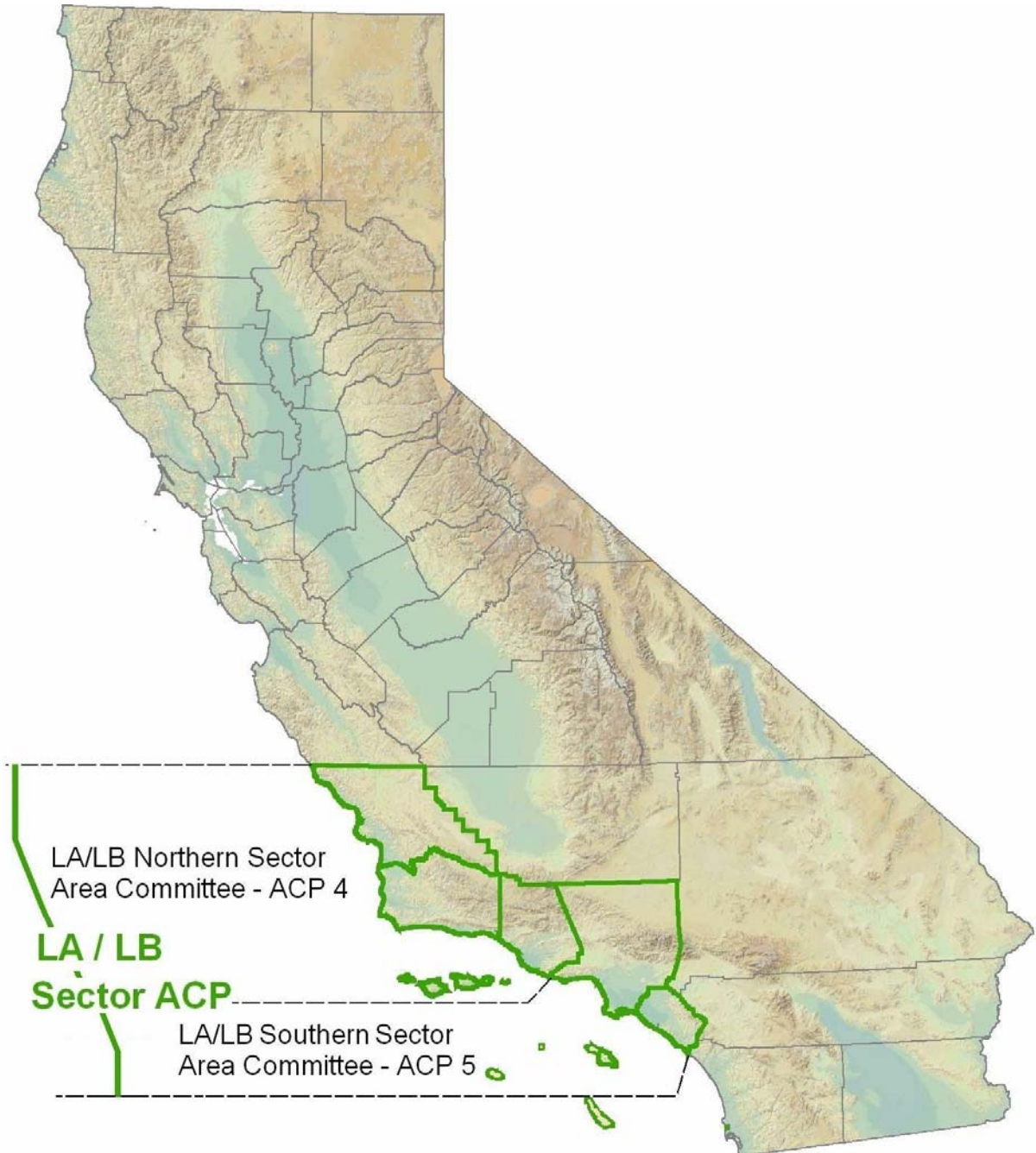


# Sector LA/LB

## Area Contingency Plans (ACP)

### Volume II: Section 9800 -Area Committee Detail

for ACP 4 – LA/LB North  
ACP 5 – LA/LB South



**Emergency Spill Notification Numbers**  
**National Response Center 1-800-424-8802**  
**California Office of Emergency Services 1-800-852-7550**

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# **9800 Local ACP Response Concerns and Preparedness for Environmental, Economic, and Cultural Resources**

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## **Volume II (Section 9800) Local ACP Response Concerns and Preparedness for Environmental, Economic, and Cultural Resources**

### **9800 Introduction**

A primary focus of spill response contingency planning is the identification and protection of environmental, cultural, and economic resources at risk. Section 9800 is a catalog of environmental, cultural, and economic concerns which have been identified by the Area Committees. Strategies to protect these sites from oil and collateral impacts are included for many of these resources which may be at risk during an event. During a spill event, the sites which may be at risk and the measures which should reasonably be deployed are determined by the probable trajectory from the spill, prevailing conditions which may favor or constrain feasible deployments, and the type of product released and the threat it poses to resources at risk. These in combination with geographic constraints that impact spill response measures at the respective locales define the response need and focus response decisions.

### **9800.1 Organization of Section 9800**

Section 9800 provides geographically organized information about ecologic, cultural/historic, economic, and other significant resources that may be at risk from spills, for the two included ACPs: ACP 4 - San Luis Obispo, Santa Barbara, Ventura Counties; and ACP 5 – Los Angeles and Orange Counties.

Within each Committee Area the Area Contingency Plan information is grouped by Geographic Response Areas (GRAs). In some instances, the GRAs fall along political boundaries such as county lines, but emphasis is given to local hydro-geographic areas, where contaminants such as oil are likely to circulate. Section 9800 is organized first by Area Contingency Plan, then by GRA or county and then into topical subsections for each county or Geographic Response Area. The Statewide template for organization is shown below for each geographic grouping, though local variations accommodate the needs of each of California's Area Committees (not all ACPs have all the topical subdivisions shown or in some cases have additional sections):

#### **9810 ACP Domain**

##### **9811 County or Geographic Response Area Subdivision**

###### **9811.1 Sensitive Sites**

###### **9811.2 Cultural and Other Resources at Risk**

###### **9811.21 Cultural notes**

###### **9811.22 Essential Fish Habitat**

###### **9811.23 Other Concerns**

###### **9811.3 Economic Sites**

###### **9811.4 Operational Divisions**

###### **9811.5 Shoreline Access**

###### **9811.6 Other Local Information**

Each Area Plan subsection of 9800 has a table of contents following the above format to provide quick reference to include information.

## **9800.2 Reserved**

**9801 Reserved**

**9802 Reserved**

**9803 Reserved**

**9804 Reserved**

**9805 Reserved**

## **9806 California Strategy Concepts, Systems Approach, and Nomenclature**

Every geographic area has its own approach and a certain amount of variability in language. This section will aid responders unfamiliar with California response understand local methods, concepts, and vernacular.

### **9806.1 Booming Systems**

Boom and booming systems are described here to enable planners and operations staff to better achieve their objectives. First, boom terminology used on the west coast is different than much of the rest of the U.S. and the World Oil Spill Catalog. In general, harbor boom (see definition below) is used as primary site protection in the San Francisco Bay/Delta Area, although some strategies call for swamp boom (river boom - see below). For response and planning purposes, harbor boom may be substituted for swamp boom and two consecutive layers of swamp boom are roughly equivalent to one layer of harbor boom. Swamp boom may be used in low energy applications: areas with little chop or waves and light currents.

However, responders should be aware of several issues and amend actions as necessary. Long-skirted booms in shallow channels can aggravate entrainment problems. In such instances, it may be inadvisable to substitute harbor boom for swamp boom.

Also, wherever oil accumulates against booms in rough or choppy conditions, there can often be the problem of oil washing over the flotation. This nullifies the booming. To avoid this problem, protective strategies are designed to avoid collection of oil in pockets (except for the purposes of skimming), and instead, are oriented to keep oil moving along booms to collection or deflection as much as the situation permits. Responders, both in operations and planning will need to adjust boom configurations to prevent excessive "pocketing" so as to minimize entrainment and over-wash. This may mean altering boom angles. This may also be unavoidable and require back-up layering of boom. Some strategies include this as a contingent alternative, but regardless, if over-wash is a problem, then a second layer should be viewed as the containment and deployed in the "shadow" of the becalming first layer. In some instances the lesser freeboard of swamp boom may provide adequate control once the wave has been broken.

Regardless of strategy design, deployment and adjustment remain key to successful booming. If strategies are not properly deployed, whether prescribed or amended, and maintained though proper anchoring and tending, the protective booming will be neutralized. Every effort by managers and responders should be made to ensure proper execution.

## 9806.2 Skimming Systems

This paragraph provides an introduction to skimming issues in site strategies. In the following strategies, the inclusion of self-powered skimming vessels is minimized in recognition that the first response resource priority is on-water skimming: the best protection for sensitive sites is to minimize oil impacting sites by best available means (ON WATER RECOVERY). However, shore-side skimming and defection offshore to skimming are integral parts of protecting the sensitive site or nearby sites at risk. The philosophy of strategy development includes the intent to leverage opportunities to control, capture, immobilize or collect oil at shorelines where possible. Once oil has been immobilized, either contained or confined near shore, oil skimming efficacy dramatically improves. Also, once oil has impacted a site, it may be a reasonable tactic to keep it at that locale rather than let it re-mobilize to impact yet another site.

Since there are a variety of skimming units that may be included in the strategy, this preamble provides an opportunity to define skimming systems so that the elaborate descriptive verbiage need not be repeated in each strategy. A number of acronyms for skimming systems are included in the Acronyms and Nomenclature section below: TSA, SFS, SPS, and SSS.

A skimming system includes four elements: a skimming device, storage for skimmed oil, a pumping device to move captured oil from skimming device to storage, and a power supply capable of enabling all devices.

## 9807 Glossary of Acronyms and Nomenclature Used in Strategies

To minimize repetitious verbiage in protection strategies, the following acronyms and nomenclature may be used in strategies and in Strategy Pages (and SISRS database).

**Anchoring Systems** – Whether expressly stated or not, anchoring systems must be sufficient to hold boom in the aggressive currents where boom may be deployed. To insure successful anchoring, the anchoring system should include: anchors with anchor buoys to control placement, anchor chains which equal or exceed the weight of anchors indicated, enough line to produce adequate scope to hold anchors (rule of thumb is 3:1 (line to depth), but 5-7:1 for high current areas), and a buoy between anchor line and boom (crown buoys) to keep the anchor from sinking the boom under tension conditions.

**BBE** - boom boat equivalent – the capability of a vessel to transport and deploy 600 feet of Hboom or 1800 ft of swamp boom.

**Boom boats** - a boat suitable for transporting, towing and deploying large amounts of boom, usually crewed with a helmsman and two crew for deployment, usually referenced in terms of BBE. Boom boats must be capable of grounding without sustaining damage. (Also see Shallow Water Boom boats and Very Shallow Water Boom Boats.)

**Bboats** - see boom boat

**Danforth** - refers to “danforth anchors” with chain, typically presented as a number of anchors and minimal weight (e.g., 3/12+ - means three anchors of a minimum of 12 lbs each) with at least an equal weight of anchor chain weight whether specified or not. Without substantial anchor chain weight, anchors will not hold. Northill anchors are equivalent.

**Hboom** - see harbor boom

**Harbor boom** - an inland waters type boom (greater than 18" and less than 42" overall (flotation and skirt)) of a curtain boom design (skirted boom with solid flotation). Some strategies clarify boom size by indicating flotation and skirt as follows: 9X9+ which indicated a boom with at least 9" of flotation and 9" of skirt.

**sorbm** - sorbent boom, with or without a skirt

**Shallow water boom boats** - a boom boat capable of working in three feet of water or less, and should be able to withstand stranding without sustaining damage.

**Skiff** - a small two person craft able to operate in 3 foot waves or larger and capable of delivering personnel and equipment to shores.

**Skf** - see skiff

**SFS** - stationary floating skimmer - a floating platform supporting a skimmer and storage – which could be a VOSS.

**SPS** - self-propelled skimmer - a small to medium sized skimmer with its own propulsion and storage – which could be a VOSS.

**SSS** - shore side skimmer, includes a skimming unit, such as a rope-mop or weir skimmer and its support pack and a storage container such as a vacuum truck, baker tank, or other tank.

**swpbm** - see swamp boom

**Swamp boom** - a river boom type (less than 18" overall) of a curtain boom design

**Towed skimming array** - a skimming system with two boats towing collection booms which funnel oil to a skimming system

**TSA** - towed skimming array - an array with two boats towing collection booms which funnel oil to a skimming system

**VOSS** – Vessel of Opportunity Skimming System – a skimming system (skimming device, pump, power supply, and storage) placed on a vessel which was not designed for skimming per se.

**VSA** – “V”-Skimming Array -Same as TSA

**“V”-Skimming Array** -Same as TSA

**Very shallow water boom boats** - a boom boat capable of working in two feet of water or less, and should be able to withstand stranding without sustaining damage.

**xboom** – is any boom other than harbor boom, swamp, or sorbent boom. This term is used to simplify equipment tables. A type designator should be used as well as a length. Type designators include:

**TB or TBB** – tidal barrier boom

**OB** – ocean boom

**FB** – fence boom

**OS** – oil snare

**BB** – bushy boom

**9808 Reserved**



## 9809 Reserved

Additional information may be drawn from:

- California Wildlife Response Plan – RCP Appendix XXII
- *Ecological Sensitivity Atlases for the California Coast* – CA Dept. of Fish and Game and NOAA
- *Rare Find Database* - CA Dept of Fish and Game - endangered species both Federal and State listed species
- *Wildlife Habitats Relational Database* – CA Dept of Fish and Game – species associated with habitat types
- *CHRIS* – a database of identified cultural and historic properties – State Historic Preservation Officer, CA Dept of Parks and Recreations
- CALIFORNIA IMPLEMENTATION GUIDELINES FOR FEDERAL ON-SCENE COORDINATORS for the PROGRAMMATIC AGREEMENT ON PROTECTION OF HISTORIC PROPERTIES DURING EMERGENCY RESPONSE UNDER THE NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN. Regional Contingency Plan, Appendix XIX.

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