



Harbor Damage Assessment Guide

United States Coast Guard
Sector Los Angeles-Long Beach



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Operational Plan

After an earthquake, tsunami, flood, severe weather or other natural disaster, local harbors, marinas, waterways, and their associated infrastructure must be assessed for damage and viability prior to resuming normal operations. This guide should be used to facilitate that process.

Damage assessment teams may be comprised of personnel from harbor patrols, fire departments, life guards, U.S. Coast Guard, or U.S. Coast Guard Auxiliary. Within an incident command system structure, the assessment teams will be designated as Field Observers (FOBS) and report to the Situation Unit Leader (SITL) within the Planning Section for direct tasking. Assessment teams will be tasked with conducting waterside assessments of the local marine transportation system (LA-LB COTP Zone) with a focus on identifying hazards to navigation, damage to critical infrastructure and key resources, and potential safety or security hazards.

Damage assessments can be a hazardous evolution. All safety precautions should be followed. Refer to [Damage Assessment Safety](#) on page 5.

All assessments should be coordinated with the local Harbor Master. A contact list is included on page 3 of this guide. Completed assessments should be forwarded to the SITL as soon as possible.

E-mail: USCG-LALB-Planning@uscg.mil

Facsimile: 310-521-3869

Radio: VHF-FM Marine Band Channel 21 (157.050 MHz) *or other USCG assigned frequency*

Assessment teams should have a copy of this guide, a U.S. Coast Guard Auxiliary Maritime Domain Awareness report form, U.S. Coast Guard Auxiliary Patrol Orders (for USCG Auxiliary vessels only), and an ICS-204 Assignment List.

Ports, Harbors, and Waterways

The Southern California ports, harbors, and waterways in the U.S. Coast Guard Los Angeles-Long Beach Captain of the Port Zone are segregated into three categories for the purpose of this guide and the LA-LB Marine Transportation System Recovery Plan.

Type I – Commercial and Military Ports

These ports have plans and processes in place to conduct detailed and thorough inspections of their waterways and associated facilities.

▪ Port of Long Beach	POLB Harbor Patrol	562-590-4185
▪ Port of Los Angeles	Los Angeles Port Police	310-732-3500
▪ El Segundo Commercial Moorings	El Segundo Mooring Master	310-615-5701
▪ Port of Hueneme	Oxnard Harbor District	805-448-3677
▪ Naval Weapons Station Seal Beach	NWSSB Security	562-626-7600

Type II – Large Recreational Harbors

These harbors are home to fishing fleets, Coast Guard Patrol Boats and Search & Rescue Stations, and/or high capacity passenger ferries.

▪ Newport Harbor	Orange County Sheriff	949-723-1002
▪ Avalon Harbor	Avalon Harbor Patrol	310-510-0535
▪ Marina del Rey	Los Angeles County Sheriff	310-482-6000
▪ Channel Islands Harbor	Channel Islands Harbor Department	805-382-3007
▪ Santa Barbara Harbor	Santa Barbara Harbor Patrol	805-564-5530
▪ Morro Bay	Morro Bay Harbor Department	805-772-6254

Type III – Small Recreational Harbors

These harbors are primarily recreational marinas and serve as vital connections to the marine transportation system for thousands of pleasure craft operators.

▪ Dana Point	Orange County Sheriff	949-248-2222
▪ Huntington/Sunset Harbor	Orange County Sheriff	714-840-5222
▪ Two Harbors (Catalina Island)	Harbor Department	310-510-4253
▪ Rainbow/Belmont Shore Harbor	Long Beach Marine Bureau	562-570-3215
▪ King Harbor/Redondo Beach	King Harbor Harbor Patrol	310-555-1212
▪ Ventura Harbor	Ventura Harbor District	805-642-8618
▪ Port of San Luis	Port San Luis Harbor District	805-595-5400

Items to Assess

- **Buoys**
 - Is the buoy missing, sunk, or badly damaged?
 - Has the buoy moved off its designated station?
 - Does the buoy display the proper light and sound signals?

- **Bridges, Critical Infrastructures and Key Resources (CI/KR)**
 - Are there any obvious signs of damage, breakage, or missing portions?
 - Does the infrastructure look similar to pre-event status?
 - Does it appear that any maintenance personnel have restricted access to any portion of the CI/KR
 - ***Do not attempt to go under any damaged piers or wharfs.***

- **Oil/Hazmat releases**
 - Are there any obvious signs of oil, diesel, gasoline product or sheening in the water?
 - Can you safely observe a path of discharge?
 - What is the likely source (if any)?
 - ***Do not enter any confined spaces such as under any piers or wharfs to investigate.***

- **Sunken Vessels**
 - Are any vessels anchored in navigation channels?
 - Are any vessels damaged taking on water?
 - Are any vessels sunken in channel areas?

- **Hazards to Navigation**
 - Do you observe any other hazards to navigation such as shoaling, obstructions, or submerged objects

- **Any other obvious safety or security hazards**

Damage Assessment Safety

After a natural disaster strikes, a multitude of hazards remain behind.

1. Life Safety takes priority over all missions. Keep yourself safe, your boat crew safe, and the public safe.
2. Do not enter any harbor or port area until an “All Clear” has been given by the local competent authority- usually the harbor master.
3. Tsunamis that strike coastal locations in the Pacific Ocean Basin are almost always caused by earthquakes. If the earthquake was local, be prepared for aftershocks that may cause additional damage to piers, wharfs, bridges, and buildings.
4. Some tsunamis can be very large. In coastal areas their height can be as great as 10 m or more (30 m in extreme cases), and they can move inland several hundred meters.
5. Keep an eye out for ocean surges and strong currents. Waves from tsunamis can occur every 10 to 60 minutes for 10 to 12 hours after the initial wave strikes and often the first wave may not be the largest. Tsunami waves can move faster than a person can run.
6. Watch for submerged objects and hazards to navigation. Damaged boats, docks, and other shore side debris may have enough buoyancy to remain submerged just below the surface and cause significant damage to vessels and injury to boat crews.
7. Watch for falling debris. Bridges, piers, docks, and other elevated surfaces may experience structural damage after an earthquake, storm surges, or tsunami waves. Do not linger under bridges and never go under docks and piers as these areas may also be considered confined spaces.
8. Watch for oil spills and hazardous material releases. Fuel docks, damaged vessels, waterfront facilities, and shore side storm drains may release pollution after a natural disaster. Stay upwind and upstream from oil spills and hazmat releases and report them immediately. If you think you have been exposed, seek immediate medical attention.

Damage Assessment Form

Date:	Marina/Harbor:	Time:
Reporting Person(s):		
Agency:	Contact Information:	

Essential Element	Damage Observed	Location/ Identifier	Comment
Waterways and Navigation Systems			
Harbor Access			
Aids to Navigation			
Oil Pollution Incidents			
HAZMAT Incidents			
Fires			
Port Area – MTS Essential Infrastructure			
Bridges			
Bulk Liquid Facilities			
Container Facilities			
Non-container Facilities			
Shipyards			
Passenger/Ferry Terminals			
Port Area - Vessels			
Commercial Fishing			
Passenger and Ferries			
Small Passenger			
Barges			
Offshore Energy			
Offshore Platforms			

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