as applicable: ______________________

____________________________________________________________________________

A: Time Of Incident _______ High _______ Low _______ Exp. Total Change _______

---

Sheet 1 of 2  
USCG MSC SERT (REV 1/09)
### Reported Damage/Pollution

- [ ]

### Description of Vessel Cargo

- [ ]

### Aim/intent of Salvage Operation: (Check all that apply)

- [ ] Lighter/Transfer
- [ ] Dewatering
- [ ] Lifting
- [ ] Towing
- [ ] Patching
- [ ] Beach Gear
- [ ] Other: ____________________

Anticipated Date/Time of action: ____________________

### Technical Assistance Requested: (Check all that apply)

What technical assistance would you like us to provide:

- [ ] Salvage Plan Review
- [ ] Oil Outflow Analysis
- [ ] Ground Reaction
- [ ] Force to Free
- [ ] Structural Analysis
- [ ] Stability Analysis
- [ ] Review Lightering Plan
- [ ] Other: ____________________

### Salvage Information Available: (Check all that apply)

- [ ] General Arrangement Plan
- [ ] Loading Plan
- [ ] Trim & Stability Book
- [ ] Section Modulus
- [ ] Midship Section
- [ ] Computer Model (HECSALV, GHS, SHCP, Etc.)
- [ ] Other: ____________________

### Your Contact Information

CG Contact: ____________________ (name) ____________________ (phone)

__________________________ (e-mail) ____________________ (fax)

### SERT Contact Information

Contact Info (24/7):

Duty Member Cell: (202) 327-3985
Flag Plot 1-800-323-7233

Please save completed form, then e-mail as attachment to: sert.duty@uscg.mil
ANNEX II – Potential Places of refuge

In accordance with Regional Response Team Region 9 (RRT9) Guidelines for Places of Refuge Decision-Making and COMDTINST 16451.9, this Potential Places of Refuge (PPOR) section provides information/guidance for both an effective and efficient response to requests from ships in need of assistance and seeking a place of refuge. The objective of this section is to identify docking, anchoring, mooring, and/or grounding locations that may be selected as Potential Places of Refuge and to provide decision-making tools in order to enhance the overall effectiveness of the response process. While information on possible sites is pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Decision-makers must address both environmental and operational issues when determining where to direct a stricken vessel. The U.S. Coast Guard Captain of the Port (COTP), Los Angeles-Long Beach, has jurisdiction over approving a PPOR site for a vessel in distress. The COTP will confer with other federal, state, and local officials when deciding where and when to move a stricken vessel. Selection of a Place of Refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis. Prior coordination and identification of PPOR sites significantly enhances the decision making process and facilitates the overall response operation. Taking these actions helps prevent or minimize potential adverse effects to the vessel, public, environment, and resource users.

In coordination with the State of California and RRT9, workgroups were established to provide the following: a decision making process to assist USCG COTP in determining whether a vessel needs to be moved to a place of refuge; which place of refuge to use; and a framework for developing pre-incident information on PPOR sites for inclusion in the appropriate sub-area contingency plans.

Keep in mind that there is no perfect docking or anchoring site for all vessels and all situations, the ACP4 and ACP5 sub-area committees convened and developed an approach to pre-survey possible PPOR sites, not pre-determined them. The data gathered was streamlined and incorporated into a California statewide PPOR database. A hard copy of this data is contained within this section as pre-incident summaries. These pre-incident summaries provide specific information for PPOR sites within the respective areas of responsibility (AOR) and identify the advantages and consequences of the use of each potential site. Pre-identified PPOR sites will be shown on an area index chart. The pre-incident summaries, the PPOR charts and/or the TAP models (where applicable), contain specific geographic and navigational data in addition to information and concerns for the potential impacts on human health and safety and natural resources, and economic consequences for all options a distressed vessel may have to mitigate their situation. Collectively these serve as a job aid designed for use during an incident.

Refer to Section 4900 of this ACP for further guidance.

Additional guidance and/or job aids which may be used in the PPOR decision making process include:

COMDTINST 16451.9, Coast Guard Places of Refuge Policy
The Process for identification of additional geographic-specific PPOR sites within the USCG LA-LB COTP zone may be identified at a future date. Further selection and designation of PPOR sites shall be in accordance with stated policy and guidance.

**Definitions**

**Deep Draft** – Vessel having a draft between 25ft – 60ft

**Environmental Sensitivity Index (ESI) Maps** - NOAA and CDFW-OSPR resources that provide a concise summary of coastal resources that are at risk if an oil spill occurs nearby. Examples of at-risk resources include biological resources (such as birds and shellfish beds), sensitive shorelines (such as marshes and tidal flats), and human-use resources (such as public beaches and parks).

When an oil spill occurs, ESI maps can help responders meet one of the main response objectives; reducing the environmental consequences of the spill and the cleanup efforts. Additionally, ESI maps can be used by planners—before a spill happens—to identify vulnerable locations, establish protection priorities, and identify cleanup strategies.

**Place** – An area that is delineated by geographic locale, jurisdictional boundaries, environmental considerations, controlling authorities, or other such methodology that groups or links a site or many sites. A place may also be a site, where the place and site are the same and no other sites are designated within the place.

**Place/Site Identification** – The place identification number is composed of the ACP number, place letter designator, and two digit site number each separated by a hyphen that is assigned to a pre-incident place/site survey.

**Potential Place(s) of Refuge (PPOR)** – Is defined as a location where a vessel needing assistance can be temporarily move to, and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation, and/or protect sensitive natural resources and other uses of the area. A place of refuge may include constructed harbors, ports, docks, anchorages, a natural embayment, potential grounding sites, or offshore waters.

**Pre-Incident Summary** – Site specific summary which contains detailed geographic and navigational data in addition to information about concerns for the potential impacts on human health and safety, natural resources, and economic consequences.

**Site** – A subdivision of a place that is a more specific location than the place itself.

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<thead>
<tr>
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<th>Site Number</th>
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## ACP 4 & 5 Potential Places of Refuge Site Index

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<td>Ventura</td>
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<td>119-14.079’ W</td>
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<td>Ventura</td>
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<td>119-12.472’ W</td>
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<td>5-A-01</td>
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<td>Berth 234</td>
<td>Los Angeles</td>
<td>33-44.336’ N</td>
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SECTION 8000
ANNEX II – POTENTIAL PLACES OF REFUGE

LOS ANGELES-LONG BEACH AREA CONTINGENCY PLAN
OCTOBER 2014

SALVAGE, MFF, & PPOR CONTINGENCY PLAN

8000-64
SOUTHERN CALIFORNIA

SHORELINE HABITATS
- 1A EXPOSED ROCKY SHORES
- 1B EXPOSED, SOLID MAN-MADE STRUCTURES
- 2A EXPOSED WAVE-CUT PLATFORMS IN BEDROCK
- 3A FINE- TO MEDIUM-GRAINED SAND BEACHES
- 3B SCARPS AND STEEP SLOPES IN SAND
- 4 COARSE-GRAINED SAND BEACHES
- 5 MIXED SAND AND GRAVEL BEACHES
- 6A GRAVEL BEACHES
- 6D BOULDER RUBBLE
- 6B RIPRAP
- 7 EXPOSED TIDAL FLATS
- 8A SHELTERED ROCKY SHORES
- 8B SHELTERED, SOLID MAN-MADE STRUCTURES
- 8C SHELTERED RIPRAP
- 9A SHELTERED TIDAL FLATS
- 9B VEGETATED LOW BANKS
- 9C HYPER-SALINE TIDAL FLATS
- 10A SALT- AND BRACKISH-WATER MARSHES
- 10B FRESHWATER MARSHES
- 10C SWAMPS
- 10D SCRUB-SHRUB WETLANDS

HUMAN-USE FEATURES
- MARINA
- MARINE SANCTUARY
- MILITARY
- NATIONAL PARK/NATIONAL FOREST
- OIL FACILITY
- OIL SEEP
- PARK
- PLATFORM
- RECREATIONAL BEACH
- RECREATIONAL FISHING
- THE NATURE CONSERVANCY
- WATER INTAKE
- WILDLIFE REFUGE
- RAR NUMBER
- BRIDGE/SHIPPING LANE
- FISHERY AREA BOUNDARY
- MANAGEMENT AREA BOUNDARY
- STATE WATERS BOUNDARY

SENSITIVE BIOLOGICAL RESOURCES
- BIRD
  - DIVING BIRD
  - GULL/TERN
  - PASSERINE BIRD
  - RAPTOR
  - SEABIRD
  - SHOREBIRD
  - WADING BIRD
  - WATERFOWL
  - NESTING SITE
- TERRESTRIAL MAMMAL
  - SMALL MAMMAL
- MARINE MAMMAL
  - DOLPHIN/PORPOISE
  - PINNIPED
  - SEA OTTER
  - WHALE
- INVERTEBRATE
  - BIVALVE
  - GASTROPOD
  - INSECT
  - OTHER INVERTEBRATES
  - SHRIMP
- REPTILE/AMPHIBIAN
  - AMPHIBIAN/OTHER REPTILE
  - TURTLE
- HABITAT
  - EELGRASS
  - KELP
  - SURFGRASS
  - PLANT
  - MULTI-GROUP
  - THREATENED/ENDANGERED
  - RAR NUMBER

SALVAGE, MFF, & PPOR CONTINGENCY PLAN 8000-66
SECTION 8000
ANNEX II – POTENTIAL PLACES OF REFUGE

LOS ANGELES-LONG BEACH AREA CONTINGENCY PLAN
OCTOBER 2014

SALVAGE, MFF, & PPOR CONTINGENCY PLAN

8000-67
PPOR Pre-Incident Information Summary for  Port of Hueneme: Outer Harbor

| Latitude: | 34° 04.958' | 34.1498 | Longitude: | 119° 14.079' | 119.2079 |
| County: | Ventura |

**Location Description:**
This PPOR is located in the Santa Barbara Channel adjacent to the Northbound Coastwise Traffic Lane and approximately 4.5 miles south of the entrance to Port Hueneme Harbor. The location is over a former dump site in the Pacifc Missile Test Range.

**Natural Resource Concerns and Issues for this Place / Site**

**Threatened and Endangered Species (TAES):**
- California least terns may forage in Port Hueneme and Channel Islands Harbor area during the spring and summer.
- California least terns and western snowy plovers (Mar-Sep) nest on dunes in and above the wrackline about one mile downcoast of the fishing pier at Ormond Beach.
- Belding's savannah sparrows nest in the wetland at Ormond beach.
- Tidewater gobies are present in the estuary at Ormond beach.
- There is a California least tern and western snowy (Apr-Sept) nesting colony north of Channel Islands Harbor at Hollywood Beach.

**Critical Habitat for TAES:**
- Two areas are critical habitat for western snowy plovers around this PPOR. The first is east of Port Hueneme Harbor to the western boundary of Point Mugu Naval Base. The second is from the Santa Clara River to Channel Islands Harbor.
- Tidewater goby critical habitat is located at J Street Drain-Ormond Lagoon.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of marine mammals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during spring and summer.
- Presence of invertebrate, such as pismo clams, on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers within and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
None, however, ACP sensitive sites such as wetlands, creek mouths, sand beaches, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
None.

**Essential Fish Habitat:**
Ventura River, Santa Clara-Calleguas, and Calleguas Hydrologic Units include all naturally spawned populations of Southern California steelhead (within Ventura County) and their progeny in the estuarine and stream channel areas. All water inside and outside of the port should be considered EFH for several species of groundfish and coastal pelagics.

**Critical Habitat for Subsistence Species:**
None.

**Historic and Cultural Resources:**
Cultural, historical, and archaeological sites are known to exist at the Naval Base Ventura County. Knowledge of these sites and surrounding areas are limited to certain persons and agencies. Contact the following during a POR incident:
- Dan Shide, US Navy Director of Environmental Division (805) 989-3805
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395

**Commercial Fisheries / Species:**
Outside of the port in nearshore waters:

**Recreational Species and Habitat:**
Outside of Port Hueneme, the following recreational fisheries are:
### PPOR Pre-Incident Information Summary for Port of Hueneme: Outer Harbor

<table>
<thead>
<tr>
<th>Latitude: 34° 04.958'</th>
<th>Longitude: 119° 14.079'</th>
<th>County: Ventura</th>
</tr>
</thead>
</table>

**Type:** Anchorage

- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin and sea cucumber.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, white seabass, shark, and swordfish.
  - Trawl fisheries for halibut, prawn, and sea cucumber.

- Surf fishing for surf perches, halibut, shark, and croakers.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Hueneme: Outer Harbor

County: Ventura
Longitude: 119° 14.079’ 119° 20.79’
Latitude: 34.04.958’ 34.14.981
Type: Anchorage

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
The port is in close proximity to businesses and homes in the community and on the Naval Base.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce, major port for cars.

Economic Impact on Commercial Fishing and Aquaculture:

Economic Impact on Recreational Fishing and Marine Tourism:
Sportfishers operate out of the port.

Economic Impact on Non-maritime Commerce:
Minimal waterfront businesses other than those directly associated with the maritime industry.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Christine Birdsey Director of Security</td>
<td>Port Hueneme Oxnard Harbor District</td>
<td>(805) 488-3677</td>
<td></td>
</tr>
<tr>
<td>Kristin Decas Port CEO</td>
<td>Port of Hueneme Oxnard Harbor District</td>
<td>(805) 488-3677</td>
<td></td>
</tr>
<tr>
<td>John Demers Chief of Operations</td>
<td>Port Hueneme Oxnard Harbor District</td>
<td>(805) 488-3677</td>
<td></td>
</tr>
<tr>
<td>Brian Edsinger Emergency Manager</td>
<td>Naval Base Ventura County</td>
<td>(805) 989-9696</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Hueneme OHD - (805) 488-3677

Approximate Tug Response Time: Brusco tugs, 30 min

List of Nearby Environmentally Sensitive Sites: 4-783-A, 4-780-C, 4-775-C, 4-769-A, 4-780-A

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.4</td>
<td>Mud</td>
<td>1300</td>
<td>245</td>
<td>Negligible</td>
<td>July through October</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Max Draft</td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Naval Base Ventura County -
Location Description:
This PPOR is located inside Port Hueneme. The port's entrance faces southwest. It is protected by rip-rap jetties on the north and south of the opening. The port is the only deep water port between LA/LB Harbors and SF Bay. The Hueneme submarine canyon occurs immediately off of the port entrance; the 120 foot depth profile is only 900 feet seaward of the jetties. The port is used primarily by the US Navy and by commercial shipping interests, but has limited berthing for commercial and sport fishing vessels. Shorelines within the port are protected by a combination of boulder rip-rap and concrete seawalls with wharves supported by concrete pilings. There is a Navy launch ramp and parking lot at the extreme north end of the harbor. Private mariculture facilities are located on the south side of the harbor entrance.

Natural Resource Concerns and Issues for this Place / Site

 Threatened and Endangered Species (TAES):
- California least terns may forage in harbor area during the spring and summer.
- California least terns and western snowy plovers (Mar-Sep) nest on dunes in and above the wrackline about one mile downcoast of the fishing pier at Ormond Beach.

 Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during spring and summer.
- Presence of invertebrate, such as pismo clams, on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers within and outside of the port all year.

 Subsistence-use Species:
 None.

 Essential Fish Habitat:
 Ventura River, Santa Clara-Calleguas, and Calleguas Hydrologic Units include all naturally spawned populations of Southern California steelhead (within Ventura County) and their progeny in the estuarine and stream channel areas. All water inside and outside of the port should be considered EFH for several species of groundfish and coastal pelagics.

 Critical Habitat for TAES:
 Critical habitat for western snowy plovers east of Port Hueneme Harbor from the harbor to the west boundary of Point Mugu Naval Base.

 Critical Habitat for Non-protected (Non-TAES) Species:
 None, however, ACP sensitive sites such as wetlands, creek mouths, sand beaches, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

 Critical Habitat for Subsistence Species:
 None.

 Historic and Cultural Resources:
 Cultural, historical, and archaeological sites are known to exist at the Naval Base Ventura County. Knowledge of these sites is limited to certain persons and agencies. Contact the following during a POR incident:
 - Dan Shide, US Navy Director of Environmental Division (805) 989-3805
 - Native American Heritage Commission (916) 373-5471
 - State Office of Historical Preservation (916) 445-7000
 - South Central Coastal Information Center (657) 278-5395

 Recreational Species and Habitat:
 Outside of Port Hueneme, the following recreational fisheries are:
 - Surf fishing for surf perches, halibut, shark, and croakers.
 - Clamming in the surfline.
| Trap fisheries for lobster, crab, prawn, and live fish. |
|---|---|
| Dive fisheries for sea urchin and sea cucumber. |
| Gillnet fisheries for halibut, white seabass, shark, and swordfish. |
| Trawl fisheries for halibut, prawn, and sea cucumber. |

- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Hueneme: Inner Harbor

Latitude: 34° 08.987' 34.0826 Longitude: 119° 12.472' 119.2347
County: Ventura

Human Health / Safety Concerns and Economic Issues for this Place / Site

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce, major port for cars and bananas.

Economic Impact on Commercial Fishing and Aquaculture:

Economic Impact on Recreational Fishing and Marine Tourism:
Sportfishers operate out of the port.

Economic Impact on Non-maritime Commerce:
Minimal waterfront businesses other than those directly associated with the maritime industry.

Other Economic Impacts:

Stakeholder List for this Place / Site

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<td></td>
</tr>
</tbody>
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Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Hueneme OHD - (805) 488-3677
Marine Fire Fighting Resources: Ventura County Fire Department

Approximate Tug Response Time: Brusco tugs on site

List of Nearby Environmentally Sensitive Sites: 4-780-A
Is Containment Possible? ✓

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom</th>
<th>Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.4</td>
<td>Mud</td>
<td>0</td>
<td>35</td>
<td>Negligible</td>
<td>July through October</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
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Specific Site Details

Site Capacities and Facilities

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Site Name</td>
<td>Max Size/Mini Size</td>
<td>Max Draft/Swing Room or Dock Face</td>
</tr>
<tr>
<td></td>
<td>Inner Harbor</td>
<td>30/1800</td>
<td>Port Hueneme shares its harbor with Naval Base Ventura County.</td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Port Hueneme Wharfingers - (805) 488-4615
PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 234

Location Description:
Seaside Transportation Services Evergreen Container Terminal (389 Terminal Island Way, Terminal Island). 3 berths; 4,700' total berth length; 13.8' to 15' height 38' to 45' depth.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
California least terns may forage in the port area during the spring and summer.

Critical Habitat for TAES:
California least tern colony on Pier 400.

Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

Critical Habitat for Non-protected (Non-TAES) Species:
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

Subsistence-use Species:
None.

Critical Habitat for Subsistence Species:
None.

Essential Fish Habitat:
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395

Commercial Fisheries / Species:
No commercial fishing is allowed in the Port of Los Angeles, however, outside of the port there are the following fisheries:
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
In water further than 3 miles from shore:
- Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

Recreational Species and Habitat:
There is no recreational fishing allowed in the industrial areas of the Port of Los Angeles, however, recreational fishing is allowed at the Cabrillo Beach Pier and the adjacent beach. Outside of the port, there are the following recreational fisheries:
- Surf fishing for surf perchers, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
<table>
<thead>
<tr>
<th><strong>PPOR Pre-Incident Information Summary for</strong></th>
<th><strong>Port of Los Angeles: Berth 234</strong></th>
<th><strong>5-A-01</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Latitude:</strong> 33° 44.336' <strong>Longitude:</strong> 118° 16.471'</td>
<td><strong>County:</strong> Los Angeles</td>
<td><strong>Type:</strong> Dockage</td>
</tr>
<tr>
<td><strong>Longitude:</strong> 33.7389 <strong>Longitude:</strong> 118.2745</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

-Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 234

Latitude: 33° 44.336' 33.7389 Longitude: 118° 16.471' 118.2745
County: Los Angeles
Type: Dockage

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
San Pedro is a densely populated area west of the port. Within the port's marinas there is a substantial live aboard population. Los Angeles Port Police and Los Angeles Fire Dept. will be able to assist in assessing potential impact.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:
Fish Harbor, San Pedro Slip, and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Los Angeles.

Economic Impact on Recreational Fishing and Marine Tourism:
Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Long Beach. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

Economic Impact on Non-maritime Commerce:
Neighboring Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name</th>
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<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Betz</td>
<td>Captain</td>
<td>Port of Los Angeles Pilots</td>
<td>(310) 732-3805</td>
<td></td>
</tr>
<tr>
<td>Manuel Ramirez</td>
<td>Env. Specialist</td>
<td>Port of Los Angeles</td>
<td>(310) 732-3782</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Los Angeles - (310) 732-3860
Marine Fire Fighting Resources: LAFD Sta 112, Sta 49

Approximate Tug Response Time: 30 min
Is Containment Possible? Yes

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winds are variable, particularly in fall and winter</td>
<td>Mean of 3.</td>
<td></td>
<td></td>
<td></td>
<td>Follow axis of channels and rarely exceeds 1kt.</td>
<td></td>
<td>Fog is most likely from October to February.</td>
<td>Yes</td>
<td>Via Traffic Separation S</td>
<td></td>
</tr>
</tbody>
</table>

5-A-01
## PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 234

### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Berth 234</td>
<td></td>
<td>0</td>
<td>38</td>
</tr>
</tbody>
</table>

### Site Contact/Leasee/Owner:
Seaside Transportation Services - (310) 241-1700
### PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 175

#### Location Description:
Pasha general cargo breakbulk facility (802 S. Fries Ave., Wilmington, CA). 3 berths; 3,300' total berth length; 11.2' to 15' height; water depth 35' to 45'.

#### Natural Resource Concerns and Issues for this Place / Site

<table>
<thead>
<tr>
<th>Threatened and Endangered Species (TAES):</th>
<th>Critical Habitat for TAES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>California least terns may forage in the port area during the spring and summer.</td>
<td>California least tern colony on Pier 400.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sensitive Non-protected (Non-TAES) Species:</th>
<th>Critical Habitat for Non-protected (Non-TAES) Species:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.</td>
<td></td>
</tr>
<tr>
<td>-Presence of sea lions and harbor seals all year.</td>
<td></td>
</tr>
<tr>
<td>-Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.</td>
<td></td>
</tr>
<tr>
<td>-Presence of invertebrates on ocean facing sand beaches all year.</td>
<td></td>
</tr>
<tr>
<td>-Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.</td>
<td>None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subsistence-use Species:</th>
<th>Critical Habitat for Subsistence Species:</th>
</tr>
</thead>
<tbody>
<tr>
<td>None.</td>
<td>None.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Essential Fish Habitat:</th>
<th>Historic and Cultural Resources:</th>
</tr>
</thead>
<tbody>
<tr>
<td>All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.</td>
<td>Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:</td>
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<td>-South Central Coastal Information Center (657) 278-5395</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Fisheries / Species:</th>
<th>Recreational Species and Habitat:</th>
</tr>
</thead>
<tbody>
<tr>
<td>No commercial fishing is allowed in the Port of Los Angeles, however, outside of the port there are the following fisheries:</td>
<td></td>
</tr>
<tr>
<td>-Round haul fisheries for squid, sardine, mackerel, and anchovy.</td>
<td></td>
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<td>-Hook and line fisheries for groundfish, halibut, and other species.</td>
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<td>-Trawl fisheries for lobster, crab, prawn, and live fish.</td>
<td></td>
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<tr>
<td>-Dive fisheries for sea urchin.</td>
<td></td>
</tr>
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<td>In water further than 3 miles from shore:</td>
<td></td>
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<td>-Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.</td>
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<tr>
<td>-Trawl fisheries for halibut and prawn.</td>
<td>There is no recreational fishing allowed in the industrial areas of the Port of Los Angeles, however, recreational fishing is allowed at the Cabrillo Beach Pier and the adjacent beach. Outside of the port, there are the following recreational fisheries:</td>
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<td>-Surf fishing for surf perches, halibut, shark, and croakers.</td>
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<td>-Pier fishing.</td>
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<td>-Clamming in the surfline.</td>
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<td>-Lobster diving.</td>
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<td>-Free and SCUBA dive spearfishing (several species).</td>
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<tr>
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<td>-Hoop netting for crab and lobster.</td>
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<td></td>
<td>-Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.</td>
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<td>-Party boat fishing for several species (rockfish, flatfish, basses, barracuda,</td>
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**Human Health / Safety Concerns and Economic Issues for this Place / Site**

**Human Health and Safety:**
San Pedro is a densely populated area west of the port. Within the port’s marinas there is a substantial live aboard population. Los Angeles Port Police and Los Angeles Fire Dept. will be able to assist in assessing potential impact.

**Economic Impact on Maritime Commerce and Shipping:**
Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**
Fish Harbor, San Pedro Slip, and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Los Angeles.

**Economic Impact on Recreational Fishing and Marine Tourism:**
Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Long Beach. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

**Other Economic Impacts:**
Neighboring Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Stakeholder List for this Place / Site**

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<td>Captain</td>
<td>Port of Los Angeles Pilots</td>
<td>(310) 732-3805</td>
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<tr>
<td>Manuel Ramirez</td>
<td>Env. Specialist</td>
<td>Port of Los Angeles</td>
<td>(310) 732-3782</td>
</tr>
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</table>

**Characteristics and Tactical Considerations**

**Primary Jursidictional Contact:** Port of Los Angeles - (310) 732-3860

**Marine Fire Fighting Resources:** LAFD Sta 49, Sta 112

**Approximate Tug Response Time:** 30 min

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

**Is Containment Possible?** Yes

**Coast Pilot and Navigation Chart Information**

- **Prevailing Winds:** Mean of 3. Winds are variable particularly in fall and winter
- **Tidal Range:** 0
- **Bottom Type:** Mud
- **Max Water Depth:** 0
- **Min Water Depths:** 0
- **Currents:** Follow axis of channels and rarely exceeds 1kt.
- **Sea Conditions:** Fog
- **Fog:** is most likely from October to February.
- **Shelter:** From Severe Storms: Yes
- **Navigational Approach:** Via Traffic Separation S
- **Pilot Requirements:** Yes

---

**PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 175**

**Latitude:** 33° 45.496' 33.7583 **Longitude:** 118° 15.719' 118.262

**County:** Los Angeles  **Type:** Dockage
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
<th>Containment Possibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
<td>Max Draft</td>
</tr>
<tr>
<td>Berth 175</td>
<td></td>
<td>0</td>
<td>38</td>
<td>2336</td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Pasha Properties, Inc. - (310) 233-2000
### PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 46

<table>
<thead>
<tr>
<th><strong>Location Description:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Los Angeles outer harbor cruise ship berth and site for major public events (3011 Miner St, San Pedro). 1,041' berth length; 16' height; 51' depth.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Natural Resource Concerns and Issues for this Place / Site</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Threatened and Endangered Species (TAES):</strong></td>
</tr>
<tr>
<td>California least terns may forage in the port area during the spring and summer.</td>
</tr>
<tr>
<td><strong>Critical Habitat for TAES:</strong></td>
</tr>
<tr>
<td>California least tern colony on Pier 400.</td>
</tr>
<tr>
<td><strong>Sensitive Non-protected (Non-TAES) Species:</strong></td>
</tr>
<tr>
<td>-Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.</td>
</tr>
<tr>
<td>-Presence of sea lions and harbor seals all year.</td>
</tr>
<tr>
<td>-Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.</td>
</tr>
<tr>
<td>-Presence of invertebrates on ocean facing sand beaches all year.</td>
</tr>
<tr>
<td>-Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.</td>
</tr>
<tr>
<td><strong>Critical Habitat for Non-protected (Non-TAES) Species:</strong></td>
</tr>
<tr>
<td>None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.</td>
</tr>
<tr>
<td><strong>Subsistence-use Species:</strong></td>
</tr>
<tr>
<td>None.</td>
</tr>
<tr>
<td><strong>Critical Habitat for Subsistence Species:</strong></td>
</tr>
<tr>
<td>None.</td>
</tr>
<tr>
<td><strong>Essential Fish Habitat:</strong></td>
</tr>
<tr>
<td>All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.</td>
</tr>
<tr>
<td><strong>Commercial Fisheries / Species:</strong></td>
</tr>
<tr>
<td>No commercial fishing is allowed in the Port of Los Angeles, however, outside of the port there are the following fisheries:</td>
</tr>
<tr>
<td>-Round haul fisheries for squid, sardine, mackerel, and anchovy.</td>
</tr>
<tr>
<td>-Hook and line fisheries for groundfish, halibut, and other species.</td>
</tr>
<tr>
<td>-Trap fisheries for lobster, crab, prawn, and live fish.</td>
</tr>
<tr>
<td>-Dive fisheries for sea urchin.</td>
</tr>
<tr>
<td>In water further than 3 miles from shore:</td>
</tr>
<tr>
<td>-Gilnet fisheries for halibut, whitesebass, shark, and swordfish.</td>
</tr>
<tr>
<td>-Trawl fisheries for halibut and prawn.</td>
</tr>
<tr>
<td><strong>Recreational Species and Habitat:</strong></td>
</tr>
<tr>
<td>There is no recreational fishing allowed in the industrial areas of the Port of Los Angeles, however, recreational fishing is allowed at the Cabrillo Beach Pier and the adjacent beach. Outside of the port, there are the following recreational fisheries:</td>
</tr>
<tr>
<td>-Surf fishing for surf perches, halibut, shark, and croakers.</td>
</tr>
<tr>
<td>-Pier fishing.</td>
</tr>
<tr>
<td>-Clamming in the surfline.</td>
</tr>
<tr>
<td>-Lobster diving.</td>
</tr>
<tr>
<td>-Free and SCUBA dive spearfishing (several species).</td>
</tr>
<tr>
<td>-Hoop netting for crab and lobster.</td>
</tr>
<tr>
<td>-Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.</td>
</tr>
</tbody>
</table>
| -Party boat fishing for several species (rockfish, flatfish, basses, barracuda,
PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 46

<table>
<thead>
<tr>
<th>Latitude: 33° 42.879' 33.7147</th>
<th>Longitude: 118° 16.513' 118.2752</th>
</tr>
</thead>
<tbody>
<tr>
<td>County: Los Angeles</td>
<td>Type: Dockage</td>
</tr>
</tbody>
</table>

yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 46

**5-A-03**

**Type:** Dockage

**County:** Los Angeles

**Latitude:** 33° 42.879’ 33.7147 118.2752

**Longitude:** 118° 16.513’ 118.2752

**Port of Los Angeles: Berth 46**

**Economic Impact on Maritime Commerce and Shipping:**

Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**

Neighboring Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Economic Impact on Recreational Fishing and Marine Tourism:**

Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Long Beach. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

**Human Health and Safety Concerns and Economic Issues for this Place / Site**

San Pedro is a densely populated area west of the port. Within the port’s marinas there is a substantial live aboard population. Los Angeles Port Police and Los Angeles Fire Dept. will be able to assist in assessing potential impact.

Fish Harbor, San Pedro Slip, and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Los Angeles.

**Stakeholder List for this Place / Site**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Betz</td>
<td>Captain</td>
<td>Port of Los Angeles Pilots</td>
<td>(310) 732-3805</td>
<td></td>
</tr>
<tr>
<td>Manuel Ramirez</td>
<td>Env. Specialist</td>
<td>Port of Los Angeles</td>
<td>(310) 732-3782</td>
<td></td>
</tr>
</tbody>
</table>

**Characteristics and Tactical Considerations**

**Primary Jursidictional Contact:** Port of Los Angeles - (310) 732-3860

**Marine Fire Fighting Resources:** LAFD, see Marine Firefighting Plan.

**Approximate Tug Response Time:**

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

**Is Containment Possible?** ☑

**Coast Pilot and Navigation Chart Information**

**Prevailing Winds:**

Winds are variable particularly in fall and winter

**Mean of 3:**

**Tidal Range:**

Mean of 3.

**Bottom Type:**

Follow axis of channels and rarely exceeds 1kt.

**Max Water Depth:**

0

**Min Water Depths:**

**Currents:**

**Sea Conditions:**

Fog is most likely from October to February.

**Fog:**

Yes

**Shelter From Severe Storms:**

Via Traffic Separation S

**Navigational Approach:**

**Pilot Requirements:**
## PPOR Pre-Incident Information Summary for Port of Los Angeles: Berth 46

### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Berth 46</td>
<td></td>
<td>0</td>
<td>47</td>
</tr>
</tbody>
</table>

### Site Contact/Leasee/Owner:
Port of Los Angeles - (310) 732-3860
**PPOR Pre-Incident Information Summary for Port of Long Beach: Berth T-124**

<table>
<thead>
<tr>
<th>Latitude:</th>
<th>33° 45.186'</th>
<th>33.7531</th>
<th>Longitude:</th>
<th>118° 13.241'</th>
<th>118.2207</th>
</tr>
</thead>
</table>

**County:** Los Angeles  
**Type:** Dockage

### Location Description:

General cargo pier

### Natural Resource Concerns and Issues for this Place / Site

#### Threatened and Endangered Species (TAES):

- California least terns may forage in the port area during the spring and summer.

#### Sensitive Non-protected (Non-TAES) Species:

- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

#### Subsistence-use Species:

- None.

#### Essential Fish Habitat:

- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

#### Commercial Fisheries / Species:

- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

#### Critical Habitat for TAES:

- California least tern colony on Pier 400.

#### Critical Habitat for Non-protected (Non-TAES) Species:

- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

#### Critical Habitat for Subsistence Species:

- None.

#### Recreational Species and Habitat:

- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
  - Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
**PPOR Pre-Incident Information Summary for Port of Long Beach: Berth T-124**

**Latitude:** 33° 45.186' 33.7531

**Longitude:** 118° 13.241' 118.2207

**County:** Los Angeles

**Type:** Dockage

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**Human Health / Safety Concerns and Economic Issues for this Place / Site**

**Human Health and Safety:**

Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

**Economic Impact on Maritime Commerce and Shipping:**

Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

**Economic Impact on Recreational Fishing and Marine Tourism:**

Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

**Economic Impact on Non-maritime Commerce:**

Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Other Economic Impacts:**

---

**Stakeholder List for this Place / Site**

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Emergency Manager</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Captain</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

---

**Characteristics and Tactical Considerations**

**Primary Jurisdictional Contact:** Port of Long Beach

**Marine Fire Fighting Resources:** LBFD, see Marine Firefighting Plan

**Approximate Tug Response Time:**

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

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**Coast Pilot and Navigation Chart Information**

- **Prevailing Winds:** Winds are variable particularly in fall and winter
- **Tidal Range:** Mean 3.8 f
- **Bottom Type:** Mud
- **Max Water Depth:** 35 ft
- **Min Water Depths:**
- **Currents:** Follow axis of channels and rarely exceeds 1kt.
- **Sea Conditions:** Sheltered
- **Fog:** Fog is most likely from October to February.
- **Shelter From Severe Storms:** Yes
- **Navigational Approach:** Via Traffic Separation
- **Pilot Requirements:** Yes

---

**SALVAGE, MFF, & PPOR CONTINGENCY PLAN**

8000-92
### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Berth T-124</td>
<td>1500</td>
<td>0</td>
<td>34</td>
</tr>
</tbody>
</table>

**Site Contact/Leasee/Owner:**
### Natural Resource Concerns and Issues for this Place / Site

#### Threatened and Endangered Species (TAES):

- California least terns may forage in the port area during the spring and summer.

#### Sensitive Non-protected (Non-TAES) Species:

- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

#### Subsistence-use Species:

- None.

#### Essential Fish Habitat:

- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

#### Commercial Fisheries / Species:

- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

#### Critical Habitat for TAES:

- California least tern colony on Pier 400.

#### Critical Habitat for Non-protected (Non-TAES) Species:

- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

#### Critical Habitat for Subsistence Species:

- None.

#### Historic and Cultural Resources:

- Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
  - Native American Heritage Commission (916) 373-5471
  - State Office of Historical Preservation (916) 445-7000
  - South Central Coastal Information Center (657) 278-5395

#### Recreational Species and Habitat:

- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
  - Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
### PPOR Pre-Incident Information Summary for Port of Long Beach: Berth J-243

<table>
<thead>
<tr>
<th>Latitude: 33° 44.522'</th>
<th>Longitude: 118° 11.596'</th>
</tr>
</thead>
<tbody>
<tr>
<td>County: Los Angeles</td>
<td></td>
</tr>
</tbody>
</table>

#### Type: Dockage

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Berth J-243

**County:** Los Angeles

**Longitude:** 118° 11.596’

**Latitude:** 33° 44.522’

**Type:** Dockage

### Human Health / Safety Concerns and Economic Issues for this Place / Site

#### Human Health and Safety:

Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

#### Economic Impact on Maritime Commerce and Shipping:

Probable impact to commerce.

#### Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

#### Economic Impact on Recreational Fishing and Marine Tourism:

Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

#### Economic Impact on Non-maritime Commerce:

Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

#### Other Economic Impacts:

#### Characteristics and Tactical Considerations

**Primary Jurisdictional Contact:** Port of Long Beach

**Approximate Tug Response Time:**

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

**Is Containment Possible?** Yes

**Coast Pilot and Navigation Chart Information**

- **Prevailing Winds:** Mean 3.8 f Winds are variable particularly in fall and winter
- **Tidal Range:**
- **Bottom Type:** Mud
- **Max Water Depth:** 33
- **Min Water Depths:**
- **Currents:** Follow axis of channels and rarely exceeds 1kt.
- **Sea Conditions:** Sheltered
- **Fog:** Fog is most likely from October to February.
- **Shelter From Severe Storms:** Yes
- **Navigational Approach:** Via Traffic Separation S
- **Pilot Requirements:**

**Stakeholder List for this Place / Site**

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>
**PPOR Pre-Incident Information Summary for** Port of Long Beach: Berth J-243

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Min Size</td>
</tr>
<tr>
<td>Berth J-243</td>
<td>1000</td>
<td>0</td>
<td>32</td>
</tr>
</tbody>
</table>

**Site Contact/Leasee/Owner:**
### Natural Resource Concerns and Issues for this Place / Site

#### Threatened and Endangered Species (TAES):
- California least terns may forage in the port area during the spring and summer.

#### Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

#### Subsistence-use Species:
- None.

#### Essential Fish Habitat:
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

#### Commercial Fisheries / Species:
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

#### Recreational Species and Habitat:
- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perchers, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
  - Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
<table>
<thead>
<tr>
<th>Latitude: 33° 44.628' 33.7438</th>
<th>Longitude: 118° 13.978' 118.233</th>
</tr>
</thead>
<tbody>
<tr>
<td>County: Los Angeles</td>
<td>Type: Dockage</td>
</tr>
</tbody>
</table>

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Pier 12

Latitude: 33° 44.628' 33.7438 Longitude: 118° 13.978' 118.233
County: Los Angeles
Type: Dockage

Human Health / Safety Concerns and Economic Issues for this Place / Site

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:
Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transit to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Non-maritime Commerce:
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Stakeholder List for this Place / Site

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<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
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<td>Daniel Kane</td>
<td>Emergency Manager</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Captain</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach - 


Is Containment Possible? Yes


Coast Pilot and Navigation Chart Information

- Prevailing Winds: Winds are variable, particularly in fall and winter
- Tidal Range: Mean 3.8 f
- Bottom Type: Mud
- Max Water Depth: 42
- Min Water Depths: 11kt.
- Currents: Follow axis of channels and rarely exceeds 1kt.
- Sea Conditions: Sheltered
- Fog: Fog is most likely from October to February.
- Shelter From Severe Storms: Yes
- Navigational Approach: Via Traffic Separation S
- Pilot Requirements: Yes

Marine Fire Fighting Resources: LBFD, see Marine Firefighting Plan
## PPOR Pre-Incident Information Summary for Port of Long Beach: Pier 12

**Latitude:** 33° 44.628' 33.7438
**Longitude:** 118° 13.978' 118.233

### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
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<tbody>
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<td>Max Size</td>
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<tr>
<td>Pier 12</td>
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<td>900</td>
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**Site Contact/Leasee/Owner:** U.S. Navy -
**PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-1**

<table>
<thead>
<tr>
<th>Latitude</th>
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<tr>
<td>33° 44.255'</td>
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</tr>
<tr>
<td>33.7376</td>
<td>118.236</td>
</tr>
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</table>

**County:** Los Angeles  
**Type:** Anchorage

### Location Description:

#### Natural Resource Concerns and Issues for this Place / Site

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding in a nearby Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Subsistence-use Species:**
None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
In water further than 3 miles from shore:
- Gillnet fisheries for halibut, white seabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Critical Habitat for Non-protected (Non-TAES) Species:**
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Critical Habitat for Subsistence Species:**
None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Recreational Species and Habitat:**
There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
- Surf fishing for surf perches, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

**Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:**
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395

**Historic and Cultural Resources:**
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395
<table>
<thead>
<tr>
<th>County: Los Angeles</th>
<th>Longitude: 118° 14.162'</th>
<th>Latitude: 33° 44.255'</th>
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### PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-1

<table>
<thead>
<tr>
<th>Type: Anchorage</th>
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</thead>
</table>

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

- All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
**Stakeholder List for this Place / Site**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Emergency Manager</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

**Characteristics and Tactical Considerations**

- **Primary Jurisdictional Contact:** Port of Long Beach - (562) 283-7820
- **Approximate Tug Response Time:** 30 min
- **List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A
- **Is Containment Possible?** Yes

**Coast Pilot and Navigation Chart Information**

- **Mean Water Depth:** 3.8 ft
- **Prevailing Winds:** Variable in fall and winter
- **Tidal Range:** 26
- **Bottom Type:** Mud
- **Max Water Depth:** 3.8 ft
- **Min Water Depths:** 26
- **Currents:** Follow axis of channels and rarely exceeds 1 kt.
- **Sea Conditions:** Sheltered
- **Fog:** Fog is most likely from October to February.
- **Shelter From Severe Storms:** Yes
- **Navigational Approach:** Via Traffic Separation S
- **Pilot Requirements:** Yes

**Economic Impact on Maritime Commerce and Shipping:**

Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

**Economic Impact on Recreational Fishing and Marine Tourism:**

Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

**Economic Impact on Non-maritime Commerce:**

Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Human Health and Safety Concerns and Economic Issues for this Place / Site**

- **Human Health / Safety Concerns:** Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.
- **Economic Impact on Human Health and Safety:**

- **Aids to Navigation:**

- **Gale Warning:**

- **Fog:**

- **Fog is most likely from October to February.
- **Sea Details:**

- **Sea Conditions:** Sheltered

- **Shelter From Severe Storms:** Yes

- **Navigational Approach:** Via Traffic Separation S

- **Pilot Requirements:** Yes
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
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</thead>
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<td>Mini Size</td>
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**Site Contact/Leasee/Owner:** Jacobsen Pilot Service (562) 432-0664
### PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-2

**Latitude:** 33° 44.024' 33.7337  
**Longitude:** 118° 13.881' 118.2314  
**County:** Los Angeles  
**Type:** Anchorage

### Location Description:

#### Natural Resource Concerns and Issues for this Place / Site

### Threatened and Endangered Species (TAES):
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

### Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

### Critical Habitat for TAES:
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

### Critical Habitat for Non-protected (Non-TAES) Species:
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

### Subsistence-use Species:
None.

### Essential Fish Habitat:
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

### Commercial Fisheries / Species:
No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.

In water further than 3 miles from shore:
- Gillnet fisheries for halibut, whitesea bass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

### Critical Habitat for Subsistence Species:
None.

### Historic and Cultural Resources:
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395

### Recreational Species and Habitat:
There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
- Surf fishing for surf perches, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
## PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-2

<table>
<thead>
<tr>
<th>Latitude</th>
<th>33° 44.024'</th>
<th>33.7337</th>
<th>Longitude</th>
<th>118° 13.881'</th>
<th>118.2314</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>Los Angeles</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### 5-C-02

**Type:** Anchorage

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-2

Latitude: 33° 44.024' 33.7337 Longitude: 118° 13.881' 118.2314

County: Los Angeles

**Human Health / Safety Concerns and Economic Issues for this Place / Site**

**Human Health and Safety:**
Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

**Economic Impact on Maritime Commerce and Shipping:**
Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**
Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

**Economic Impact on Recreational Fishing and Marine Tourism:**
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

**Economic Impact on Non-maritime Commerce:**
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Other Economic Impacts:**

**Stakeholder List for this Place / Site**

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

**Characteristics and Tactical Considerations**

**Primary Jurisdictional Contact:** Port of Long Beach - 

**Marine Fire Fighting Resources:** LBFD Station 15, see Marine Firefighting Plan

**Approximate Tug Response Time:** 30 min

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

**Is Containment Possible?** ✓

**Coast Pilot and Navigation Chart Information**

- **Winds:** Mean 3.8 ft
- **Tidal Range:** Mud
- **Bottom Type:** Mud
- **Prevailing Winds:** Variable particularly in fall and winter
- **Max Water Depth:** 32 f
- **Min Water Depths:** 11 f
- **Currents:** Follow axis of channels and rarely exceeds 1kt.
- **Sea Conditions:** Sheltered
- **Fog:** Fog is most likely from October to February.
- **Shelter From Severe Storms:** Yes
- **Navigational Approach:** Via Traffic Separation S
- **Pilot Requirements:** ✓
| Site ID | Site Name    | Vessel Capacities | Site Capacities and Facilities | ContainmentPossibilities:
<table>
<thead>
<tr>
<th></th>
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<tr>
<td>Anchorage B-2</td>
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<td>29</td>
<td>1050</td>
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</table>

Site Contact/Leasee/Owner: Jacobsen Pilot Service - (562) 432-0664
### Location Description:

#### Natural Resource Concerns and Issues for this Place / Site

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-3

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-3
Latitude: 33° 44.254' 33.7376 Longitude: 118° 13.532' 118.2255
County: Los Angeles
Type: Anchorage

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:
Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Non-maritime Commerce:
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane  Emergency Manager</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong  Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
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</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach -
Approximate Tug Response Time: 30 min

Coast Pilot and Navigation Chart Information

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<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type: Mean 3.8 f</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
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<tr>
<td>Winds are variable particularly in fall and winter</td>
<td>Mean 3.8 f</td>
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<td></td>
<td></td>
<td></td>
<td>Follow axis of channels and rarely exceeds 1kt.</td>
<td>Sheltered</td>
<td>Fog is most likely from October to February.</td>
<td>Yes</td>
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<td>Site Capacities and Facilities</td>
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</table>

Site Contact/Leasee/Owner: Jacobsen Pilot Service - (562) 432-0664
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-5

Latitude: 33° 43.654' 33.7276 Longitude: 118° 13.919' 118.232

County: Los Angeles

Type: Anchorage

Location Description:

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

Critical Habitat for TAES:
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

Critical Habitat for Non-protected (Non-TAES) Species:
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

Subsistence-use Species:
- None.

Critical Habitat for Subsistence Species:
- None.

Essential Fish Habitat:
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

Historic and Cultural Resources:
- Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
  - Native American Heritage Commission (916) 373-5471
  - State Office of Historical Preservation (916) 445-7000
  - South Central Coastal Information Center (657) 278-5395

Commercial Fisheries / Species:
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
- Surf fishing for surf perches, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-5

Latitude: 33° 43.654' 33.7276 Longitude: 118° 13.919' 118.232
County: Los Angeles

Type: Anchorage

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage B-5

Latitude: 33° 43.654'  33.7276 Longitude: 118° 13.919'  118.232
County: Los Angeles

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:
Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Non-maritime Commerce:
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Emergency Manager</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach - Marine Fire Fighting Resources: LBFD Station 15, see Marine Firefighting Plan

Approximate Tug Response Time: 30 min


Is Containment Possible? ✓

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Winds are variable particularly in fall and winter</th>
<th>Mean 3.8 f</th>
<th>Mud</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
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<th>Navigational Approach</th>
<th>Pilot Requirements</th>
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<tr>
<td>Weather</td>
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<td></td>
<td>Follow axis of channels and rarely exceeds 1kt.</td>
<td>Sheltered</td>
<td>Fog is most likely from October to February.</td>
<td>Yes</td>
<td>Via Traffic Separation S</td>
<td>✓</td>
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SALVAGE, MFF, & PPOR CONTINGENCY PLAN 8000-116
### Port of Long Beach: Anchorage B-5

**PPOR Pre-Incident Information Summary**

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
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**Latitude:** 33° 43.654' 33.7276

**Longitude:** 118° 13.919' 118.232

**County:** Los Angeles

**Type:** Anchorage

**Site Contact/Leasee/Owner:** Jacobsen Pilot Services - (562) 432-0664
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-3

<table>
<thead>
<tr>
<th>Latitude: 33° 44.075</th>
<th>Longitude: 118° 09.157</th>
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<tbody>
<tr>
<td>County: Los Angeles</td>
<td>Type: Anchorage</td>
</tr>
</tbody>
</table>

**Location Description:**

**Natural Resource Concerns and Issues for this Place / Site**

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Essential Fish Habitat:**
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

**Historic and Cultural Resources:**
- Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
  - Native American Heritage Commission (916) 373-5471
  - State Office of Historical Preservation (916) 445-7000
  - South Central Coastal Information Center (657) 278-5395

**Recreational Species and Habitat:**
- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
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<tr>
<td>County: Los Angeles</td>
<td>Type: Anchorage</td>
</tr>
</tbody>
</table>

**PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-3**

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-3

Latitute: 33° 44.075' 33.7346
Longitude: 118° 09.157' 118.1526
County: Los Angeles
Type: Anchorage

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assess potential impact.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Non-maritime Commerce:
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Stakeholder List for this Place / Site

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</tr>
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<td>Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach
Marine Fire Fighting Resources: LBFD Station 15, see Marine Firefighting Plan

Approximate Tug Response Time: 30 min


Is Containment Possible? Yes

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Winds are variable particularly in fall and winter</th>
<th>Mean 3.8 ft</th>
<th>Mud</th>
<th>39</th>
<th>Follow axis of channels and rarely exceeds 1kt.</th>
<th>Sheltered</th>
<th>Fog is most likely from October to February.</th>
<th>Yes</th>
<th>Via Traffic Separation S</th>
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<tr>
<td>Prevailing Winds</td>
<td>Tidal Range</td>
<td>Bottom Type</td>
<td>Max Water Depth</td>
<td>Min Water Depths</td>
<td>Currents</td>
<td>Sea Conditions</td>
<td>Fog</td>
<td>Shelter From Severe Storms</td>
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SALVAGE, MFF, & PPOR CONTINGENCY PLAN
8000-120
### PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-3

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<tr>
<th>Site ID</th>
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<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
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</thead>
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<td>36</td>
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</tbody>
</table>

**Site Contact/Leasee/Owner:** Jacobsen Pilot Service - (562) 432-0664
### Location Description:

#### Natural Resource Concerns and Issues for this Place / Site

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.

In water further than 3 miles from shore:
- Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
- Surf fishing for surf perches, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

---

**Historic and Cultural Resources:**
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395
### PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-4

<table>
<thead>
<tr>
<th>Latitude:</th>
<th>33° 44.075'</th>
<th>33.7346</th>
<th>Longitude:</th>
<th>118° 08.616'</th>
<th>118.1436</th>
</tr>
</thead>
</table>

**County:** Los Angeles

**Type:** Anchorage

**5-C-06**

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-4

Latitude: 33° 44.075' 33.7346° Longitude: 118° 08.616' 118.1436°

County: Los Angeles

Economic Impact on Maritime Commerce and Shipping:

Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:

Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Stakeholder List for this Place / Site

<table>
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<td>John Strong</td>
<td>Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach - Marine Fire Fighting Resources: LBFD Station 15, see Marine Firefighting Plan

Approximate Tug Response Time: 30 min


Is Containment Possible? Yes

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winds are variable particularly in fall and winter</td>
<td>Mean 3.8 ft</td>
<td>Mud</td>
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<td>Follow axis of channels and rarely exceeds 1kt.</td>
<td>Sheltered</td>
<td>Fog is most likely from October to February.</td>
<td>Yes</td>
<td>Via Traffic Separation S</td>
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### PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-4

<table>
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<tr>
<th>Site ID</th>
<th>Site Name</th>
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<td>Anchorage D-4</td>
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</table>

**Site Contact/Leasee/Owner:** Jacobsen Pilot Service - (562) 432-0664
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-8

**Location Description:**

**Natural Resource Concerns and Issues for this Place / Site**

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding near Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Essential Fish Habitat:**
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, white seabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
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  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

**Historic and Cultural Resources:**
- Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
  - Native American Heritage Commission (916) 373-5471
  - State Office of Historical Preservation (916) 445-7000
  - South Central Coastal Information Center (657) 278-5395
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-8

Latitude: 33° 43.675' 33.7279
Longitude: 118° 08.873' 118.1479

County: Los Angeles
Type: Anchorage

-Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-8

**Latitude:** 33° 43.675' 33.7279  
**Longitude:** 118° 08.873' 118.1479  
**County:** Los Angeles  
**Type:** Anchorage

Human Health / Safety Concerns and Economic Issues for this Place / Site

**Human Health and Safety:**
Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

**Economic Impact on Maritime Commerce and Shipping:**
Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**
Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

**Economic Impact on Recreational Fishing and Marine Tourism:**
Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

**Economic Impact on Non-maritime Commerce:**
Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

**Other Economic Impacts:**

### Stakeholder List for this Place / Site

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### Characteristics and Tactical Considerations

**Primary Jurisdictional Contact:** Port of Long Beach -

**Approximate Tug Response Time:** 30 min

**List of Nearby Environmentally Sensitive Sites:** 5-210-A, 5-220-A/C, 5-230-A/C, 5-240-A/C, 5-250-A, and 5-260-A

**Is Containment Possible?** Yes

### Coast Pilot and Navigation Chart Information

<table>
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<tr>
<th>Winds are variable particularly in fall and winter</th>
<th>Mean 3.8 ft</th>
<th>Mud</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
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<tbody>
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<td></td>
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<td></td>
<td>Yes</td>
<td>Via Traffic Separation S</td>
<td></td>
</tr>
</tbody>
</table>

**Sea Conditions:** Sheltered

**Fog:** Fog is most likely from October to February.
### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Anchorage D-8</td>
<td>1050</td>
<td>0</td>
<td>39</td>
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</tbody>
</table>

**Site Contact/Leasee/Owner:** Jacobsen Pilot Service - (562) 432-0664
**PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-9**

<table>
<thead>
<tr>
<th>Location Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Resource Concerns and Issues for this Place / Site</td>
</tr>
</tbody>
</table>

**Threatened and Endangered Species (TAES):**
- California least terns may forage in the port area during the spring and summer.
- Western snowy plover can be found feeding a nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Grunion spawning on adjacent beaches during nighttime at the highest spring tides during the spring and summer.
- Presence of invertebrates on ocean facing sand beaches all year.
- Presence of intertidal and subtidal invertebrates, fishes, and kelp; all associated with riprap and piers withing and outside of the port all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- No commercial fishing is allowed in the Port of Long Beach, however, outside of the port there are the following fisheries:
  - Round haul fisheries for squid, sardine, mackerel, and anchovy.
  - Hook and line fisheries for groundfish, halibut, and other species.
  - Trap fisheries for lobster, crab, prawn, and live fish.
  - Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- There is no recreational fishing allowed in the industrial areas of the Port of Long Beach, except for a portion of Pier J. Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
**PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-9**

**Latitude:** 33° 43.617' 33.727

**Longitude:** 118° 08.407' 118.1401

**County:** Los Angeles

---

**Type:** Anchorage

- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

- All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.
Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

Dense residential areas to the east side of the port. Within the Shoreline Maina there is a substantial live aboard population. Long Beach Police and Long Beach Fire Department will be able to assist in assessing potential impact.

Economic Impact on Maritime Commerce and Shipping:

Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor and several other marinas in the port are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the Port of Long Beach.

Economic Impact on Recreational Fishing and Marine Tourism:

Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. There are additional Catalina Island operations in the Port of Los Angeles. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Non-maritime Commerce:

Neighboring City of Long Beach receives considerable revenue from hosting conventions and tourism. The Cabrillo Marina area in San Pedro is the location of several hotels that host conferences and tourists.

Other Economic Impacts:


Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Kane</td>
<td>Emergency Manager</td>
<td>Port of Long Beach</td>
<td>(562) 283-7820</td>
<td></td>
</tr>
<tr>
<td>John Strong</td>
<td>Captain</td>
<td>Jacobsen Pilot Service</td>
<td>(562) 432-0664</td>
<td></td>
</tr>
</tbody>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Long Beach -

Approximate Tug Response Time: 30 min


Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winds are variable, particularly in fall and winter</td>
<td>Mean 3.8 ft</td>
<td>Mud</td>
<td>42</td>
<td></td>
<td>Follow axis of channels and rarely exceeds 1kt.</td>
<td>Sheltered</td>
<td>Fog is most likely from October to February.</td>
<td>Yes</td>
<td>Via Traffic Separation S</td>
<td></td>
</tr>
</tbody>
</table>
PPOR Pre-Incident Information Summary for Port of Long Beach: Anchorage D-9

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Anchorage D-9</td>
<td>600</td>
<td>0</td>
<td>39</td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Jacobsen Pilot Service - (562) 432-0664
LA-LB Outer Anchorage: Anchorage G-4

**Locations Description:**

**Natural Resource Concerns and Issues for this Place / Site**

**Threatened and Endangered Species (TAES):**
- California least terns can be feeding at or nearby LA-LB Outer Anchorage during spring and summer.
- Western snowy plovers can be found feeding at nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern nesting colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Presence of invertebrates on ocean facing sand beaches all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Essential Fish Habitat:**
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and ling fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
- Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
  - Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

**Recreational Species and Habitat:**
- All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.

**Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:**
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395
Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

Dense residential areas to the east side of the anchorage. There are several marinas with live aboard populations throughout the port complex. Local police and fire departments will be able to assist in assessing potential impact.

Economic Impact on Maritime Commerce and Shipping:

Probable impact to commerce.

Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor, San Pedro Slip, and several other marinas in the port complex are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the port complex.

Economic Impact on Recreational Fishing and Marine Tourism:

Port of Los Angeles - Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

Port of Long Beach - Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: USCG Coast Guard Sector LA-LB - (310) 521-3801

Approximate Tug Response Time: 30 min


Is Containment Possible?

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winds are variable</td>
<td>Mean 3.8 f</td>
<td>Follow axis of Seas from the west.</td>
<td>Fog is most likely from No</td>
<td>Via Traffic Separation S</td>
<td>Pilot Requirements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MARINE FIRE FIGHTING RESOURCES: LAFD Station 112, LBFD Station 15

SECTION 8000
ANNEX II - POTENTIAL PLACES OF REFUGE

LOS ANGELES-LONG BEACH AREA CONTINGENCY PLAN
OCTOBER 2014

SALVAGE, MFF, & PPOR CONTINGENCY PLAN
### PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage G-4

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Size</td>
<td>Mini Size</td>
<td>Swing Room or Dock Face Facilities, capabilities, and any other issues or concern</td>
</tr>
<tr>
<td>Anchorage G-4</td>
<td>0</td>
<td>Containment difficult due to open ocean conditions.</td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Marine Exchange/USCG VTS - (310) 832-6411
PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage G-6

| Latitude: | 33° 42.632' | 33.7105 | Longitude: | 118° 11.839' | 118.1973 |
| County: | Los Angeles |

**Location Description:**

**Natural Resource Concerns and Issues for this Place / Site**

**Threatened and Endangered Species (TAES):**
- California least terns can be feeding at or nearby LA-LB Outer Anchorage during spring and summer.
- Western snowy plovers can be found feeding at nearby Seal Beach National Wildlife Refuge.

**Critical Habitat for TAES:**
- California least tern nesting colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Presence of invertebrates on ocean facing sand beaches all year.

**Critical Habitat for Non-protected (Non-TAES) Species:**
- None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Subsistence-use Species:**
- None.

**Critical Habitat for Subsistence Species:**
- None.

**Essential Fish Habitat:**
- All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and ling fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
- In water further than 3 miles from shore:
  - Gillnet fisheries for halibut, white seabass, shark, and swordfish.
  - Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
  - Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
  - Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
- All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.

**Historic and Cultural Resources:**
- Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
  - Native American Heritage Commission (916) 373-5471
  - State Office of Historical Preservation (916) 445-7000
  - South Central Coastal Information Center (657) 278-5395

**Subsistence-use Species:**
- None.
PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage G-6

Latitude: 33° 42.632' 33.7105
Longitude: 118° 11.839' 118.1973
County: Los Angeles

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Dense residential areas to the east side of the anchorage. There are several marinas with live aboard populations throughout the port complex. Local police and fire departments will be able to assist in assessing potential impact.

Economic Impact on Commercial Fishing and Aquaculture:
Fish Harbor, San Pedro Slip, and several other marinas in the port complex are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the port complex.

Economic Impact on Recreational Fishing and Marine Tourism:
Port of Los Angeles - Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

Port of Long Beach - Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Maritime Commerce and Shipping:
Probable impact to commerce.

Economic Impact on Non-maritime Commerce:
Long Beach and San Pedro both receive considerable revenue from hotels, conferences, conventions, and tourism.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
</table>

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: USCG Coast Guard Sector LA-LB - (310) 521-3801

Marine Fire Fighting Resources: LAFD Station 112, LBFD Station 15

Approximate Tug Response Time: 30 min


Is Containment Possible? No

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winds are variable</td>
<td>Mean 3.8 ft</td>
<td>Mean 0 ft</td>
<td>Mean 0 ft</td>
<td>Follow axis of</td>
<td>Seas from the west</td>
<td>Fog is most likely from</td>
<td>No</td>
<td>Via Traffic Separation S</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SALVAGE, MFF, & PPOR CONTINGENCY PLAN 8000-138
PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage G-6

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site ID: Anchorage G-6</td>
<td>Max Size: 0</td>
<td>Facilities, capabilities, and any other issues or concern ContainmentPossibilities:</td>
</tr>
<tr>
<td></td>
<td>Mini Size: 0</td>
<td></td>
</tr>
</tbody>
</table>

Site Contact/Leasee/Owner: Marine Exchange/USCG VTS - (310) 832-6411
### Natural Resource Concerns and Issues for this Place / Site

**Threatened and Endangered Species (TAES):**
- California least terns can be feeding at or nearby LA-LB Outer Anchorage during spring and summer.
- Western snowy plovers can be found feeding at nearby Seal Beach National Wildlife Refuge.

**Sensitive Non-protected (Non-TAES) Species:**
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Presence of invertebrates on ocean facing sand beaches all year.

**Subsistence-use Species:**
None.

**Essential Fish Habitat:**
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

**Commercial Fisheries / Species:**
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and ling fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
- Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

**Recreational Species and Habitat:**
- Outside of the port, there are the following recreational fisheries:
  - Surf fishing for surf perches, halibut, shark, and croakers.
  - Pier fishing.
  - Clamming in the surfline.
  - Lobster diving.
  - Free and SCUBA dive spearfishing (several species).
  - Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

**Historic and Cultural Resources:**
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395

**Critical Habitat for TAES:**
- California least tern nesting colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

**Critical Habitat for Non-protected (Non-TAES) Species:**
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

**Critical Habitat for Subsistence Species:**
None.
**PPOR Pre-Incident Information Summary for**  
**LA-LB Outer Anchorage: Anchorage F-1**  

**Latitude:** 33° 42.832'  
**Longitude:** 118° 10.001'  
**Type:** Anchorage

### Human Health / Safety Concerns and Economic Issues for this Place / Site

**Human Health and Safety:**

Dense residential areas to the east side of the anchorage. There are several marinas with live aboard populations throughout the port complex. Local police and fire departments will be able to assist in assessing potential impact.

**Economic Impact on Maritime Commerce and Shipping:**

Probable impact to commerce.

**Economic Impact on Commercial Fishing and Aquaculture:**

Fish Harbor, San Pedro Slip, and several other marinas in the port complex are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the port complex.

**Economic Impact on Recreational Fishing and Marine Tourism:**

Port of Los Angeles - Catalina Island passenger boats operate from Berth 95 with multiple transits to and from Catalina daily. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

Port of Long Beach - Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

**Economic Impact on Non-maritime Commerce:**

Long Beach and San Pedro both receive considerable revenue from hotels, conferences, conventions, and tourism.

**Other Economic Impacts:**

### Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
</table>

### Characteristics and Tactical Considerations

- **Primary Jurisdictional Contact:** USCG Coast Guard Sector LA-LB - (310) 521-3801
- **Marine Fire Fighting Resources:** LAFD Station 112, LBFD Station 15
- **Approximate Tug Response Time:** 30 min
- **Is Containment Possible?** ☐

### Coast Pilot and Navigation Chart Information

- **Prevailing Winds:** Mean 3.8 f, Winds are variable
- **Tidal Range:** 0
- **Bottom Type:** Min Water Depth: 0
- **Max Water Depth:** 0
- **Currents:** Follow axis of Seas from the west.
- **Sea Conditions:** Fog is most likely from
- **Fog:** No
- **Shelter From Severe Storms:** Via Traffic Separation S
- **Navigational Approach:**

---

**SALVAGE, MFF, & PPOR CONTINGENCY PLAN**

8000-141
**PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage F-1**

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
</tr>
<tr>
<td>Anchorage F-1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Specific Site Details**

- **Site Contact/Leasee/Owner:** Marine Exchange/USCG VTS - (310) 832-6411

- **Longitude:** 118° 10.001' 118.1667
- **County:** Los Angeles
- **Latitude:** 33° 42.832' 33.7139
- **Type:** Anchorage
- **Channels and rarely exceeds 1kt.**
- **October to February.**

- **Particularly in fall and winter.**
PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage F-14

Latitude: 33° 40.715' 33.6786 Longitude: 118° 08.379' 118.1397
County: Los Angeles

Location Description:

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
- California least terns can be feeding at or nearby LA-LB Outer Anchorage during spring and summer.
- Western snowy plovers can be found feeding at nearby Seal Beach National Wildlife Refuge.

Critical Habitat for TAES:
- California least tern nesting colony on Pier 400.
- California least tern nesting at Seal Beach National Wildlife Refuge.
- Western snowy plover feeding area at Seal Beach National Wildlife Refuge.

Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Presence of invertebrates on ocean facing sand beaches all year.

Critical Habitat for Non-protected (Non-TAES) Species:
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

Subsistence-use Species:
None.

Critical Habitat for Subsistence Species:
None.

Essential Fish Habitat:
All waters inside and outside of the port should be considered as EFH for several species of groundfish and coastal pelagics.

Commercial Fisheries / Species:
- Round haul fisheries for squid, sardine, mackerel, and anchovy.
- Hook and ling fisheries for groundfish, halibut, and other species.
- Trap fisheries for lobster, crab, prawn, and live fish.
- Dive fisheries for sea urchin.
In water further than 3 miles from shore:
- Gillnet fisheries for halibut, whiteseabass, shark, and swordfish.
- Trawl fisheries for halibut and prawn.

Commercial Fisheries / Species:
- Surf fishing for surf perches, halibut, shark, and croakers.
- Pier fishing.
- Clamming in the surfline.
- Lobster diving.
- Free and SCUBA dive spearfishing (several species).
- Hoop netting for crab and lobster.
- Private boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.
- Party boat fishing for several species (rockfish, flatfish, basses, barracuda, yellowtail, croakers, shark, bonito, mackerel, etc.) nearshore and offshore.

All waters inside and outside of the port should be considered habitat for recreational fishery species. This includes breakwaters, riprap, piers, kelp, marinas, wetlands, sand and mud bottoms, and mudflats.

Historic and Cultural Resources:
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395
Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

Dense residential areas to the east side of the anchorage. There are several marinas with live aboard populations throughout the port complex. Local police and fire departments will be able to assist in assessing potential impact.

Economic Impact on Commercial Fishing and Aquaculture:

Fish Harbor, San Pedro Slip, and several other marinas in the port complex are berthing for an extensive commercial fishing fleet. Commercial fishing takes place outside of the port complex.

Economic Impact on Recreational Fishing and Marine Tourism:

Port of Los Angeles - Catalina Island passenger boats operates from Berth 95 with multiple transits to and from Catalina daily. Berth 94 is the Los Angeles Cruise Terminal. Berths 36 and 79 are sportfishing charter operations. There is a fishing pier at Cabrillo Beach.

Port of Long Beach - Cruise ships operate out of Berth H-4. Catalina Island passenger boats operate out of Pier H and Downtown Long Beach with multiple transits to and from Catalina daily. Sportfishing operations operate out of Berth C-55 and Downtown Rainbow Harbor. There are limited areas open to sportfishing on Pier J.

Economic Impact on Maritime Commerce and Shipping:

Probable impact to commerce.

Economic Impact on Non-maritime Commerce:

Long Beach and San Pedro both receive considerable revenue from hotels, conferences, conventions, and tourism.

Other Economic Impacts:

Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
</table>

Characteristics and Tactical Considerations

Primary Jursidictional Contact: USCG Coast Guard Sector LA-LB - (310) 521-3801

Marine Fire Fighting Resources: LAFD Station 112, LBFD Station 15

Approximate Tug Response Time: 30 min


Is Containment Possible? No

Coast Pilot and Navigation Chart Information

<table>
<thead>
<tr>
<th>Prevailing Winds</th>
<th>Tidal Range</th>
<th>Bottom Type</th>
<th>Max Water Depth</th>
<th>Min Water Depths</th>
<th>Currents</th>
<th>Sea Conditions</th>
<th>Fog</th>
<th>Shelter From Severe Storms</th>
<th>Navigational Approach</th>
<th>Pilot Requirements</th>
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</thead>
<tbody>
<tr>
<td>Winds are variable</td>
<td>Mean 3.8 ft</td>
<td>0</td>
<td>0</td>
<td>Follow axis of</td>
<td>Seas from the west.</td>
<td>Fog is most likely from</td>
<td>No</td>
<td>Via Traffic Separation S</td>
<td></td>
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</tbody>
</table>

Salvage, MFF, & PPOR Contingency Plan

Los Angeles-Long Beach Area Contingency Plan

October 2014
## PPOR Pre-Incident Information Summary for LA-LB Outer Anchorage: Anchorage F-14

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
<th>Containment Possibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Max Size</td>
<td>Mini Size</td>
<td>Max Draft</td>
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<tr>
<td>Anchorage F-14</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1kt.</td>
</tr>
</tbody>
</table>

**Site Contact/Leasee/Owner:** Marine Exchange/USCG VTS - (310) 832-6411
PPOR Pre-Incident Information Summary for El Segundo: Anchorage ES-1

Location Description:
El Segundo Moorings include two designated anchorages (ES-1 and ES-2) and two off-shore marine terminals with sub-sea connections. Moorings are an open roadstead, with no shelter and exposed to predominately westerly seas, swell and winds.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
- California least terns can be feeding at or nearby the Marina Del Rey/Ballona Creek area during the spring and summer.
- Western snowy plovers can be found feeding at the beaches to the north (Venice) and south (Docweiler) of Marina Del Rey.

Sensitive Non-protected (Non-TAES) Species:
- Presence of brown pelicans, seabirds, shorebirds, and other migratory birds all year.
- Presence of sea lions and harbor seals all year.
- Presence of invertebrates on ocean facing sand beaches all year.

Subsistence-use Species:
None.

Essential Fish Habitat:
All waters inside and outside of the port should be considered at EFH for several species of groundfish and coastal pelagics.

Commercial Fisheries / Species:
- Limited commercial fishing in the area near the El Segundo Moorings.
- Round haul fisheries for squid, sardine, mackerel, and anchovy for bait purposes only.
- Dip net fisheries for squid, sardine, mackerel, and anchovy.
- Hook and line fisheries for groundfish, halibut, and other species.
- Trap fisheries for prawn.
- Dive fisheries for sea urchin.

Critical Habitat for TAES:
- California least tern nesting at Venice Beach near the Marina Del Rey Channel.
- Western snowy plover feeding area to the north (Venice) and south (Docweiler) of Marina Del Rey.

Critical Habitat for Non-protected (Non-TAES) Species:
None. ACP Sensitive Sites, such as, wetlands, creek mouths, sand beaches, breakwaters, and rocky intertidal areas should be considered very important and sensitive habitats for several species.

Critical Habitat for Subsistence Species:
None.

Historic and Cultural Resources:
Knowledge of these sites are limited to certain persons and agencies. Contact the following during a POR incident:
- Native American Heritage Commission (916) 373-5471
- State Office of Historical Preservation (916) 445-7000
- South Central Coastal Information Center (657) 278-5395
<table>
<thead>
<tr>
<th>PPOR Pre-Incident Information Summary for</th>
<th>El Segundo: Anchorage ES-1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Latitude:</strong> 33° 54.202'</td>
<td><strong>Longitude:</strong> 118° 29.388'</td>
</tr>
<tr>
<td>County: Los Angeles</td>
<td>Type: Anchorage</td>
</tr>
</tbody>
</table>

sand and mud bottoms, and mudflats.
**PPOR Pre-Incident Information Summary for** El Segundo: Anchorage ES-1

**Type:** Anchorage

**Latitude:** 33° 54.202' 33.9034  **Longitude:** 118° 29.388' 118.4898

**County:** Los Angeles

---

### Human Health / Safety Concerns and Economic Issues for this Place / Site

**Human Health and Safety:**
- Dense residential population in immediate vicinity of moorings. High beach population during the summer months.

**Economic Impact on Maritime Commerce and Shipping:**
- Possible reduced capability for Chevron terminal to service other ships.

**Economic Impact on Commercial Fishing and Aquaculture:**
- Likely to impact some commercial fishing.

**Economic Impact on Non-maritime Commerce:**
- High tourism impact due to coast, beach, and piers.

**Economic Impact on Recreational Fishing and Marine Tourism:**
- Charter boat sportfishing operations run out of Marina Del Rey and King Harbor (Redondo Beach).

**Other Economic Impacts:**
- High political sensitivity to ships at terminal.

---

### Stakeholder List for this Place / Site

<table>
<thead>
<tr>
<th>Name / Title</th>
<th>Organization</th>
<th>Phone</th>
<th>more details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battalion 1</td>
<td>LA County Fire Department</td>
<td>(310) 358-3435</td>
<td></td>
</tr>
<tr>
<td>Kenneth Graham</td>
<td>Mooring Master</td>
<td>Chevron Shipping Company, LLC</td>
<td>(310) 615-5704</td>
</tr>
</tbody>
</table>

---

### Characteristics and Tactical Considerations

**Primary Jurisdictional Contact:**

**Marine Fire Fighting Resources:** LA County Fire Station 110, Marina del Rey

**List of Nearby Environmentally Sensitive Sites:** 5-000-A, 5-105-A, 5-110-1, 5-115-A, 5-120-A/C, 5-130-A/C, 5-140-A/B, 5-150-A, 5-160-A/C

**Is Containment Possible?**

---

### Coast Pilot and Navigation Chart Information

**Prevailing Winds**
- Westerly, onshore winds usually prevail.

**Tidal Range**
- +5.4 to -2.

**Bottom Type:** Sand

**Max Water Depth**
- 60

**Min Water Depths**
- 0

**Currents**
- Run unpredictably north or south along the coast.

**Sea Conditions**
- Fog is most likely from October to February.

**Shelter From Severe Storms**
- None, Located via Traffic Separation S

**Navigational Approach**
- Via Traffic Separation S

**Pilot Requirements**

---

### Specific Site Details

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Vessel Capacities</th>
<th>Site Capacities and Facilities</th>
<th>Containment Possibilities</th>
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<td>Anchorage ES-1</td>
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</table>

**Site Contact/Leasee/Owner:** Chevron El Segundo Marine Terminal (310) 615-5355
ANNEX III – Response/Assistance Directory

This directory contains information on public agency maritime resources located in the Los Angeles-Long Beach Captain of the Port Zone. The agency resources have been typed using FIRESCOPE and FEMA resource typing guides.

**FIRESCOPE ICS RESOURCE LISTING, ICS 020-1, July 2012**

<table>
<thead>
<tr>
<th>RESOURCE</th>
<th>COMPONENTS</th>
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<th>4</th>
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<tr>
<td>Fire Boat</td>
<td>Pumping Capability GPM</td>
<td>5,000</td>
<td>1,000</td>
<td>250</td>
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<tr>
<td>Helicopters</td>
<td>Seats, including pilot</td>
<td></td>
<td>16</td>
<td></td>
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<tr>
<td></td>
<td>Card weight capacity lbs</td>
<td>5,000</td>
<td>2,500</td>
<td></td>
<td>1,200</td>
</tr>
</tbody>
</table>

Los Angeles County Fire Department provides a daily resource report identifying what is in service and out of service for LA County Fire & Lifeguard, Los Angeles City Fire, Long Beach Fire & Lifeguard, and U.S. Coast Guard maritime assets.

A copy of the Marine Resource Morning Report can be obtained from the U.S. Coast Guard Sector LA-LB Command Center.
**U.S. Coast Guard**
Sector Los Angeles – Long Beach  
1001 S. Seaside Ave, Bldg 20  
San Pedro, CA 90731  
310-521-3600 [Main]  
310-521-3815 [24/7 Command Center]

http://homeport.uscg.mil/lalb

**Agency Description:** USCG Sector LA-LB is responsible for maritime safety, maritime security, and maritime stewardship along the coast of southern/central California from San Clemente to San Simeon.

Sub-units of Sector LA-LB include Aids to Navigation Team, three Small Boat Stations, four Patrol Boats, and a Marine Safety Detachment.

**Jurisdiction/ Response Area:** The land masses encompassing the California counties of Orange County, Riverside County, Ventura County, Los Angeles County, San Bernardino County, Santa Barbara County, Kern County, and San Luis Obispo County, U.S. territorial waters out to 12 nm, and the U.S. Economic Exclusion Zone out to 200 nm from shore.

The Coast Guard has very limited MFF capabilities.

**Contact Information:**

| **Primary Contact:** |  
| Sector Commander  |  
| 1001 S. Seaside Ave, Bldg 20  |  
| San Pedro, CA 90731  |  
| 310-521-3600 office  |  

| MSD Santa Barbara: | 805-962-7430  
| Station LA-LB: | 310-521-3870  
| Station Channel Isl: | 805-985-9822  
| Station Morro Bay: | 805-772-2167  
| Cutter Cobb: | 310-521-4580  
| Air Station LA: | 310-417-9600  

**Communication Frequencies:**

| **Command:** | Marine VHF Ch 83 (157.175 MHz)  
| **Tactical:** | Marine VHF Ch 22 (157.100 MHz)  
| **Aviation:** | 123.100 MHz (Int. SAR)  
| 123.025 MHz (Helo UNICOM)  
| 345.000 MHz (CG Working)  
| **Boat-to-Boat:** | Marine VHF Ch 21 (157.050 MHz)  
| Marine VHF Ch 22 (157.100 MHz)  
| Marine VHF Ch 81 (157.075 MHz)  
| **Emergency:** | Marine VHF Ch 16 (156.800 MHz)  

http://homeport.uscg.mil/lalb
### Marine Assets:

- **Station Los Angeles-Long Beach**
  - Search & Rescue Station
  - (x1) 29-ft RBS (45 kts/300 nm)
  - (x3) 45-ft RBM (42 kts/8-ft seas/250 nm)

- **Station Channel Islands Harbor**
  - Search & Rescue Station
  - (x2) 25-ft RBS (45 kts/300 nm)
  - (x1) 41-ft Utility Boat (26 kts/8-ft seas /300 nm)
  - (x1) 47-ft Motor Life Boat (25 kts/200 nm)

- **Station Morro Bay**
  - Search & Rescue Station
  - (x1) 25-ft RBS (45 kts/300 nm)
  - (x2) 47-ft Motor Life Boat (25 kts/200 nm)

- **Cutter Blackfin**
  - 87-ft Patrol Boat
  - Santa Barbara

- **Cutter Blacktip**
  - 87-ft Patrol Boat
  - Oxnard

- **Cutter Halibut**
  - 87-ft Patrol Boat
  - Marina del Rey

- **Cutter Narwhal**
  - 87-ft Patrol Boat
  - Corona del Mar

- **Cutter Cobb**
  - 175-ft, 845-ton Buoy Tender
  - San Pedro
  - 10 kts; 2,000 nm @ 10 kts
  - 10-ton crane / 1,335 ft² buoy deck

- **Cutter Aspen**
  - 225-ft, 2,000-ton Buoy Tender
  - San Francisco
  - 13 kts, 6,000 nm @ 12 kts
  - 20-ton crane / 2,875 ft² buoy deck

### Other Assets:

- **Hazmat**
  - National Strike Force/Pacific Strike Team
  - Novato, CA
  - Type 1 Hazardous Material Team
  - Oil, Hazmat, Salvage Response

- **Aviation**
  - Air Station Los Angeles
    - Los Angeles Airport, El Segundo, CA
    - HH-65 *Dolphin* (x3)
    - Type 3 Helicopter
    - 3 PAX, 165 kts, 150 nm/4 hrs

  - Air Station San Diego
    - San Diego Airport, San Diego, CA
    - HH-60 *Jayhawk* (x3)
    - Type 2 Helicopter
    - 6 PAX, 170 kts, 300 nm/6.5 hrs

  - Air Station Sacramento
    - McClellan AFB, Sacramento, CA
    - HC-130 *Hercules* cargo aircraft (x2)
    - 330 kts, 4,100 nm /14 hrs

- **Diving/Salvage**
  - USCG Regional Dive Locker West
    - San Diego, CA

  - Salvage Engineering Response Team (SERT)
    - Washington, D.C.

- **Incident Management Team**
  - Pacific Area IMAT
    - Alameda, CA
    - Type 2 IMT

### Memorandums of Understanding/Agreement:

- USCG COTP LA-LB / Los Angeles Fire Dept.
- USCG COTP LA-LB / Long Beach Fire Dept.
- USCG COTP LA-LB / Los Angeles County Fire Dept.
- USCG COTP LA-LB / Orange County Sheriff Dept.
- USCG COTP LA-LB / Santa Barbara City Fire Dept.
- USCG Channel Islands / Ventura County Fire Dept.
**Los Angeles County Fire Department**

P. Michael Freeman Command and Control Facility  
1320 North Eastern Avenue  
Los Angeles, CA 90063  
323-881-2455 [Main Dispatch – 24hrs]  
323-881-6183 [Supervisor of Dispatch]  
323-881-2411 [Public Information]  

http://fire.lacounty.gov/default.asp

**Agency Description:** The Los Angeles County Fire Department provides fire suppression, marine medical intervention and search and rescue services in the waters adjacent to the 72 miles of Los Angeles County coastline and Catalina Island.

Sub-Units of the Los Angeles County Fire Department include (3) 24 hour Ground based Coastal Marine Stations and (5) 24 hour small boat stations.

**Jurisdiction/ Response Area:**

**Primary:** 72 miles of the Los Angeles County coastline from the mean high tide out to 3 nautical miles around Santa Catalina Island.

**Secondary:** Beyond the State waters of 3 nautical miles, out to 50 nautical miles upon request and availability.

**Contact Information:**

**Primary Contact:**  
Central Region Operations Bureau  
141 West Regent St  
Inglewood, CA 90301  
310-419-8731

**Secondary Contact:**  
Division VII  
3970 Carbon Canyon Rd.  
Malibu, CA 90265  
310-317-1802

**Battalion I**  
864 San Vicente Blvd.  
West Hollywood, CA 90069-4007  
310-358-3435

**Communication Frequencies:**

**Command:** Multiple UHF Channels  
470 MHz range

**Tactical:** Multiple Fire Service VHF Channels

**Aviation:** All Aviation frequencies, Fire Ground and Marine channels.

**Boat-to-Boat:** Marine VHF Ch 22 (157.100 MHz)  
Marine VHF Ch 81 (157.075 MHz)  
Marine VHF Ch 82 (157.125 MHz)  
Marine VHF Ch 83 (157.175 MHz)

**Emergency:** Marine VHF Ch 16 (156.800 MHz)  
Monitored while underway
**Marine Assets:**
- **Boat Station Isthmus**
  Baywatch Isthmus
  34-ft Type II Fire/Rescue Boat - Paramedic

- **Boat Station Avalon**
  Baywatch Avalon
  34-ft Type II Fire/Rescue Boat - Paramedic

- **Boat Station Cabrillo**
  Baywatch Cabrillo
  36-ft Type II Fire/Rescue Boat - EMT

- **Boat Station Redondo**
  Baywatch Redondo
  Daylight operations only
  34-ft Type II Fire/Rescue Boat - EMT

- **Fire Boat Station Marina del Rey**
  Fire Boat 110
  40-ft Type II Fire/Rescue Boat - Paramedic

  Fire Boat 310
  41-ft Type II Fire/Rescue Boat - Paramedic/EMT

- **Boat Station Del Rey**
  Baywatch Del Rey
  36-ft Type II Fire/Rescue Boat - EMT

  Baywatch 06 Relief
  34-ft Type II Fire/Rescue Boat

  Baywatch 07 Relief
  34-ft Type II Fire/Rescue Boat

  Baywatch 14 Relief
  34-ft Type II Fire/Rescue Boat

- **Boat Station Santa Monica**
  Baywatch Santa Monica
  34-ft Type II Fire/Rescue Boat - EMT

- **Boat Station Malibu**
  Baywatch Malibu
  Daylight operations only
  34-ft Type II Fire/Rescue Boat - EMT

**Other Assets:**

- **Hazmat**
  - Hazmat Task Force (x4)
    Type 1 Hazardous Materials Team

- **Aviation**
  - Sikorsky S-70 Firehawk (x3)
    Type 2 Helicopter
    10 PAX, 300 nm
    8,000 lb payload

  - Bell 412 (x6)
    Type 2 Helicopter
    6 PAX, 320 nm
    2,500 lb payload

- **Divers**
  - Lifeguard Division
    25-member technical dive rescue / recovery team

- **USAR**
  - Type 1 USAR Company (x2)
  - Type 1 FEMA USAR Task Force

- **Incident Management Team**
  - Type 2 IMT (x3)
    56-member each

**Memorandums of Understanding/Agreement:**

- LACoFD – USCG
- LAFD – LBFD – LACoFD
Orange County Sheriff Department
Harbor Patrol/Marine Operations Bureau
1901 Bayside Drive
Corona Del Mar, CA 92625
949-723-1002 [Main]
714-647-7042 [Public Affairs Office]
http://ocsd.org/

Agency Description: The OCSD Harbor Patrol/Marine Operations Bureau provides around-the-clock law enforcement, marine fire fighting and search/rescue services along the 48 miles of Orange County coastline and within the county's three major harbors at Newport Beach, Sunset-Huntington and Dana Point.

Jurisdiction/ Response Area:
Primary: 48 miles of the Orange County coastline from the mean high tide out to 3 nautical miles.

Communication Frequencies:
Command: 800 MHz Law Enforcement
Tactical: 800 MHz Law Enforcement
Aviation: 800 MHz Law Enforcement
Boat-to-Boat: Marine VHF Ch 09 (156.450 MHz)
             Marine VHF Ch 12 (156.600 MHz)
             Marine VHF Ch 22 (157.100 MHz)
             Marine VHF Ch 81 (157.075 MHz)
             Marine VHF Ch 82 (157.125 MHz)
Emergency: Marine VHF Ch 16 (156.8 MHz)

Contact Information:
Primary Contact:
Harbormaster
1901 Bayside Dr.
Corona Del Mar, CA 92625
949-723-1002 office

Assistant Harbor Masters:
Sunset Harbor: 714-840-5222
Newport Harbor: 949-723-1002
Dana Pt Harbor: 949-248-2222

Dive Team: 949-723-1002

Orange County Fire Authority:
1 Fire Authority Road
Irvine, CA 92602
714-573-6000 Main
Marine Assets:
- **Sunset/Huntington Harbor**
  - Fireboat 1
    - 32-ft length, 40kts (x1)
    - 750gpm, 10 gal foam
    - (1) Operator/FF & (1) Deckhand/FF
  - Patrol Boat
    - 22-25ft, 35kts (x2)
    - (1) Operator

- **Newport Beach**
  - Fireboat 2
    - 32-ft length, 40kts (x4)
    - 750gpm, 10 gal foam
    - (1) Operator/FF & (1) Deckhand/FF
  - Patrol Boat
    - 22-25ft, 35kts (x4)
    - (1) Operator

- **Dana Point**
  - Fireboat 3
    - 32-ft length, 40kts (x1)
    - 750gpm, 10 gal foam
    - (1) Operator/FF & (1) Deckhand/FF
  - Patrol Boat
    - 22-25ft, 35kts (x2)
    - (1) Operator

Other Assets:
- **Aviation**
  - Aviation Support Section “Duke”
    - John Wayne Airport, Santa Ana
    - Type-3 Helicopter
    - Eurocopter, AS350B2 (x2)
    - 5-pax, 130kts, 300nm, 3hrs

- **Divers**
  - Underwater Search and Recovery Team
    - Newport Harbor, Orange County
    - 13-divers, technical dive rescue/recovery team

Memorandums of Understanding/Agreement:
- OCSD – USCG
Santa Barbara City

121 West Carrillo St.
Santa Barbara, CA 93101
805-564-5711 [Office of Emergency Services]
805-564-5530 [Harbor Patrol]
805-965-5254 [Fire & Public Information]

http://www.santabarbaraca.gov/

**Agency Description:** (23 sq mi with approximately 90,000 residents)
Santa Barbara is approximately 90 miles north of Los Angeles. It has 9 miles of south facing coastline with a Public Wharf and Harbor.

The City has 96 uniformed firefighting personnel staffing 8 fire stations, plus 11 Harbor Patrol Officers/Boat Operators.

**Jurisdiction/ Response Area:**

**Primary:** 3 nm radius of the Santa Barbara Harbor Public agencies within the Santa Barbara Operational Area possess marine search and rescue capabilities, but the marine firefighting resources are limited to vessels under 100 GT.

**Contact Information:**
Santa Barbara City Fire Department
121 West Carrillo Street
Santa Barbara, CA 93101
805-965-5254

Santa Barbara Harbor Patrol
132-A Harbor Way
Santa Barbara, CA 93109
805-564-5530

**Communication Frequencies:**

**Command:**
Green 1
TX 155.775 MHz, PL Tone 82.5
RX 154.445 MHz, PL Tone 82.5

**Tactical:**
Green 2
TX 159.045 MHz, PL Tone 88.5
RX 154.310 MHz, PL Tone 82.5

**Boat-to-Boat:**
Marine VHF Ch 12 (156.450 MHz)
Santa Barbara Port Operations

Marine VHF Ch 22 (157.100 MHz)
Marine VHF Ch 81 (157.075 MHz)
Marine VHF Ch 82 (157.125 MHz)

**Emergency:**
Marine VHF Ch 16 (156.8 MHz)
**Marine Assets:**
- **SBHP Boat 1 (PB# 1)**
  - 24-ft Rescue/Tow/Utility Boat
  - 25 kts
  - 100 gpm dewatering pump
  - 1 crew, 8 pax

- **SBHP Boat 2 (PB# 2)**
  - 32-ft Fire/Rescue/Tow Boat
  - 30 kts
  - 900 gpm, 25 gal AFF foam
  - 200 gpm dewatering eductor
  - 2 crew, 18 pax

- **SBHP Boat 3 (PB# 3)**
  - 33-ft Fire/Rescue/Tow Boat
  - 25 kts
  - 900 gpm, 25 gal AFF foam
  - 100 gpm dewatering pump
  - 200 gpm dewatering eductor
  - 2 crew, 20 pax

- **SBHP Boat 4 (PB# 4)**
  - 13-ft Rigid Hulled Inflatable Boat/Utility
  - 25 kts
  - 1 crew, 2 pax

**Other Assets:**

- **Hazmat**
  - Santa Barbara County Fire Department (x2)
    - Type 2 Hazardous Materials Team

- **Aviation**
  - Santa Barbara County Fire Department
    - Santa Ynez Airport
    - Bell 205 (x2)
    - Type 3 Helicopter
    - 5 PAX, hoist capable w/ rescue swimmer

- **USAR**
  - Santa Barbara City Fire Department
    - Type 1 USAR Team
    - Heavy rescue capability

  - US&R Regional Task Force #7
    - Ventura/Santa Barbara Joint Agency Task Force
    - Type 1 USAR Team
    - Heavy rescue capability

- **Foam Supplies (AFFF & ATC)**
  - Santa Barbara County Fire Dept. Station 18
    - 2,500 gal AFFF

  - Santa Barbara County Fire Dept. Station 32
    - 2,500 gal AFFF

  - Santa Barbara County Fire Dept. Station 23
    - 2,500 gal AFFF

**Memorandums of Understanding/Agreement:**
- SB City Fire – USCG
- SB County – Operational Area Jurisdictions
- SB County OES – Cal OSPR
Ventura County Fire Department

165 Durley Avenue
Camarillo, CA 93010
805-389-9710 [Main Office]
805-382-3007 [Harbor Patrol]
805-388-4276 [Fire & Public Information]

http://www.fire.countyofventura.org

Agency Description:
3 Divisions, 5 Battalions, 31 stations, 398 firefighters,
42 miles of coastline, 4 jet skis, 2 water rescue teams
and 4 helicopters

Jurisdiction/Response Area:
Primary: 43 miles of the Ventura County coastline from the mean high tide
out to 3 nautical miles around Anacapa and San Nicolas Islands.

Public agencies within the Ventura County Operational Area possess
marine search & rescue capabilities along the local beaches and harbors,
but have limited marine firefighting resources for vessels over 100 GT or
commercial fuel barges.

Contact Information:
- Ventura County Fire Department
  165 Durley Avenue, Camarillo, CA 93010
  805-388-4279

- Ventura City Fire Department
  1425 Dowell Drive
  Ventura, CA 93003
  805-339-4300

- Ventura Port District - Harbor Patrol
  1603 Anchors Way Drive
  Ventura, CA 93001
  805-642-8618

- Channel Islands Harbor Department
  3900 Pelican Way
  Oxnard, CA 93035
  805-382-3007

Communication Frequencies:
Zone 7: Marine/Water Rescue Operations

Command:  Cmd 5 (158.8050 MHz)

Tactical:  TAC 6 (154.0250 MHz)
          VFIRE 22 (154.2650 MHz)
          Marine Ch 22A (157.1000 MHz)

Aviation:  VNC Air-to-Ground (154.2350 MHz)

Boat-to-Boat:  Marine Ch 12 (156.6000 MHz)
               Marine Ch 17 (156.8500 MHz)
               Marine Ch 21A (157.0500 MHz)
               Marine Ch 22A (157.1000 MHz)
               Marine Ch 81A (157.0750 MHz)
               Marine Ch 83A (157.1750 MHz)

Emergency:  Marine Ch 16 (156.8000 MHz)
**Marine Assets:**

- **VCoFD / CI Harbor Harbor Boat 5**
  Channel Islands Harbor
  Type 2 Fire Boat
  39-ft length
  1,500 gpm, 50 gal AFFF foam
  [4 crew, 10 pax]

- **Ventura Port District HP FB #1**
  Ventura Harbor
  33-ft length
  [2 crew, 10 pax]

**Local Commercial Assets:**

- **Tug Vessel LULAPIN**
  Brusco Tug & Barge
  Port of Hueneme
  78-ft Fire/Rescue/Tow/Tug Vessel
  1,800 gpm fire pump & monitor

- **Tug Vessel SIMONE BRUSCO**
  Brusco Tug & Barge
  Port of Hueneme
  78-ft Fire/Rescue/Tow/Tug Vessel
  1,800 gpm fire pump & monitor

**Other Assets:**

- **Hazmat**
  - Ventura Regional HM Team

- **Aviation**
  - Ventura County Sheriff Department
    - Bell H-1 Helicopter (x4)
    - Type 2 Helicopter

- **Divers**
  - Ventura Co. Sheriff’s Search & Rescue Dive Team
  - Oxnard Fire Department Dive Team

- **USAR**
  - Ventura Co. Sheriff SAR Team
  - Ventura Co. Fire Department USAR unit

- **Foam Supplies (AFFF & ATC)**
  - Ventura Co. Fire Department Crash 50
    Fire Station 50, Camarillo Airport
    200 gal AFFF

**Memorandums of Understanding/Agreement:**

- VCoFD – USCG
- VCoFD – CI Harbor Patrol
## Long Beach Fire Department

3205 Lakewood Blvd  
Long Beach, CA 90808  
562-570-2500 [Main]  
562-570-1289 [Marine Safety Division]  

### Agency Description:
The LBFD provides fire protection and rescue services to the 500,000 citizens of the City of Long Beach and to the Port of Long Beach. There are 24 fire stations across 66 sq mi.

### Jurisdiction/Response Area:

- **Primary:** Port of Long Beach, City of Long Beach, & offshore to 3 nautical miles
- **Secondary:** Port of Los Angeles (upon request from LAFD)
- **Tertiary:** Offshore to 25 miles (upon request from COTP)

### Contact Information:

**Primary Contact:**  
Deputy Chief Operations Bureau  
3205 Lakewood Blvd  
Long Beach, CA 90808  
562-570-2539 office

**Secondary Contact:**  
Fire Communication Center  
562-436-8211

### Communication Frequencies:

- **Command:**
- **Tactical:**
- **Aviation:**
- **Boat-to-Boat:**  
  - Marine VHF Ch 09 (156.450 MHz)  
  - Marine VHF Ch 22 (157.100 MHz)  
  - Marine VHF Ch 81 (157.075 MHz)  
  - Marine VHF Ch 82 (157.125 MHz)
- **Emergency:**  
  - Marine VHF Ch 16 (156.8 MHz)
Marine Assets:
- **Fireboat 15- Challenger**
  - Station 15
  - Type 1 Fire Boat
  - 89-ft length, 6-ft draft
  - 10,000 gpm, 500 gal AFFF
  - [4 crew]

- **Fire Boat 20- Liberty**
  - Station 20
  - Type 1 Fire Boat
  - 89-ft length, 6-ft draft
  - 10,000 gpm, 500 gal AFFF
  - [5 crew]

- **Rescue Boat 1**
  - 225 Marine Drive
  - Type 3 Fire Boat
  - 32-ft length, 25 kts
  - 550 gpm, 20 gal AFFF
  - [2 crew, 10 pax]

- **Rescue Boat 2**
  - 450 E. Shoreline Drive
  - Type 3 Fire Boat
  - 32-ft length, 25 kts
  - 550 gpm, 20 gal AFFF
  - [2 crew, 10 pax]

- **Rescue Boat 3**
  - 5750 Boathouse Lane
  - Type 3 Fire Boat
  - 30-ft length, 25 kts
  - 550 gpm, 20 gal AFFF
  - [2 crew, 10 pax]

Other Assets:
- **Hazmat**
  - Station 24
  - Type 1
  - 111 Pier S
  - 4 Hazmat Specialists in station/ ~15 on duty

- **Divers**
  - Station 21
  - 225 Marina Drive
  - 16 member SCUBA, technical search, rescue, light salvage

- **USAR**
  - Regional Task Force 6
  - Type 2 TF
  - Station 6, 330 Windsor Way
  - 29 members w/ Logistics
  - 1- Heavy, 1- Medium, 1-Light USAR Rigs

- **Foam Supplies (AFF & ATC)**
  - Station 16
  - 2890 Each Wardlow Rd.
  - (x12) 55 gal Class B AFFF

Memorandums of Understanding/Agreement:
- LBFD – USCG
- LAFD – LBFD – LACoFD
Los Angeles Fire Department

200 North Main Street, 18th Floor
Los Angeles, CA 90012
213-978-3800 [Main]
213-978-3820 [Public Information Officer]
http://lafd.org/

Agency Description: The LAFD provides fire protection and rescue services to the City of Los Angeles including two airports and the Port of Los Angeles. There are 106 fire stations across 464 mi$^2$. Field units are divided into 2 Divisions and 14 Battalion Commands.

Battalion 6 is in the Harbor area with (7) land-based and (4) marine stations. Department services include ALS and BLS treatment and transport, HAZMAT, USAR, Divers, Helicopters, and fire prevention and public safety.

Jurisdiction/ Response Area:
Primary: Port of Los Angeles, San Pedro and Wilmington shorelines and offshore to 3 nautical miles
Secondary: Port of Long Beach (upon request from LBFD) and offshore to 25 miles (upon request from COTP)

Contact Information:
Assistant Chief for Harbor Homeland Security
425 S. Palos Verdes Street
San Pedro, CA 90731
310-732-2602 office

Battalion 6 Command (Harbor): 310-548-7516

Station 49: 310-548-7549
Berth 194, 400 Yacht St, Wilmington

Station 110: 310-548-7575
Berth 44-A, 2945 Miner St, San Pedro

Station 111: 310-548-7541
Berth 256, 1444 S. Seaside Ave, San Pedro

Station 112: 310-548-7542
Berth 86, 444 S. Harbor Blvd, San Pedro

Communication Frequencies:

Command: 860.7625

Tactical: 860.4375
857.4375
856.4375
859.7625
858.7625
857.7625
856.7625

Aviation: 118.925 MHz
118.950 MHz
156.300 MHz

Boat-to-Boat: Marine VHF Ch 09 (156.450 MHz)
Marine VHF Ch 22 (157.100 MHz)
Marine VHF Ch 81 (157.075 MHz)
Marine VHF Ch 82 (157.125 MHz)

Emergency: Marine VHF Ch 16 (156.8 MHz)
(only monitored when underway)
Marine Assets:

- **Fireboat 1**
  - Station 111
  - Type 2 Fire Boat
  - 40-ft length, 29kts
  - 2,800 gpm, 50 gal foam
  - (1) Mate & (2) FF Divers

- **Fireboat 2- Warner Lawrence**
  - Station 112
  - Type 1 Fire Boat
  - 105-ft length, 50-ft ladder, 13 knots
  - 38,000 gpm, 10 monitors, 6,000 gal AFFF
  - (1) Captain, (1) Pilot, (2) engineers, (1) mate, (2) FF & (1) FF Paramedic

- **Fireboat 3**
  - Station 49
  - 40-ft length, 29kts
  - Type 2 Fire Boat
  - 2,800 gpm, 50 gal foam
  - (1) Mate and (2) FF Divers

- **Fireboat 4- Bethel F. Gifford**
  - Station 49
  - Type 1 Fire Boat
  - 76-ft length
  - 9,000 gpm, 550 gal foam
  - (1) Captain, (1) Pilot, (2) engineers, (1) Mate, & (1) FF

- **Fireboat 5**
  - Station 110
  - Type 2 Fire Boat
  - 40-ft length, 29kts
  - 2,800 gpm, 50 gallons of foam
  - (1) Mate and (2) FF Divers

Total of 22 marine firefighters on-duty 24-hours

Other Assets:

- **Hazmat**
  - (x3) Type 2 Hazardous Materials Teams

- **Aviation**
  - Station 114 - Air Operations / Crash Rescue
    - Van Nuys Airport
    - (x5) Type 2 Helicopters (12 seat)
    - (x1) Type 3 Helicopter (4 seat)

- **Divers**
  - (x3) 3-person dive teams (Boat 1, 3, & 5)

- **USAR**
  - CA-TF 1 USAR Taskforce
  - Type 1
  - 70-member
  - (x6) Type 2 USAR Task Forces

- **Incident Management Team**
  - Type 1 IMT

- **Foam Supplies (AFF & ATC)**
  - Battalion 6: 2,720 gallons AFFF
  - Supply Division: 4,440 gallons AFFF

Memorandums of Understanding/Agreement:

- LAFD – USCG
- LAFD – LBFD – LACoFD
Long Beach Harbor Patrol
Commercial Dive Unit
1249 Pier F Avenue
Long Beach, CA 90802
562-590-4185 [Dispatch]
562-590-0000 [Public Affairs Office]

Agency Description: The Port’s Commercial Dive Unit, a subset of the Harbor Patrol, conducts underwater inspections of facilities throughout the Port and assists in locating and removing navigational hazards.

Jurisdiction/ Response Area:
Primary: Port of Long Beach
Secondary: Regional deployment at the request of the COTP

Contact Information:
Primary Contact:
Lamar Howard, Sergeant/Dive Master
1249 Pier F Avenue
Long Beach, CA 90802
562-590-4185 office

Dispatch 24hrs
562-590-4185

Secondary Contact:
John Bell, Sergeant/Dive Supervisor
1249 Pier F Avenue
Long Beach, CA 90802
562-590-4185 office

Communication Frequencies:
Command: 460.270 MHz
Tactical:
Aviation: N/A
Boat-to-Boat: Marine VHF Ch 09 (156.450 MHz)
            Marine VHF Ch 22 (157.100 MHz)
            Marine VHF Ch 81 (157.075 MHz)
            Marine VHF Ch 82 (157.125 MHz)
Emergency: Marine VHF Ch 16 (156.8 MHz)
Marine Assets:

- **Landing Craft (LCM)**
  105-ton dive support boat
  74-ft length, 12 kts
  42’ x 14’ cargo space

- **Sea Guardian**
  Dive Boat
  Pier F
  50-ft length, 24 kts
  Working Draft: 5-ft
  Air Draft: 35-ft

- **Jac-Boat**
  ROV Support Boat
  Pier F
  13-ft length, 25 kts

- **RHIB**
  Dive Support/Safety Boat
  Pier F
  13-ft length, 35 kts

- **VideoRay Submersible ROV (x3)**
  P4 ROV Submersible
  P4 Control Panel with 15 inch High Bright Monitor
  Standard Computer With 15 Inch Display
  VideoRay Cockpit Control Software Included
  Wireless Programmable Hand Controller
  Rugged Programmable Hand Controller
  Blue-View Sonar
  Sea Sprite / Long Baseline
  Plug and Play Modular Tether:
  - 40m (130 ft) Neutrally Buoyant Performance
  - 76m (250 ft) Neutrally Buoyant Standard
  - Extra Capacity Tether Deployment System
  - BlueView P900-45 High Res Imaging Sonar
  - Smart Tether Non-Acoustic Positioning System
  - Hull Crawler Attachment
  - P4 Manipulator Arm with Sonar Mounts
  - LYYN Real Time Video Enhancement
  - P4 ROV Maintenance Kit and Advanced Tool Kit
  - Radiation detection system

Other Assets:

- **Diving Decompression Chamber**
  54” Multi-Place Double Lock Decompression Chamber
  Left Handed Indoor Facility Style With Control Panel.
  - Chamber shell (ASME) Section VII, Division I,
  - PVHO-1A-1997 Pressure Vessel for Human Occupancy
  - External Control Console / Internal Video System / Sound Powered phones
  - LP Compressor- Primary Air Delivery System
  - Four (4) 240 gallon vertical, 200psig ASME air receivers
  - Four (4) DOT 2,015 psi oxygen cylinders
  - Four (4) DOT 4,500 psi breathing cylinders
  - Filter Panel with NYAD 500 series CO monitor
  - Aluminum Fold Down Bunk
  - Hyperbaric Fire Extinguisher, Navy Approved

Other Salvage Resources/Assets

- Underwater Burning & Welding Equipment
- Underwater Video/ Camera Photography
- Heavy Rigging Equipment (Slings / Shackles)
- U/W Heavy Lift Bags
- NDT Testing Equipment
- Air-Compressor
- Hard Hat Gear for Mixed Gas and Deep Air Dives
- Hydraulic Tools and Unit **TBD**
- Side Scan Sonar **TBD**

Memorandums of Understanding/Agreement:

- POLB – Long Beach Fire Department
- POLB – Long Beach Police Department
ANNEXY IV – Example Incident Action Plan

This Annex provides an example *Incident Action Plan* for a commercial/large vessel fire occurring in the Los Angeles/Long Beach Captain of the Port Zone. ICS forms, example IAPS, and the latest Incident Management Handbook can be downloaded from the United States Coast Guard’s Homeport website at http://homeport.uscg.mil/ics.

The 2014 version of the USCG IMH provides example incident priorities and objectives in Chapter 4 and example ICS positions and organization structures for a marine fire and/or salvage incident in Chapter 22.

Example forms include:
- IAP Cover Sheet
- ICS-202 Incident Objectives
- ICS-205 Incident Communications (Marine Ops)
- ICS-205 Incident Communications (Shore-based Mutual Aid)
- ICS-205 Incident Communications (Air Ops)
- ICS-205 Incident Communications (Wx Updates)
- ICS-206 Incident Medical Plan (Burn Injuries)
- ICS-206 Incident Medical Plan (Decompression Emergencies)
- ICS-207 Incident Organization
## INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

- [x] ICS 202-CG (Response Objectives)
- [x] ICS 204-CG (Assignment Lists)
- [x] ICS 205-CG (Communications Plan)
- [x] ICS 206-CG (Medical Plan)
- [x] ICS 207-CG (Organization Chart)
- [ ] ICS 208-CG (Site Safety Plan) or Note SSP Location. Site Safety Plan is located at the Incident Command Post
- [ ] Map/Chart
- [ ] Weather forecast / Tides/Currents

### Other Attachments

- [x] Salvage Plan
  - [x] Safety Zone
  - [ ]
  - [ ]
  - [ ]
  - [ ]
  - [ ]
  - [ ]

4. Prepared by: ___________________________ Date/Time: ___________________________
<table>
<thead>
<tr>
<th>1. Incident Name</th>
<th>2. Operational Period (Date/Time)</th>
<th>INCIDENT OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Large Vessel Fire</td>
<td>From:</td>
<td>ICS 200-00</td>
</tr>
<tr>
<td>3. Objective(s)</td>
<td>To:</td>
<td></td>
</tr>
<tr>
<td><strong>Management Objectives</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Provide for the safety and security of responders as well as maximize the protection of public health and welfare</td>
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</tr>
<tr>
<td>▪ Implement a coordinated response with fire, rescue, law enforcement, industry, Good Samaritans, and other responding entities</td>
<td></td>
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</tr>
<tr>
<td>▪ Establish an appropriate incident management organization that can effectively meet the initial and long term challenges required to mitigate the incident</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Identify and establish incident support facilities to support interagency response efforts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Keep stakeholders, public and the media informed of response activities</td>
<td></td>
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</tr>
<tr>
<td>▪ Identify safe refuge/berth for impacted vessel and develop/implement transit plan to include final destination/berth for vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Develop a plan to restore the marine transportation system</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operational Objectives</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Commence firefighting operations; contain, extinguish and overhaul fire</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Account for all vessel crew and passengers; conduct search and rescue for missing individuals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. Complete triage of injured crew and passengers and transport to hospital</td>
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<td></td>
</tr>
<tr>
<td>D. Establish and continue enforcement of safety zones</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Conduct damage/stability assessment; develop and implement a salvage plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Conduct efforts to effectively contain, clean up, recovery and dispose of spilled product</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Conduct a coordinated investigation to determine cause of incident</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions)</td>
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<td></td>
</tr>
<tr>
<td><strong>Command Incident Response Priorities</strong></td>
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<tr>
<td>1. Safety of responders and the public</td>
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<td></td>
</tr>
<tr>
<td>2. Protection of the environment</td>
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<td></td>
</tr>
<tr>
<td>3. Preservation of property</td>
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<td></td>
</tr>
<tr>
<td>4. Restoration of marine transportation system</td>
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<td></td>
</tr>
<tr>
<td><strong>Safety Message</strong></td>
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<td></td>
</tr>
<tr>
<td>Maintain situational awareness, identify and assess hazards, and implement appropriate hazard controls. Base all actions on current and expected fire behavior. Fight fire with an appropriate level of aggression and use all tools at your disposal, including time.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approved Site Safety Plan Located at:</td>
<td></td>
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<tr>
<td>5. Prepared by: (Planning Section Chief)</td>
<td>Date/Time:</td>
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INCIDENT OBJECTIVES

April 2004

ICS 200-00

SALVAGE, MFF, & PPOR CONTINGENCY PLAN

8000-168
### INCIDENT COMMUNICATIONS PLAN

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<tr>
<th>Function</th>
<th>channel</th>
<th>Frequency (MHz)</th>
<th>Remarks</th>
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<tbody>
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<td>Command</td>
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<td>157.175</td>
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<tr>
<td>Tactical</td>
<td>61A</td>
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<tr>
<td>LE</td>
<td>13</td>
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<tr>
<td>Vessel Traffic Service</td>
<td>6</td>
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<tr>
<td>Vessel Fire</td>
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### 1. INCIDENT COMMUNICATIONS PLAN

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<th>Frequency (MHz)</th>
<th>Remarks</th>
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</thead>
<tbody>
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<td>Command</td>
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<td>Tactical</td>
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<td>Communication</td>
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</tr>
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<td>157.100</td>
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<td>MFF</td>
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<td>156.800</td>
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<tr>
<td>Vessel Traffic Service</td>
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</tr>
<tr>
<td>Vessel Fire</td>
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</table>

### 2. Basic Radio Channel Utilization

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<th>Function</th>
<th>channel</th>
<th>Frequency (MHz)</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>Command</td>
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<td>157.175</td>
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<tr>
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<td>MFF</td>
<td>16</td>
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<td>LE</td>
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<td>Vessel Traffic Service</td>
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<tr>
<td>Vessel Fire</td>
<td>14</td>
<td>156.650</td>
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### 3. Basic Radio Channel Utilization

<table>
<thead>
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<th>Function</th>
<th>channel</th>
<th>Frequency (MHz)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command</td>
<td>83A</td>
<td>157.175</td>
<td></td>
</tr>
<tr>
<td>Tactical</td>
<td>61A</td>
<td>157.075</td>
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<tr>
<td>Tactical</td>
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</tr>
<tr>
<td>Tactical</td>
<td>22A</td>
<td>157.050</td>
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</tr>
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<td>SAR</td>
<td>21</td>
<td>157.100</td>
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</tr>
<tr>
<td>MFF</td>
<td>16</td>
<td>156.800</td>
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</tr>
<tr>
<td>LE</td>
<td>13</td>
<td>156.700</td>
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</tr>
<tr>
<td>Vessel Traffic Service</td>
<td>6</td>
<td>156.300</td>
<td></td>
</tr>
<tr>
<td>Vessel Fire</td>
<td>14</td>
<td>156.650</td>
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</tbody>
</table>

### 4. Command Channel Utilization

<table>
<thead>
<tr>
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<th>channel</th>
<th>Frequency (MHz)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command</td>
<td>83A</td>
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<td></td>
</tr>
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### 5. Operational Details

<table>
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<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command</td>
<td>83A</td>
<td>157.175</td>
<td></td>
</tr>
<tr>
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</tr>
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</tr>
<tr>
<td>Vessel Fire</td>
<td>14</td>
<td>156.650</td>
<td></td>
</tr>
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</table>

### 6. Action Plan

<table>
<thead>
<tr>
<th>Function</th>
<th>channel</th>
<th>Frequency (MHz)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command</td>
<td>83A</td>
<td>157.175</td>
<td></td>
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<tr>
<td>Tactical</td>
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<td></td>
</tr>
<tr>
<td>Vessel Fire</td>
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<td>Channel</td>
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<td>-----------</td>
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</tr>
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<tr>
<td>California OES</td>
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</table>

**Radio Frequency List**

1. **ICS 29200**
2. **GCQ 35000**
3. **IC 20500**
4. **IC 20600**
5. **IC 20700**

**Example Incident Action Plan**

**October 2014**

**Los Angeles Long Beach Area Contingency Plan**

**Salvage, MFF, & PPOR Contingency Plan**

**Annex IV**
## INCIDENT COMMUNICATIONS PLAN

### 1. Incident Name
- Commercial Vessel Fire

### 2. Operational Period (Start Time)
- As assigned

### 3. Basic Radio Channel Utilization
- Air-to-Air, normal USCG working

### 4. Prepared By (Communication Unit Leader)
- ICS 205

<table>
<thead>
<tr>
<th>Radio Type</th>
<th>Channel</th>
<th>Function</th>
<th>Frequency/Tone</th>
<th>Assignment</th>
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<tr>
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<td>Air Ops Branch</td>
<td>282.800 MHz</td>
<td>Air Ops Branch</td>
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</tbody>
</table>

### 5. Initial Aviation Working Frequency
- As assigned

### 6. Primary working aviation frequency
- As assigned

### 7. Requests
- As assigned

### 8. INCIDENT COMMUNICATIONS PLAN
- K5 206 CG
### INCIDENT COMMUNICATION PLAN

#### ANNEX IV – EXAMPLE INCIDENT ACTION PLAN

<table>
<thead>
<tr>
<th>Time</th>
<th>ICS</th>
<th>Function</th>
<th>Frequency</th>
<th>Assigned</th>
<th>Remarks</th>
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<tr>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Prepare by: (communication unit leader)
## MEDICAL PLAN

### Burn Injuries

1. **Incident Name:** Commercial/Large Vessel Fire

2. **Operational Period (Date / Time):**
   - From:
   - To:

### 3. Incident Medical Aid Station

<table>
<thead>
<tr>
<th>Medical Aid Stations</th>
<th>Location</th>
<th>Paramedics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

### 4. Transportation

| Name                          | Address                  | Phone      | Paramedics |
|-------------------------------|--------------------------|------------|
| LA Co. Medical Alert Center   | (866) 940-4431           |            | Yes         |
| U.S. Coast Guard Air Station  | 7159 World Way West, Los Angeles | (310) 417-6030 | No |

### 5. Hospitals

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Travel Time</th>
<th>Phone</th>
<th>Healtbed</th>
<th>Burn Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>UC Irvine Med Ctr</td>
<td>101 The City Drive South, Orange</td>
<td>(714) 466-5304</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>St. Mary's Med Ctr</td>
<td>1050 Linden Ave, Long Beach</td>
<td>(562) 491-0090</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Regional Burn Ctr</td>
<td>1200 North State St, Los Angeles</td>
<td>(323) 406-7904</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Torrance Memorial</td>
<td>3330 Lomita Blvd, Torrance</td>
<td>(310) 517-4736</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

### 6. Special Medical Emergency Procedures

Los Angeles County Department of Health Services, Burn Patient Destination, Policy Reference No. 512

**PURPOSE:** To ensure the appropriate destination for Los Angeles County patients who sustain burn injuries

**POLICY:**

I. Paramedics should make base contact whenever any patient sustaining burn injuries meets the guidelines established in the Prehospital Care Policy Reference No. 808, Base Hospital Contact and Transport Criteria.

II. The base hospital should initiate appropriate orders as outlined in the Los Angeles County Treatment Protocols.

III. Determine the destination of burn-injured patients as follows:
   
   A. Patients who meet trauma criteria and/or guidelines should be transported to the appropriate trauma center
   
IV. The receiving hospital should
   
   A. Provide appropriate stabilization of the patient
   
   B. Arrange, in conjunction with the Medical Alert Center (MAC), for transfer to an appropriate burn facility if necessary.

---

7. Prepared by (Medical Unit Leader) | Date / Time | 8. Reviewed by (Safety Officer) | Date / Time
## Medical Plan

### Dive Injuries

1. **Incident Name:** Commercial/Large Vessel Fire  
2. **Operational Period (Date / Time):** From: To:

### 3. Incident Medical Aid Station

<table>
<thead>
<tr>
<th>Medical Aid Stations</th>
<th>Location</th>
<th>Paramedics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<tr>
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<tr>
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</table>

### 4. Transportation

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
<th>Paramedics</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA Co. Medical Alert Center</td>
<td></td>
<td>(866) 940-4431</td>
<td>X</td>
</tr>
<tr>
<td>U.S. Coast Guard Air Station</td>
<td>7159 World Way West, Los Angeles</td>
<td>(310) 417-6030</td>
<td></td>
</tr>
</tbody>
</table>

### 5. Hospitals

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Travel Time (Air / Ground)</th>
<th>Phone</th>
<th>Hyperbaric Place Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>UCSD-Hyperbaric</td>
<td>200 West Arbor Dr., San Diego</td>
<td>(619) 543-6040</td>
<td>null</td>
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</tr>
<tr>
<td>UCLA Gonda</td>
<td>200 Medical Plaza, Los Angeles</td>
<td>(310) 794-9014</td>
<td>null</td>
<td></td>
</tr>
<tr>
<td>USC Catalina</td>
<td>Two Harbor, Catalina Island</td>
<td>(310) 516-1053</td>
<td>null</td>
<td>1000</td>
</tr>
<tr>
<td>St. John's</td>
<td>2309 Antonio Ave, Camarillo</td>
<td>(805) 386-5044</td>
<td>null</td>
<td>5000</td>
</tr>
</tbody>
</table>

### 6. Special Medical Emergency Procedures

Los Angeles County Department of Health Services, Decompression Emergencies, Policy Reference No. 01/8

**PURPOSE:** To provide a procedure for transporting patients with potential decompression emergencies to the most appropriate and accessible medical facility

**POLICY:**

A. Contact assigned base hospital for any patient suspected of having a decompression emergency.

B. Obtain dive incident history of the patient and dive partner, if possible. This includes:
   1. Maximum dive depth
   2. Time spent at depth
   3. Rate of ascent
   4. Number of dives
   5. Surface interval
   6. Gas(es) used

C. Coordinate patient transport to the appropriate receiving facility.

D. Retrieve patient's dive equipment (e.g., dive computer, regulator, tank, buoyancy compensator, gauges, and weight belt) and transport the patient. If the transporting unit cannot accommodate the equipment, the provider agency shall take custody of it and notify the receiving facility of the dive equipment location.

---

**7. Prepared by (Medical Unit Leader):** Date / Time

**8. Reviewed by (Safety Officer):** Date / Time

---

**Medical Plan:** ICS 208

---

**Salvage, MFF, & PPOR Contingency Plan:**

8000-174
ANNEX V – Salvage Diving Site Safety Plan Checklist

During an oil spill or hazardous substance release, the National Contingency Plan (40 CFR 300) requires that response operations, including commercial diving operations, be conducted in accordance with the requirements, standards, and regulations of the Occupational Safety and Health Administration (OSHA). In general, the OSHA diving standards (29 CFR 1910.401-441) apply to all commercial diving operations that take place in U.S. waters. Additionally, when diving in contaminated waters, commercial divers must meet the requirements of the Hazardous Waste Operations and Emergency Response (HAZWOPER) standards of 29 CFR 1910.120.

U.S. Coast Guard (USCG) policy also sets an expectation for their personnel to inspect commercial diving operations in accordance with their own diving regulations (46 CFR 197) when operations occur from any deepwater port, offshore platform, or vessel required to have a certificate of inspection.

During a USCG directed and funded oil or hazardous material response, internal Coast Guard policy requires all commercial diving contractors meet the applicable OSHA and USCG commercial diving regulations. This provision is also a requirement of companies awarded a Basic Ordering Agreement (BOA) for pollution response operations. To obtain a BOA, commercial diving contractors "self-certify" that they perform services in accordance with the required OSHA and USCG regulations. Responders must still conduct a summary inspection of the actual on-site diving operation to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations.

Incident commanders and safety officers should ensure that an inspection of the on-site diving operation is conducted to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations. This technical paper provides guidance on the inspection of commercial diving operations during marine response operations and an overview of the equipment and procedures used to protect divers in contaminated waters. Additionally, this guidance provides checklists to facilitate the inspection of commercial diving operations to protect the health and safety of commercial divers.

### I. Commercial Diving Personnel

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dive team members must be qualified to conduct assigned tasks.</td>
<td>29 CFR 1910.410 (a) 29 CFR 1910.120</td>
<td>46 CFR 197.404 46 CFR 197.410</td>
<td>There is not a &quot;commercial diver certification card,&quot; similar to those required by the recreational diving community. The Association of Diving Contractors offers a certification card or the company can provide proof of experience. Divers should provide proof of HAZWOPER training before commencing diving operations in contaminated water.</td>
</tr>
<tr>
<td>All dive team members must have current CPR and first-aid certifications.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For surface-supplied and scuba operations, a qualified three-person dive team, consisting of a person-in-charge, dive tender, and line-tended diver, is required.</td>
<td>29 CFR 1910.410(b)</td>
<td>46 CFR 197.432</td>
<td>The three-person dive team is an OSHA regulation and an accepted industry practice by the Association of Diving Contractors. The Coast Guard requires a three member dive team for Coast Guard contracts (ref: ALDIST 228/99). The diving supervisor must not serve in a dual role as both supervisor and diver. A standby diver, when required, must be dressed out and ready to dive.</td>
</tr>
<tr>
<td>An experienced, designated person-in-charge is on-scene and supervising the operation.</td>
<td>29 CFR 1910.410(c)</td>
<td>46 CFR 197.208 46 CFR 197.210 46 CFR 197.402 46 CFR 197.404</td>
<td>Under the OSHA regulations, the person-in-charge is the qualified diving supervisor. When diving operations occur on an inspected vessel, under USCG regulations, the person-in-charge (the owner, agent, or master of the vessel) and the diving supervisor are separate individuals, and both must be designated in writing.</td>
</tr>
</tbody>
</table>

### II. Commercial Diving Operations

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Safe Practices Manual or Operations Manual must be available on-site. Note: During salvage operations, welding and burning equipment should not be used to open tanks without first assessing contents and explosion risks associated with these types of operations.</td>
<td>29 CFR 1910.410</td>
<td>46 CFR 197.420</td>
<td>OSHA regulations require a Safe Practices Manual that describes the diving activities, while USCG regulations require an Operations Manual that meets the requirements of the Safe Practices Manual. This is the site-safety plan. In particular, response personnel should review emergency procedures, emergency phone numbers, and the directions to the nearest decompression chamber and hospital. For contaminated water diving, a more specific safety plan that addresses the specific contaminant and protective equipment should be available.</td>
</tr>
<tr>
<td>The divers must have a plan to obtain emergency assistance, specifically, a two way communications system.</td>
<td>29 CFR 1910.421(b)</td>
<td>46 CFR 197.420 46 CFR 197.314(b)</td>
<td>If a decompression chamber is not on site, ensure that the divers know the location and contact numbers of the nearest facility and hospital. Most importantly, the divers must have the capability to reach emergency services.</td>
</tr>
<tr>
<td>First-aid equipment, including a hand-held resuscitator, must be located on site.</td>
<td>29 CFR 1910.421 (c) 29 CFR 1910.423</td>
<td>46 CFR 197.314 46 CFR 197.432</td>
<td>For dives deeper than 100-fsw (feet sea water) or dives outside the no-decompression limits, an operating decompression chamber and supply of breathing gas sufficient to treat for decompression sickness must be located on-site. The chamber must be within five minutes of the dive station. The more conservative OSHA limitation of 100-ft depth should be applied.</td>
</tr>
<tr>
<td>The Diving Supervisor must conduct a pre-dive safety briefing and inspect equipment.</td>
<td>29 CFR 1910.421(f)</td>
<td>46 CFR 197.410</td>
<td>All members of the dive team must attend. Key personnel of the ship or facility should also attend.</td>
</tr>
</tbody>
</table>
II. Commercial Diving Operations (continued)

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A warning signal (dive flag) must be displayed.</td>
<td>29 CFR 1910.421(h)</td>
<td>COLREGS, Rule 27</td>
<td>The warning signal must be a rigid replica of the international code &quot;A&quot; flag at least one meter in height.</td>
</tr>
<tr>
<td>The person-in-charge and the diving supervisor must maintain a dive log.</td>
<td>29 CFR 1910.440</td>
<td>46 CFR 197.480</td>
<td>The log should contain the date, time, and location of the start and completion of dive operations; underwater and surface conditions; name of diving supervisor; and general nature of the work performed.</td>
</tr>
</tbody>
</table>

III. SCUBA Diving Operations

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scuba diving must be conducted in depths less than 130 fsw, within the no-decompression limits, and in currents less than one knot.</td>
<td>29 CFR 1910.424(b)</td>
<td>46 CFR 197.430 (a)</td>
<td>OSHA regulations require an operating decompression chamber on-site when diving greater than 100 fsw or outside the no-decompression limits.</td>
</tr>
<tr>
<td>A standby diver is available while the scuba diver is in the water.</td>
<td>29 CFR 1910.424(c)</td>
<td>46 CFR 197.430(c)</td>
<td></td>
</tr>
<tr>
<td>The scuba diver must be either line tended or accompanied by another diver with continuous visual contact.</td>
<td>29 CFR 1910.424(c)</td>
<td>46 CFR 197.430 (d)</td>
<td></td>
</tr>
<tr>
<td>If the scuba diver must work in a physically confining space, another diver must line-tend the diver from the underwater point of entry.</td>
<td>29 CFR 1910.424(c)</td>
<td>46 CFR 197.430 (e)</td>
<td>During salvage operations, divers may enter confined spaces to position float bags and/or harnesses.</td>
</tr>
<tr>
<td>Scuba divers must carry a reserve breathing gas supply.</td>
<td>29 CFR 1910.424(c)</td>
<td></td>
<td>Coast Guard regulations do not specifically require a reserve breathing supply for scuba diving operations (less than 130 fsw of water).</td>
</tr>
</tbody>
</table>

Scuba diving is not appropriate where there is a risk of oil or toxic chemical ingestion. The NOAA Diving Manual states "Standard scuba gear offers inadequate protection to divers operating in contaminated water environments" (NOAA, 1991). Barsky et al note that diving equipment designed to eliminate any exposure to the water "should be considered when diving in waters containing biological contamination, petroleum fuel or lubricating oils, and industrial chemicals known to cause long term health risks or death" (Barsky et al, 2002).
### IV. Surface-Supplied Air Diving

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface-supplied air diving must be conducted at a depth of 190 fsw or less.</td>
<td>29 CFR 1910.425(b)</td>
<td>46 CFR 197.432</td>
<td>Dives of 30-minutes or less may be conducted to depths of 220 fsw.</td>
</tr>
<tr>
<td>Each diver must be continuously tended.</td>
<td>29 CFR 1910.425(c)</td>
<td>46 CFR 197.432 (c)</td>
<td></td>
</tr>
<tr>
<td>Divers must carry a reserve breathing gas supply at depths greater than 100 fsw or outside the no-decompression limits.</td>
<td>29 CFR 1910.425 (c)(4)(iii)</td>
<td>46 CFR 197.432 (e)</td>
<td>Note that Coast Guard regulations require a secondary (reserve) breathing gas supply at depths greater than 130 fsw or outside the no-decompression limits. However, the Coast Guard (decision March 5, 2001) and the ADC recommend that bailout bottles be used for all commercial diving operations, regardless of depth.</td>
</tr>
<tr>
<td>An operating decompression chamber must be on-site for any dive outside the no-decompression limits or deeper than 100 fsw.</td>
<td>29 CFR 1910.425(b)</td>
<td>46 CFR 197.432 (e)(2)</td>
<td>Note that Coast Guard regulations require a decompression chamber on-site for dives greater than 130 fsw or outside the no-decompression limits. The more conservative OSHA limitation of 100 fsw should be applied.</td>
</tr>
</tbody>
</table>

### V. Commercial Diving Equipment

<table>
<thead>
<tr>
<th>Requirement</th>
<th>OSHA Regulation</th>
<th>USCG Regulation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air compressors used to supply air to the diver must be equipped with a volume tank with a check valve on the inlet side, a pressure gauge, a relief valve, and a drain valve.</td>
<td>29 CFR 1910.430(b)</td>
<td>46 CFR 197.310</td>
<td></td>
</tr>
<tr>
<td>Air intakes for air compressors must be located away from areas containing exhaust fumes or other hazardous materials.</td>
<td>29 CFR 1910.420(b)</td>
<td>46 CFR 197.310(b)</td>
<td></td>
</tr>
<tr>
<td>The output of the air compressor systems must be tested for air purity every six months and after every repair or modification. An analysis certificate stating the serial number of the compressor and the results of the air test should be available at the dive location.</td>
<td>29 CFR 1910.420(b)</td>
<td>46 CFR 197.450 46 CFR 197.340</td>
<td>The diving supervisor must provide laboratory results or maintenance records for air quality. Compare the compressor identification number with that noted on the laboratory results or maintenance records. Compressed air used for breathing mixtures must be 20 to 22 percent oxygen by volume, have no objectionable odor, and have no more than 1000 ppm (particles per million) carbon dioxide, 20 ppm carbon monoxide, 5 mg/cubic meter of solid and liquid particulates including oil, and 25 ppm hydrocarbons.</td>
</tr>
<tr>
<td>Surface-supplied helmets and masks must have a non-return valve, an exhaust valve, and a two-way voice communications system.</td>
<td>29 CFR 1910.430(h)</td>
<td>46 CFR 197.322 (a)</td>
<td>Ensure the breathing supply line has been pressure tested to 1.5 MAWP within the past year. Additionally, ensure all connectors are made of corrosion-resistant material and the umbilical is marked in 10-foot increments from the diver to 100 fsw and is constructed of kink-resistant material.</td>
</tr>
<tr>
<td>Breathing gas supply hoses must have a working pressure at least equal to the working pressure of the total breathing system, have a bursting pressure at least equal to four times the working pressure, and be tested at least annually to 1.5 times their working pressure</td>
<td>29 CFR 1910.430(c)</td>
<td>46 CFR 197.312</td>
<td></td>
</tr>
</tbody>
</table>
### V. Commercial Diving Equipment (continued)

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Regulations</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A depth gauge is required for every diver.</td>
<td>29 CFR 1910.430(g)</td>
<td>OSHA and USCG regulations require a depth gauge that can be read on the surface for surface supplied divers. Additionally, OSHA requires a depth gauge that can be read by the scuba diver.</td>
</tr>
<tr>
<td>A diving ladder or stage must be provided to assist entry and exit.</td>
<td>29 CFR 1910.425</td>
<td>When using heavy gear in depths greater than 100 fsw, an in-water stage must be provided.</td>
</tr>
<tr>
<td>A diving bell must be used for divers with an in-water decompression time greater than 120 minutes</td>
<td>29 CFR 1910.425</td>
<td>This rule does not apply when heavy gear is worn or diving is conducted in physically confining spaces.</td>
</tr>
<tr>
<td>A diver's safety harness, with a positive buckling device capable of distributing the pulling force of the umbilical, is required for surface-supplied divers</td>
<td>29 CFR 1910.420(j)</td>
<td></td>
</tr>
<tr>
<td>When weights are worn, the belt or assembly should be equipped with a quick release.</td>
<td>29 CFR 1910.430(j)</td>
<td></td>
</tr>
<tr>
<td>Decompression chambers, or &quot;pressure vessels for human occupancy (PVHO),&quot; must be properly equipped and maintained. 1. PVHO must be stamped ASME PVHO-1 or have documentation of CG approval. 2. PVHO piping must have a shutoff valve within 1-foot of every pressure boundary penetration. 3. The PVHO must have a (a) pressure relief device, (b) two-way communications between compartments and to the outside, (c) a pressure gauge in each compartment, (d) view ports, (e) enough illumination to allow occupants to read gauges, (f) a means of extinguishing an interior fire, and (g) a means of overriding interior breathing and pressure supply controls.</td>
<td>29 CFR 1910.430(f)</td>
<td>Records must show that the chamber has been examined for mechanical damage or deterioration on an annual basis. Additionally, the pressure vessel and associated piping must be pressure tested every three years. Note: The full inspection of a PVHO is beyond the scope of this guidance. Contact a qualified inspector experienced in commercial diving operations to schedule a complete inspection.</td>
</tr>
</tbody>
</table>

29 CFR 1910.430(j) | 46 CFR 197.324 |

29 CFR 1910.430(f) | 46 CFR 197.328 |

46 CFR 197.462
Contaminated water diving

When diving operations are conducted in contaminated water or in an area where there is a substantial threat of discharge of oil or hazardous materials, commercial divers must also comply with the OSHA training and operational standards for Hazardous Waste Operations and Emergency Response (HAZWOPER). Divers should provide proof of HAZWOPER training, and evidence that they have completed the annual refresher training, before commencing diving operations.

Diving in contaminated water requires equipment that protects divers from pollutants. As a rule, if the pollutant is unknown, diving operations should not be permitted. With the exception of the requirement to comply with the HAZWOPER standards, to date, the U.S. Coast Guard, OSHA, and the International Maritime Organization have not published regulations that mandate specific equipment or training for diving in contaminated water. However, the National Research Council (NRC), U.S. Environmental Protection Agency (EPA), and the National Oceanic and Atmospheric Administration (NOAA) have published guidance and protocols. Additionally, the Association of Diving Contractors (ADC) has drafted industry standards for contaminated water diving that are now under review by the members of the association.
## VI. Contaminated Water Diving

<table>
<thead>
<tr>
<th>Action</th>
<th>Sources</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>Conduct a Hazard Evaluation:</td>
<td>ADC, NOAA, EPA, OSHA</td>
<td>Diving operations should not be permitted until the pollutant has been characterized and a hazard evaluation is complete. Standard scuba gear does not provide adequate protection in contaminated water environments. Diving operations should cease if there is any suspected breach in the watertight integrity of the surface-supplied diving system.</td>
</tr>
<tr>
<td>a. If contaminant is unknown, conduct a sampling study before diving.</td>
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<tr>
<td>b. Determine degree and extent of contamination.</td>
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<td>c. Determine duration of potential exposure to the contaminant.</td>
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<td>d. Determine environmental exposure due to geographic location</td>
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<td>(thermal conditions, depth, current speed, and weather forecast).</td>
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<tr>
<td>e. Establish three zones of contamination based on sampling study:</td>
<td>ADC, NOAA, EPA, OSHA</td>
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<tr>
<td>i. Support or Cold Zone</td>
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<td>ii. Contamination Reduction Zone (CRZ)</td>
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<td>iii. Exclusion or Hot Zone</td>
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<tr>
<td>Place commercial divers and topside personnel that could be potentially exposed on an approved Medical Monitoring Program.</td>
<td>OSHA, NOAA, EPA</td>
<td>Ensure both divers and support personnel are on a medical monitoring program that includes a baseline examination and annual physical examinations.</td>
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<tr>
<td>Assign a site safety officer and prepare a site-specific safety plan.</td>
<td>OSHA, EPA</td>
<td></td>
</tr>
<tr>
<td>Choose and test commercial diving equipment that will prevent contact with contaminated water:</td>
<td>NOAA, EPA, ADC, OSHA</td>
<td>Scuba diving gear and band-masks are not recommended. NOAA recommends using the &quot;suit-under-suit&quot; concept or the traditional surface-supplied helmet diving system with encapsulated diving suit. The ADC and EPA recommend a helmeted surface-supplied diver with a return-line exhaust system and a mating dry suit with attached boots and gloves. Equipment used in contaminated water must be maintained, repaired, and replaced more frequently than equipment used in unpolluted environments. Air compressors must be located in a clean atmosphere or divers should use bottled air compressed in a clean atmosphere.</td>
</tr>
<tr>
<td>a. Every piece of diving equipment, including umbilical and connectors, must be compatible with the contaminants.</td>
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<tr>
<td>b. Diving system materials must be of matching durability.</td>
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<tr>
<td>c. Conduct a diving system leak test before diving.</td>
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<tr>
<td>d. Consider using a positive pressure diving system to limit exposure.</td>
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<tr>
<td>e. Review diving equipment durability, material permeation rate, and potential break-through time.</td>
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<tr>
<td>Note: Personal protective equipment is only as strong as its weakest point. Evaluate, inspect, and test diving suit seam construction, potential breach points, and exhaust valves or through-suit penetrations. Though there are no specific regulatory standards for the construction of contaminated water diving equipment, manufacturers use the National Fire Protection Association (NFPA) Standard for Vapor Protective Suits for Hazardous Chemical Emergencies and the American Society for Testing and Materials (ASTM) Standard Guide for Chemicals to Evaluate Protective Clothing Materials to develop test formats (Trelleborg Viking, 2001).</td>
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VI. Contaminated Water Diving (continued)

<table>
<thead>
<tr>
<th>Ensure that divers and topside personnel are trained to conduct contaminated water diving. Specifically, diving personnel should have the following training or experience:</th>
<th>ADC, OSHA, EPA</th>
<th>Training should be based on the duties and function to be performed by each member of the contaminated water diving team, surface support personnel, and decontamination teams.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Decontamination Procedures.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Dry Suit Diving (Donning/Doffing and Emergency Procedures).</td>
<td></td>
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<tr>
<td>c. Leak Testing Procedures.</td>
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<tr>
<td>d. Maintenance, repair, and proper use of contaminated water diving systems.</td>
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<tr>
<td>e. Sampling Procedures.</td>
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<tr>
<td>g. HAZWOPER Training (plus annual refresher).</td>
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<tr>
<td>Backup team or standby divers must be equipped and trained to the same standard as the entry team.</td>
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<td>In <em>Diving in High-Risk Environments</em>, Barsky notes, &quot;The backup or standby diver must have equipment that equals or exceeds that of the diver in the water. If the diving mode is surface supplied, the standby diver's hose must be at least 50 feet longer than that of the diver in the water&quot; (Barsky, 1993).</td>
</tr>
<tr>
<td>A decontamination system must be set up and manned by trained responders.</td>
<td>OSHA, ADC, NOAA, EPA</td>
<td>The majority of hazardous materials response injuries are caused by improper decontamination procedures (Oleniczak, 2002).</td>
</tr>
<tr>
<td>a. Procedures must be in place to remove the specific contaminant from the surface of the diver, diving system, equipment, the environment, and property.</td>
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<tr>
<td>b. There should be a system in place to measure the effectiveness of the decontamination procedures.</td>
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<tr>
<td>A disposal plan for contaminated equipment and decontamination wastes must be reviewed and approved by the Incident Commander.</td>
<td>OSHA, EPA</td>
<td>Wastes should be contained and properly disposed in accordance with federal, state, and local regulations.</td>
</tr>
<tr>
<td>Maintain comprehensive records:</td>
<td>NOAA, OSHA, ADC, USCG</td>
<td></td>
</tr>
<tr>
<td>a. Medical surveillance records.</td>
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<tr>
<td>b. A detailed description of exposures to hazardous substances.</td>
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<tr>
<td>c. Complaints following exposures to hazardous substances.</td>
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<tr>
<td>d. Training records.</td>
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</tr>
<tr>
<td>e. A complete log of response actions.</td>
<td></td>
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<tr>
<td>f. Equipment maintenance records.</td>
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</tbody>
</table>
ANNEX VI – County of Los Angeles Marine Response Zone Plan

MRZ Plan excerpt- the full plan can be accessed on Sector LA-LB’s Homeport website at http://homeport.uscg.mil/lalb under the Local Contingency Plans section of the page.

PLAN OVERVIEW

The plan’s objective is to establish a standardized response for all hazard marine incidents that occur within Los Angeles County’s Maritime Region. This is a collaborative effort between the United States Coast Guard (USCG), Los Angeles County Fire Department (LAC), Los Angeles City Fire Department (LFD) and Long Beach Fire Department (LOB). The goal is to ensure that regardless of jurisdiction, the closest agency with appropriate capabilities, number of resources for the type of call and a command structure is on the initial response.

Due to the challenges of locating the incident in the marine environment where the location is not specifically identified, Initial Marine Response Zones (MRZs) have been established to facilitate a “Closest Available Resource” concept in order to expedite the response and minimize the depletion of critical local maritime assets. The Zones have a wide individual variation in the available maritime resources. The plan also provides a reasonable initial baseline “Standard of Care” for each area. Interagency coordination is facilitated with predetermined command and communication plans. Established individual agency response patterns are not affected; however, multi-agency response is the norm in much of the addressed area.

Although the plan’s main emphasis is on offshore Fire/Rescue Boat and overhead responses, this document also addresses coasts and Port incidents where agencies response with land based companies and Rescue Boats. Chief Officers should consider that elements of this plan are utilized even if the focus is on shore response. As exampled when multiple Fire Boats are engaged in a wharf fire along with land-based units managed by shore centered IC or a shore based cliff rescue with multiple agencies providing maritime support.

Marine Incidents may include by not limited to the following:
- Vessel Fires
- Vessels Aground
- Vessels Taking on water
- Medical Aids
- Drownings
- Persons Overboard
- Aircraft Crashes- Small and Large
- Oil Spills
- Cruise Ship Accidents