

## **2800 Northern Channel Islands (GRA 8)**

The five northern Channel Islands (Anacapa, Santa Cruz, Santa Rosa, San Miguel, and Santa Barbara) and the associated waters surrounding the islands pose significant challenges to spill response. This section will cover some of the general islands-wide issues that must be taken into consideration before any response operations are conducted on the islands. Due to the geographic proximity of Santa Barbara Island to Los Angeles and the corresponding proximity to Los Angeles County response resources, Santa Barbara Island has been included in ACP 5. However, any response upon Santa Barbara Island must also take into consideration the following issues. The Santa Barbara Island sensitive site pages reference this document accordingly.

### **Description**

The Channel Islands described here, and the surrounding one nautical mile of water are all part of the Channel Islands National Park (CINP) while the surrounding 6 nautical miles of water are part of the Channel Islands National Marine Sanctuary (CINMS). The State of California has jurisdiction over the living marine resources within 3 miles of the islands. CINP consists of 390 mP<sup>2</sup>P (half of which is under water) while the CINMS consists of a total of a 1,252-square-nautical-mile area of ocean surrounding the islands. Roughly 75% of Santa Cruz Island is owned and managed by The Nature Conservancy, a private, non-profit organization. The islands and the surrounding waters hold significant biological, archeological, and cultural resources that are at risk from oil spills. These resources include but are not limited to federal and state listed endangered species, large sea bird and marine mammal populations, Native American archeological sites, and shipwrecks.

### **Logistics**

The only way to gain access to the Channel Islands is by boat or aircraft. The nearest harbors are in the cities of Santa Barbara and Ventura; except for Santa Barbara Island (which is further south and is better accessed from Los Angeles/Long Beach Harbors). Conditions in the Santa Barbara Channel and around the islands are variable and the ocean is unforgiving. Only experienced skippers with vessels capable of withstanding severe weather are advised to make the cross-channel passage. Major shipping lanes lie between the islands and the mainland. Aircraft usage within or above the CINP is difficult due to complex take-off and landing conditions as well as biological restrictions (see Response Limitations and Bio-Security below for more information). Channel Islands Aviation, based out of the Camarillo Airport, is well equipped and experienced with flying and landing within the CINP. Aspen Helicopter is also familiar with the islands. There are very few locations upon the islands that can serve as staging areas and even fewer opportunities for housing response personnel. If it is necessary to set up equipment staging or to house response personnel on the islands, it is essential that the incident command work closely with CINP representatives to establish appropriate locations.

### **Communications**

Each island is equipped with at least 1 base station radio for communication with park headquarters and a marine band radio. Channel 16 on marine VHF is normally monitored during working and later hours. Each island ranger is equipped with a hand-held radio.

### **Response Limitations and Bio-security**

Due to the special biological and cultural significance of the Channel Islands, mounting any response actions within the CINP and the CINMS presents unusual difficulties. Each island presents its own limitations which can change based upon weather or time of the year. The specifics of these are listed below in the Island Specific Logistics section but there are some general restrictions and limitations that are island wide and always in force. Any variation from these restrictions must be done with express permission of CINP representative.

- Bio-security: the prevention of the introduction of non-native and/or invasive species onto the islands is of paramount importance. All response activities within the CINP must comply with the limitations and requirements of the Bio-security Protocols listed in the following section.
- Private aircraft may not land within park boundaries. All aircraft must maintain a minimum 1000- foot altitude above land and sea surfaces within the park.
- Fires and smoking are not permitted except in designated areas.
- Landing is not permitted on offshore rocks and islets.
- Collecting plants, rocks, animals, and artifacts is prohibited without a permit from the CINP.

### **Contacts**

Each site summary lists the key contacts for response within the CINP and CINMS. Since the contact list for each site is the same, the list is reprinted here for easy access.

<b>Channel Islands National Parks Contacts</b>	<b>Phone Number</b>
Channel Islands National Park Office (8:30 am to 5 pm; 7 days a week) 805-642-3862	805-658-5730
Dispatch	559-565-4221
Channel Islands National Marine Sanctuary 24 Hour Emergency Cell	805-729-1271
Emergency Operations Manager Sean Hastings	805-705-1790
Sanctuary Superintendent Chris Mobley	805-259-6540
Sanctuary Deputy Superintendent of Programs Mike Murray	805-448-9971
Deputy Superintendent of Operations Todd Jacobs	805-689-8920
General Office	805-699-5422

## **Island Specific Logistics**

### Anacapa:

*Aircraft Runways:* None

*Vessel Landing Areas:* Landing Cove (north face of island on the east end). Caution-monitor sea conditions and depth before attempting approach.

*Anchorage:* Frenchy's Cove (north face of island near West and Middle Anacapa isthmus).

Landing Cove (north face of island on the east end). East Fish Camp (south face of island on east end of Middle Anacapa).

*Staging Areas:* None

*Personnel Lodging:* Campground on East Anacapa

*Roads & Vehicles:* None

### San Miguel:

*Aircraft Runways:* Primitive airstrip near ranger station at Lester Ranch.

*Vessel Landing Areas:* None

*Anchorage:* Cuyler Cove (north-center of island). Tyler Bight (southwest side island near Pt Bennett site boundary)

*Staging Areas:* None

*Personnel Lodging:* None

*Roads & Vehicles:* None

### Santa Cruz:

*Aircraft Runways:* Several primitive airstrips around island (consult CINP).

*Vessel Landing Areas:* Prisoners Harbor (Northeast face of center of island). Scorpion Harbor (Northeast end of island). Caution: monitor sea conditions and depth before attempting approach.

*Anchorage:* At least 2 dozen possible anchorages around the island. Most on the eastern half.

*Staging Areas:* Several possible staging areas (consult CINP)

*Personnel Lodging:* Several campgrounds (consult CINP)

*Roads & Vehicles:* Passenger vehicles, bulldozer, and tractor(s). Note: many roads impassable in wet conditions.

### Santa Rosa:

*Aircraft Runways:* Primitive airstrip near ranger station near Water Canyon.

*Vessel Landing Areas:* Bechers Bay landing dock is on the northeast side of island near the ranger station. Caution: monitor sea conditions and depth before attempting approach.

*Anchorage:* Several possible anchorages around island (consult CINP)

*Staging Areas:* Several possible staging areas (consult CINP)

*Personnel Lodging:* Campground near runway.

*Roads & Vehicles:* Passenger vehicles and a tractor. Note many roads impassable in wet conditions.

Santa Barbara:

*Aircraft Runways:* None

*Vessel Landing Areas:* Landing Cove (northwest face of island) Caution: monitor sea conditions and depth before attempting approach.

*Anchorage:* Landing Cove (northwest face of island).

*Staging Areas:* None

*Personnel Lodging:* None

*Roads & Vehicles:* None

## **Biosecurity Protocols - Preventing the Introduction of Non-native Species**

### **Background and Rationale**

The Channel Islands National Park was established to conserve the rich biological ecosystems of five islands and nearby rocks and islets. The naturally small populations found on islands can be easily driven to extinction by new introductions and, therefore, islands are unusually vulnerable to the impacts of new invaders.

It is much more cost effective to prevent the arrival of introduced species than to attempt to eradicate after arrival. In many cases, it may be impossible to eliminate a pest once it has arrived.

### **Protocols:**

#### **Personal Gear**

- Maximum use of hard sided boxes. Any cargo packaged and stored overnight must be stored in a hard-sided box. Food may only be stored in containers that are totally sealed (i.e. hardsided box with a tight-fitting top and no holes). The park has purchased several plastic boxes with lids that can be used by anybody traveling on park boats or flights.
- Minimize use of megabags. Megabags need to be shaken out prior to each loading. They need to be clean. Megabags should never be loaded except immediately prior to being slung onto a boat. No supplies left in a megabag overnight will be loaded onto a boat without first unloading and inspecting all of the gear.
- No corrugated cardboard boxes may be used to transport food. No corrugated cardboard boxes that are second-hand use (i.e. banana boxes) may be used for any reason. All other corrugated cardboard is discouraged. However, items (not food) in original cardboard packing (preferably sealed) may be used. The park will assess the level of risk that is posed by new boxes.
- Personal gear should be stored in clean, pest-free conditions at home. Gear should be cleaned and packed. Boots, sleeping bags, tents, nets should be cleaned prior to packing.

- All footwear, clothing, and gear (especially Velcro, shoelaces, cuffs, and boot lugs) should be clean and inspected for seeds and soil before departing for the islands, when boarding boats, and when moving between islands.

### **Equipment and Supplies**

- Equipment (large and small) should be stored and transported in a manner which prevents the attraction or transport of seeds, invertebrates, vertebrates and pathogens. Wherever possible, gear should be loaded into, stored and transported in containers with tight fitting lids that can prevent access by mobile species such as invertebrates and vertebrates (such as rodents). Corrugated cardboard boxes should be avoided to transport equipment and gear as the corrugations provide hiding places for invertebrates.
- Gear and equipment should NOT be left or stored where it is at risk for attracting and harboring potential non-native species prior to departing. For example, leaving large equipment in the open is a dangerous practice; it provides cover and food for rodents and insects. Gear that is left out in the open may also be exposed to potential weed seeds blown around or carried by other species. Types of safe storage units include containers with tight fitting lids, conex boxes, inside park buildings, or freezer storage.
- During the loading and unloading process all containers used in transport (e.g. dumpsters) should be cleaned of any item that may have spilled, especially foodstuffs, plant materials and soil. This practice will reduce the risk of attracting insects, rodents or other pest species.

### **Lumber and Wood Products**

- Lumber should only be used if it is clean, new, processed lumber from California. CAUTION: California Pine could contain blister rust or pitch canker and California Oaks could have the pathogen that causes Sudden Oak Death. All lumber must be certified pest and pathogen free by either the distributor or the Park before use on the islands.
- Bundled lumber should be taken apart, inspected thoroughly, and restacked before leaving the mainland as it could harbor animals and/or seeds. The only exception is if a wholesale supplier has certified lumber pest and pathogen-free and it is tightly bundled and closely packed. Ideally, lumber should be inspected and cleaned before bundling.
- Under no circumstances should firewood or any unprocessed lumber with bark be allowed on the Channel Islands. Bark can provide habitat to many invertebrates and could carry pathogens such as pine blister rust, pitch pine canker, and Sudden Oak Death.
- All wood products should be processed and ideally treated, with no traces of bark or soil.

### **Waste**

- The buildup and disposal of waste is a significant issue on the Channel Islands. A waste management and disposal plan should be designed with CINP input and buyoff as early as possible in the response.

## **Dumpsters**

- Dumpsters are a large risk for transport of non-native animals. Whenever possible, dumpsters should not be used for personal food wastes. These should be taken off by the individual generating the waste.
- Dumpsters may only be used for construction and/or spill clean-up projects and will be in a manner that they will not be used for food materials.
- Under no circumstances should dumpsters go to the islands with any garbage. The inside and outside, including the wheels, of the dumpsters should be pressure washed and treated with a disinfectant solution before leaving the mainland.
- Dumpsters must be inspected, emptied, and cleaned before departing the mainland for the islands.
- Under no circumstances should dumpsters move between islands.

## **Ground Vehicles**

- All vehicles should be washed and inspected prior to departure, especially earth moving and heavy equipment such as vehicles, tractors, shovels, and associated construction equipment. Equipment should be cleaned of soil and vegetative matter before being leaving their departure point, be this mainland or island.
- Heavy equipment (especially construction and earth moving equipment) should not be allowed to move between islands without: 1) being transported first to the mainland and cleaned; or 2) being cleaned on island prior to moving. In some situations, it may be necessary to clean equipment while at sea, but this should not be routine. Not only is this difficult and dangerous, the boat itself could become a vector for removed contaminants.
- All vehicles should be washed and inspected to ensure no transport of soil or vegetative matter. Using a hoist for washing is ideal; special attention should be paid to the undersides and insides of vehicles.

## **Vessels**

- Every boat shall have armed bait boxes that are checked monthly. Also, sticky traps should be deployed on every boat and changed monthly.
- Boat decks should be washed clean between cargo runs. No soil or other debris should remain on a boat.
- Any sign of rodents on a boat should be reported to the Superintendent.
- Any landing craft should be trapped intensively using a combination of bait boxes, snap traps, and sticky traps when a load is placed on the boat.
- No scrubbing of boat bottoms at the islands. Vessels should be cleaned in the harbor or offshore.

### **Planes**

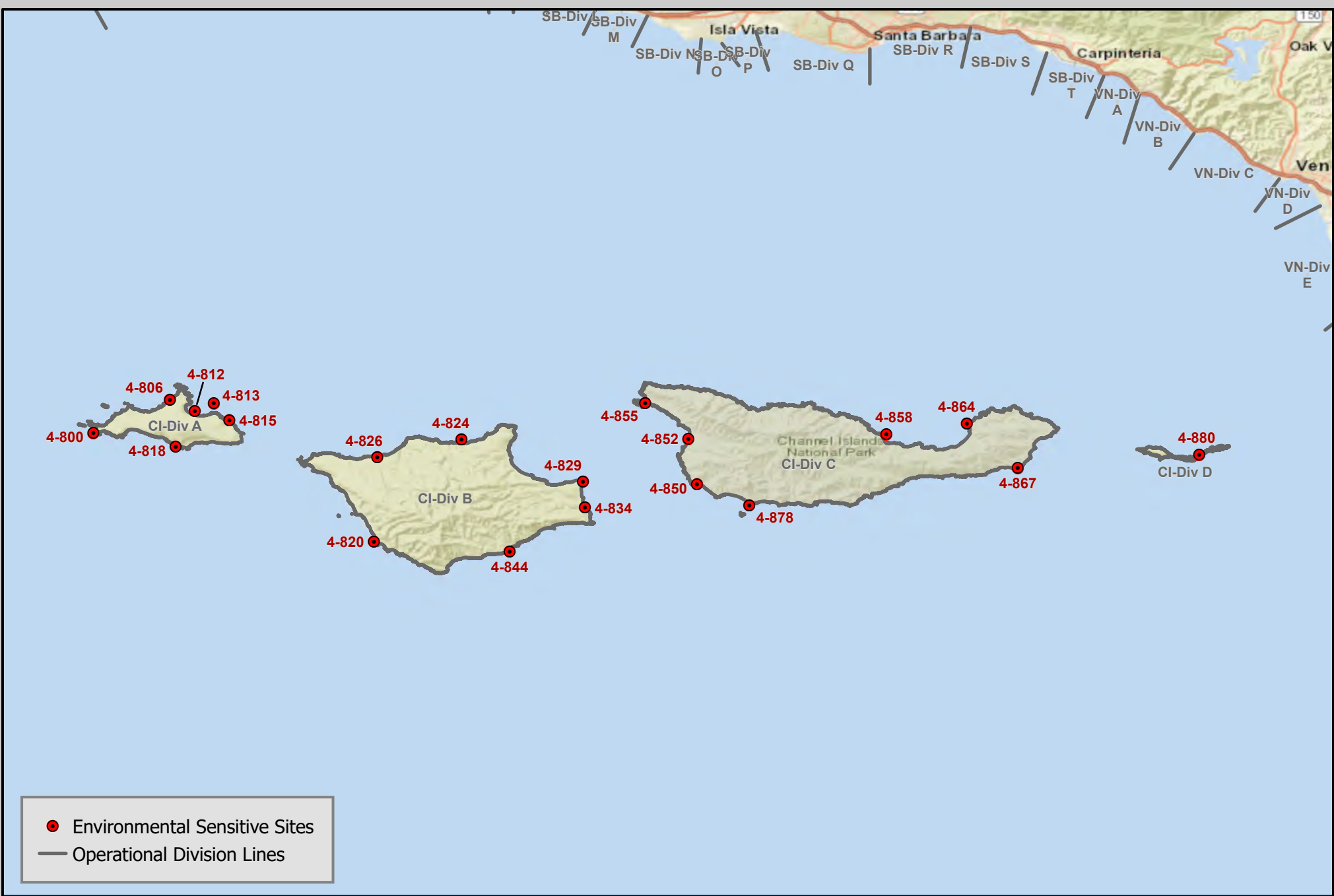
- Planes should follow the same rules for containers and food storage as do boats.
- Planes should be maintained in a clean manner and routinely be swept out.
- The presence of yellow star-thistle at the landing strip at Santa Cruz Island poses a risk to the other islands. If a flight is to visit multiple islands, Santa Cruz should be the last island visited. An aircraft should never go from Santa Cruz Island to another park island.
- Planes and helicopter shall have their landing gear and passenger compartments of their aircraft cleaned and inspected prior to leaving the mainland.

### **Soil & Gravel**


- The transportation of soil and gravel from the mainland to islands is discouraged. If material is to be transferred, it must be freshly dug and transported to an island as soon as possible. Material that is held on the mainland must be tarped to protect from non-native seeds. The site where soil or gravel is deposited on an island will be mapped and provided to the Chief of Natural Resource for monitoring.

### **Education**

Education is the best defense against the introduction of non-native plants and animals to the islands. Prior to responders departing for the islands, CINP personnel shall give an overview of the dangers and precautions necessary to mitigate those dangers to response personnel.



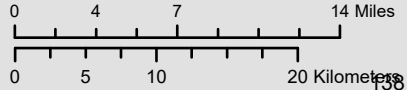
● Environmental Sensitive Sites  
 Operational Division Lines


 Calif. Dept. of Fish and Wildlife  
 Office of Spill Prevention and Response  
 Data Source: OSPR, CDFW      NAD\_1983\_California\_Teale\_Albers  
 Author: OSPR, CDFW  
 Created: 7/24/2023      ACP 4/5 Annex C

## ACP 4 - GRA 8

### Environmental Sensitive Sites

### Channel Islands





## 2810 Northern Channel Islands (GRA 8) GRS Site Index

Site #	Site Name	Link to Strategy	Link to Area Photos
4-000-A	Typical SLO/Santa Barbara/Vent Sandy Beach	4-000-A	Not Available
4-800-A	San Miguel Island: Point Bennett Area	<a href="#">4-800-A</a>	Not Available
4-806-A	San Miguel Island: East Simonton Cove	<a href="#">4-806-A</a>	Not Available
4-812-A	San Miguel Island: Cuyler Harbor	<a href="#">4-812-A</a>	Not Available
4-813-A	San Miguel Island: Prince Island	<a href="#">4-813-A</a>	Not Available
4-815-A	San Miguel Island: Bay Point	<a href="#">4-815-A</a>	Not Available
4-818-A	San Miguel Island: South Side	<a href="#">4-818-A</a>	Not Available
4-820-A	Santa Rosa Island: South West Beaches	<a href="#">4-820-A</a>	Not Available
4-824-A	Santa Rosa Island: North Area	<a href="#">4-824-A</a>	Not Available
4-826-A	Santa Rosa Island: Arlington Canyon Lagoon	<a href="#">4-826-A</a>	Not Available
4-829-A	Santa Rosa Island: Skunk Point Area	<a href="#">4-829-A</a>	Not Available
4-834-A	Santa Rosa Island: Lagoon (East Side)	<a href="#">4-834-A</a>	Not Available
4-844-A	Santa Rosa Island: South East Beaches	<a href="#">4-844-A</a>	Not Available
4-850-A	Santa Cruz Island: Posa Anchorage Lagoon	<a href="#">4-850-A</a>	Not Available
4-852-A	Santa Cruz Island: Christi Beach	<a href="#">4-852-A</a>	Not Available
4-855-A	Santa Cruz Island: Forney Cove	<a href="#">4-855-A</a>	Not Available
4-858-A	Santa Cruz Island: Prisoners Harbor	<a href="#">4-858-A</a>	Not Available
4-864-B	Santa Cruz Island: Scorpion Harbor Area	<a href="#">4-864-B</a>	Not Available
4-867-B	Santa Cruz Island: Smuggler's Cove	<a href="#">4-867-B</a>	Not Available
4-878-A	Santa Cruz Island: Punta Arena to Near Point	<a href="#">4-878-A</a>	Not Available
4-880-A	Anacapa Island	<a href="#">4-880-A</a>	Not Available

*County:* San Luis Obispo **ACP Division/Segment:***NOAA Chart:**Map Book:**Decimal Degrees:***Site Description:****Resources at Risk:***ESI and Habitat:* 3A Fine- to medium-grained sand beaches**List of Resources at Risk:**

	Resource Name	Status	Presence	Sensitivity
Birds	Western snowy plover	FT, SSC	Year-round	
Birds	California least tern	FE, SE	Apr-Sep	

FT-Federally Threatened, FE-Federally Endangered, FP-Federally Protected, SE-State Endangered, ST-State Threatened, SP -State Protected, SR-State Rare, SSC-Species of Special Concern, BGEPA-Bald and Golden Eagle Protection Act, SSSP-State Special Status Species

**List of Key Contacts:**

Type	Name/Title	Organization	Phone
C	/	Central Coast Information Center	(805) 682-4711
C	/Coordinator	Native American Heritage Commission	(916) 373-3710
C	/	South Central Coast Information Center	(657) 278-5395
T	/Spill Response Coordinator	US Fish and Wildlife Service, Federal T&E Species	(805) 644-1766

C – Cultural, Historic, Archaeological; E – Entry/Owner/Access; O – Other; S – Safety; T – Trustee; X – Exclusion or Security

**Additional Site Summary Comments:**

WESTERN SNOWY PLOVERS NEST FROM MAR-SEP AND CALIFORNIA LEAST TERNS NEST FROM APR-SEP. Western snowy plovers are small, white and tan colored shorebirds. California least terns are small, gray, white and black colored diving birds. Western snowy plovers conceal their nests in the upper rack line above the high tide line while California least terns generally nest on open beaches and/or along estuary shorelines. Nests are usually constructed on loose sand and are easily stepped on due to their very cryptic nature. Chicks are known to run between nests and the waterline. Western snowy plover adults forage while wading along the shoreline. California least tern adults dive into the water to forage in shallow, nearshore areas of the open coast, embayments, estuaries, and dune lakes.

**Concerns and Advice to Responders:**

**Hazard and Restrictions:**

**Site Strategies:**

**Site Validation Level: II**

**Strategy: 4-000.1 Objective:** Shoreline Pre-Clean: Resource Specialist Supervision Required

**Strategy:** After approval only, pre-clean beach with hand crews to move and store kelp, driftwood, and vegetative debris above high-tide line. Collect and properly dispose of trash. Redistribute wrack after response efforts are completed. The areas to be protected should be monitored by an assigned biological monitor. Heavy equipment and 4WD vehicles may be used pending approval.

Table of Response Resources

Equipment	Sub-Type	Size	Unit	QTY	Unit	Last Page Update
Staff	Natural Resource Specialist					

**Strategy: 4-000.2 Objective:** Other: See Strategy Box

**Strategy:** In consultation with USFWS and CDFW, western snowy plover or California least tern eggs may be removed from nests by authorized and qualified personnel and taken to an approved facility to reduce injury.

Table of Response Resources

Equipment	Sub-Type	Size	Unit	QTY	Unit	Last Page Update
Staff	Natural Resource Specialist					

**Logistics:**

**Additional Operational Comments:** Beaches may be pre-cleaned if given prior authorization. Some beaches have designated fenced areas for nesting. Individual Environmentally Sensitive Sites may have additional western snowy plover and California least tern information.

## **2820 Lists of Economic Resources Susceptible to Oiling**

A summary of Human Health and Safety Sites and Economic Resources is listed by GRA.

The Channel Islands region is home to many environmentally, biologically, and culturally significant sites. The area is used for several recreational and commercial activities including but not limited to scuba diving, hiking, fishing, research, marine resource enhancement, habitat restoration, sailing, boating, and kayaking. Due to this combination of resources and varied resource uses, the Channel Islands region of this Area Contingency Plan shall be considered an important economic resource in its entirety with a significance ranking of D.