Harbor Damage Assessment Guide

United States Coast Guard
Sector Los Angeles-Long Beach
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

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<tr>
<th>Essential Element</th>
<th>Damage Observed</th>
<th>Location/Identifier</th>
<th>Comment</th>
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<td>Waterways and Navigation Systems</td>
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<td>Harbor Access</td>
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Radio: Ch 21