Harbor Operations Unit Orders

• Harbor Patrol Operations during major storms and disasters

PURPOSE
The purpose of this order is to re-introduce procedures for Harbor Patrol Operations during emergencies such as a major storm, tsunami, or other natural disasters. In every situation stated within this order, the Harbor Master and/or Assistant Harbor Master shall be contacted by the Watch Commander and briefed regarding the situation.

SCOPE
This order shall apply to all station personnel assigned to Marina del Rey Station.

ORDER

Earthquakes

The Station operations during and after an earthquake are covered in the Station's Emergency Operation Plan.

Depending on the intensity of an earthquake in the Marina or nearby area, damage may range from slight to total devastation. After the shockwaves have subsided and required assessments of injuries and damage have been completed, movement of personnel and civilian victims by water may be the only available alternative. After the safety of people and other Station commitments have been attended to, considerations should be made for the safety, security, and possible movement of vessels from damaged docks to a safer location.

Tsunami

A tsunami, commonly, although incorrectly referred to as a tidal wave, is a sea wave caused by an undersea earthquake, volcanic eruption, or by an earthquake close to shore. Although a tsunami may be no more than a slight rise in the sea, it cannot be discounted since it has the potential of destroying the entire Marina area. Any major Pacific Coast earthquake, other than one in the vicinity of Marina del Rey, would cause a tsunami warning/watch to be initiated. Once generated, the wave course, speed, and intensity can be accurately projected and a tsunami warning/watch would be issued by the West Coast & Alaska Tsunami Warning Center, the National Weather Service and the California State Office of Emergency Services.

A tsunami warning could be cause to activate the Stations' Emergency Operations Center. Tsunami warnings, issued periodically, will advise the last known location, size, speed, and direction of travel. Depending on where it started, the "wave" could arrive at the Marina within minutes or many hours. Indications of the "wave's" severity can be monitored from bulletins broadcast by the WCATWC or may be obtained by attempting to contact locations that are closer to the point of origin.

Time permitting, and if warranted by potential severity, the following shall be accomplished:

* A determination must be made, by the Watch Commander, utilizing all available information, if the Station

EOC is to be activated.

* If an tsunami wave is anticipated will an evacuation be necessary.

* As soon as possible after the initial warning is received, and an evacuation is imminent and/or the safety of Harbor Patrol boats are threatened, begin a phased call-out of additional boat crews.

* Other agencies mooring their vessels at the Station docks must be notified of any impending danger to their vessels.

* Marina apartment managers, Dockmasters, Yacht Clubs and businesses in the area must be advised, as soon as possible, either by phone, or in person, by units in the field.

* Boat crews must warn persons on the jetties to evacuate.

* Move inactive Station boats to a safer location, such as the Maintenance Yard dock or Launch Ramp docks in Basin-H.

Since tsunamis gain force and speed when they reach the continental shelf, the Coast Guard will usually order their vessels to sea to minimize the danger to their boats. It can be expected that inquires will be received from boat owners if they too should move their vessels to sea to ride out the wave. Because of liabilities involved, no recommendations should be given.

If the Stations' Emergency Operations Center determines that the "wave" will cause major damage to the marina, all Department boats that can get underway will be ordered to sea. They should proceed to approximately seven (7) miles offshore, the one hundred fathom curve. This will help to ensure their survival and availability after the "wave" has struck.

Major Storms

Storms in the Marina area are normally moderate in nature and cause only minor damage. On occasion, a major storm or series of storms may hit the area and cause havoc. Rain, heavy seas, high tides, and strong winds can create conditions that may break vessels free from their moorings, damage or destroy docks, and flood or sink other vessels.

The National Weather Service will issue notices well in advance of major storms. Since the Marina Station is a designated weather observation station, appropriate storm warning flags/lights shall be displayed.

Indicators of a major storm or potential damage to vessels and docks are:

* Sustaining or increasing winds in excess of 25 knots. Waters of the main and entrance channel will become confused with wind waves and white caps.

* Tides around six feet coupled with large swells from the sea. White water will usually be seen coming across the top of the detached breakwater. This will cause a surge down the entrance channel.

* Heavy rainfall over an extended period of time flooding or sinking smaller vessels.

* Storm/Sea Advisories form the National Weather Service.

* Any combination of the above described elements.

During a storm, Station boats and docks must be continually monitored for safety. Mooring lines should be doubled when possible, boats should be secured to the lee (downwind) side of docks. Boats must be pumped as necessary to prevent them from sinking. If time permits, vessels at the Station docks may have to be moved to safer locations as indicated in the tsunami section. They must then be checked at specific intervals dependent upon current conditions.

Boat patrol checks of all anchorages will be continually conducted to insure that vessels are properly secured. Boat crews will re-secure lines as necessary, pump sinking vessels, and advise the anchorages, via the desk, of any damage observed to docks. All activities will need to be logged and a report of assistance written for all boats pumped, excluding dinghies. Desk personnel shall monitor the VHF Marina Radio, Channel 16, at all times.

Movement of Privately Owned Vessels

As in any major catastrophe, damage assessments will take precedent over the movement of vessels.

Whenever it becomes necessary to move privately owned vessels to protect them or the docks from further damage, an attempt to contact the concerned dockmaster should be made. We will assist dockmasters with vessels in danger at their anchorages.

Before any vessel is moved, all utility hook-ups must be disconnected. All dock lines shall be moved with the vessel to be used at the new location.

Consideration should be given to open slips within the same anchorage, the County Transient Docks or other protected anchorages in that order. Landside units, time permitting, may be used to assist in finding alternative berthing locations. Personnel should recognize that fact that because of the very nature of the disaster, there may be no place to move said vessels.

Supervision of Harbor Patrol Units

In the event of a major operation or disaster, the Harbormaster and/or Assistant Harbormaster shall be notified. It is imperative that either the Harbormaster or Assistant Harbormaster respond to the major operation or disaster to direct the activities of the boat crews and assisting personnel in moving vessels, transporting people and conducting waterborne emergency operations. Upon their arrival, they must be fully briefed by the field supervisor or handling unit, whereupon they will assume command of the incident.

Reports

During major disasters, boating accident reports are not required unless the vessel is actually underway and involved in an accident. However, a Report of Assistance shall be completed on every vessel moved or assisted. Any damage observed prior to the movement of the vessels, the old and new berthing location, will be included in the report. Notes may be kept and reports completed when time permits, however they should be completed prior to going off shift unless deferred by the Watch Sergeant, Harbormaster or Assistant

Harbormaster.

• Patrol Boat Code 3

PURPOSE
The purpose of this directive is to establish policy and procedure for emergency (Code 3) patrol boat operations.

SCOPE
This order shall apply to all station boat personnel assigned to Marina del Rey Sheriff's Station.

ORDER
1. EMERGENCY DEFINED
An emergency is an urgent circumstance during which life and/or property is at great risk.

2. LEGAL ISSUES
California Code of Regulations - Title 14 sections 6590 and 6591 define appropriately marked and equipped law enforcement vessels and describe the distinctive blue light such vessels must show during emergency operations. Our patrol vessels and their lights conform to these sections. California Harbors and Navigation Code section 652.5(d) requires other vessels to slow to a minimum speed for steerage and give the right of way to a law enforcement vessel operating with an illuminated blue light and sounding a siren as necessary. Vessels are required to stay clear and not inhibit or interfere with the law enforcement vessel during such operation. Under 655.2(b) H&N, a law enforcement vessel displaying the proper blue light is exempt from local or state imposed speed limits.

3. CIVIL AND CRIMINAL LIABILITIES
The H&N section discussed above specifies that other vessels are to give the right of way to a law enforcement vessel operating Code 3. Additionally, the section also directs vessels to reduce speed and give way if a stationary law enforcement vessel is showing an illuminated blue light and is conducting related operations. However, there is no section, as there is for emergency vehicles in the CVC, that specifically releases the operator of the law enforcement vessel from civil liability.

Sections 656(c)(1) and 656(2) H&N discuss public entities and their employees the possibility of liability while engaged in a rescue operation. The employee of a public entity will not be liable for damages unless guilty of a crime or conscious disregard for the safety of others. The public entity will be liable for civil damages if the employee fails to act as "a reasonably prudent person would act...under similar circumstances."

This section might be interpreted to include a Code 3 response on the way to conduct a rescue operation, or it may be interpreted to cover only acts conducted during the rescue itself. Also, while the majority of Code 3 boat operations are rescue related, an emergent response to a crime related call may at times be required. The above listed sections do give a limited amount of protection for a law enforcement agency conducting patrol boat operations. However, deputy personnel must always exercise extreme caution during Code 3 operations and supervisors must recognize their responsibilities in these matters. Nothing relieves the deputies operating a patrol boat or the supervisors monitoring the operation from using due care to prevent a mishap.

4. DESK CREW RESPONSIBILITIES

The desk crew may direct the patrol boat to respond Code 3 by dispatching a call with an emergency designator in the same manner as for a patrol car. The desk crew shall exercise control of such operations by closely monitoring the LASD and Marine VHF frequencies and maintaining radio communications with the patrol boat(s) until the emergency situation has been stabilized. The desk crew shall notify the Watch Commander immediately regarding any Code 3 patrol boat operation, whether initiated by the desk or by the patrol boat crew themselves.

5. WATCH COMMANDER RESPONSIBILITIES

The Watch Commander, upon notification of a Code 3 patrol boat operation, shall move directly to the dispatch area and immediately establish the following:

--Actual reason and necessity of the Code 3 operation.

--Safety conditions concerning the deputies, the patrol boat, and others affected by the operation.

--Adequate communications with the deputies and others involved in the operation.

--Command, control, and coordination of the operation.

The Watch Commander is responsible for the decision making. The very first decision is to verify the actual necessity to conduct the operation. Given a safer alternative that will still satisfy the necessity present, the Watch Commander shall terminate the Code 3 operation in favor of a more appropriate response.

A secondary consideration involves a series of decisions by the Watch Commander to continue or abandon the operation based on additional facts as they become known. This review must continue until the operation is terminated and the situation is stabilized. The Watch Commander will document the incident in the Shift Summary Report for the Unit Commander.

6. BOAT CREW RESPONSIBILITIES

During Code 3 patrol boat operations, deputies must operate Department vessels in accordance with all governing rules and regulations. The speed limit exemption granted in 655.2(d) H&N does not release the boat operator from due care to prevent an accident.

Boat crews may become involved in Code 3 operations resulting from either a dispatched call, an observation, or as a result of a call on VHF Ch 16. In all cases, the deputies must adhere to the following:

--the patrol boat shall be operated in a safe and prudent manner. Safety shall be the utmost concern.

–the speed of the patrol boat shall not exceed that which is safe for the prevailing conditions, ie: weather, sea conditions, harbor facilities, boat traffic density, wake, channel and basin structures, moorings, etc.

--If initiating a Code 3 response, the boat crew shall establish immediate and ongoing radio communications with the station dispatcher. This radio communication will be via LASD radio and/or Marine VHF as the situation dictates and the boat crew will relay all pertinent information required by the dispatcher until the emergency is stabilized.

–the boat crew shall activate the blue strobe lights continuously and the siren shall be sounded whenever

necessary throughout the Code 3 operation.

--The deck hand deputy shall act as a lookout and assist the helmsman as required

–the wake from the patrol boat shall be monitored during the Code 3 operation and an evaluation of the potential hazard of the wake vs. the nature of the emergency must be conducted. If the wake from Code 3 operations is potentially hazardous to vessels, docks, or other property, speed shall be immediately reduced UNLESS the boat crew has reason to believe that the emergency is such that an immediate threat to human life or the possibility of serious injury to a human being exists. Only the threat to human life or of serious bodily injury will justify continued high speed operation in areas, such as the harbor basins, where wake damage is possible.

–the boat crew will note in their log the following information related to the Code 3 operation: starting and ending points, reason, route taken, and whether or not any wake damage was likely or if any wake damage was reported by citizens at the scene or when the patrol boat returned to normal operations.

7. CODE 3 RESPONSES, SUMMARY
Generally, a Code 3 response should not create more danger or liability than no response at all.

The Watch Commander is responsible for authorizing such operations while the boat crew is responsible for safe seamanship and boat handling. Typical Code 3 response situations include, but are not limited to:

--Reported or observed boat fires.

--Reported or observed vessels in distress or in danger of sinking or grounding.

--Reported or observed vessels that have capsized and persons are believed to be in the water or trapped under water or below decks.

--Transport of emergency equipment to save lives, fight fires, or prevent the loss of a vessel.

--Transport of medical personnel or injured persons.

--Transport of personnel to support emergency operations.

--Response to emergency assistance requests from law enforcement, fire, or lifeguard personnel.

• Avalon Prisoner Transport

PURPOSE
The purpose of this order is to establish guidelines for prisoner transport from Avalon Station, Catalina Island. Avalon Station will often arrange their own prisoner transport via commercial ferry service or by Sheriff's Department patrol vessel at Isthmus Harbor. On occasion, certain situations will preclude Avalon Station from using these options, i.e. 5150 transport, limited fuel availability for the Isthmus boat, or other circumstances which necessitate immediate transportation.

SCOPE

This order shall apply to all station boat personnel assigned to Marina del Rey Station.

ORDER
Procedures:

Prior to picking up any prisoners for Avalon Station, the following procedures need to be adhered to.

After calling Marina del Rey station and making the request, MdR Watch Deputy shall notify the Watch Commander and Watch Sergeant and check with the Jailer to make sure there is room in the jail. If our jail is full, Avalon station must make arrangements for other housing at another station. Marina del Rey station can still make the transport to be accepted by the other station, i.e. Carson, Lomita, etc. The exchange maybe conducted at the Port of Long Beach or San Pedro ferry terminal at the discretion of the transporting boat crew.

Prior to Marina del Rey Station responding to Avalon, the booking packet shall be completed. This includes completed booking packet, medical screening forms, OK to book if needed, warrants and transmittals, and the inmate transport checklist. The Marina del Rey jailer should be contacted when the booking is complete to verify requirements.

Avalon should not transfer the prisoner in the JDIC system until after the prisoner has arrived at the station. It will be the responsibility of the accepting facility to notify Avalon station when the prisoner has arrived so the transfer can be completed.

No evidence shall be transported with the prisoner, unless prior arrangements have been made.

All personal property should accompany the prisoner. If property is released, it should be all property, not a partial release.

The transporting boat crew shall verify that all items on the “Avalon inmate transport checklist” are completed. This checklist shall accompany the booking packet.

The maximum number of inmates to be transported per crossing will be at the discretion of the Marina del Rey Boat crew and Marina del Rey Watch Commander. This decision should be based on several factors such as sea and weather conditions, type of crimes, 5150s, time of transport, etc.

Any overtime that may be required will be the responsibility of Avalon station (Fund Org# 15776). If overtime is required, Avalon station Watch Commander shall be notified and approve the overtime prior to our patrol boat leaving Marina del Rey Station.

If due to staffing shortage, Marina del Rey station is unable to conduct the transport with available personnel, the on-call “Tradition” crew may be contacted. Sgt. Carriles should also be contacted if the on-call boat crew needs to respond.

• Life Jacket Wear

PURPOSE
The purpose of this order is to establish guidelines for mandatory use of personal floatation devices (Life

Vest) for station personnel, sworn and non-sworn ride-alongs, inmate workers, and prisoners.

SCOPE
This order shall apply to all station boat personnel assigned to Marina del Rey Station.

ORDER

Station Personnel

All Station personnel while on any department vessel, shall wear a U.S. Coast Guard approved Type I, II, III, or Type V PFD while that vessel is underway. A vessel underway is defined as any vessel not moored or anchored.

Station personnel will be provided Department PFDs while onboard Department vessels. All Station boat operators will be issued Department PFDs with "Sheriff' silk screened on the rear or front panel. Department issued float coats (Type III) must have Department shoulder patches and a "Class B" Sheriff Star affixed to the left front panel.

Guests, Non-Department Members All guests and non-department members shall wear a U.S.C.G. approved PFD while onboard station vessels. PFDs will be provided and should not be labeled "Sheriff'.

Trustees, Work Release, and In-Custody All Trustees, Work Release, and In-Custodies shall wear an approved PFD at all times on any vessel, whether underway or not. They shall also wear an approved PFD at all times while on any dock.

• Impounded and Stored Vessels

SCOPE

This Station Order establishes policy and procedure for the impounding and storing of vessels. This order addresses the necessary paperwork and verbiage needed for impounding and storing vessels and the procedures for the release of personal property from the vessel.

1. LEGAL ISSUES

Los Angeles County code of ordinances, Title 19 - Chapter 19.12. – Harbors - Part 6 Anchoring, Mooring and Security of vessels, 19.12.1070 A. (If any unattended vessel shall be found to be anchored or moored illegally within a county harbor, waterway, or maritime facility, or if the harbor master has reasonable grounds to believe that a vessel has been abandoned within a county harbor, waterway or maritime facility, the harbor master may assume custody of such vessel and cause it to be removed and held or placed in storage. The harbor master shall not be held liable for any damage to such vessel, nor liable to its owners before or after assuming custody.)

2. CIVIL ACTIONS AND LIENS

2023 California Code - Harbors and Navigation Code – Division 3 – Vessels - Chapter 2 - Civil Actions and

Liens - Article 4 - Boaters Lien Law Section 509:

No lien shall attach to any personal property in or on the vessel except that which is carried on the vessel for lifesaving, safety, mooring, and operating purposes. Personal property not subject to lien shall be given to the registered owner or the owner's authorized agent upon demand.

3. BOAT CREW RESPONSIBILITIES

When towing a vessel due to a time violation (either the 4 hour or 15-minute laws), boat personnel should include, on the vessel impound report and citation, what times they observed the vessel in violation of the law.

When an owner of an impounded or stored vessel request to retrieve personal property from their vessel, the harbormaster should schedule the retravel and oversee the release of the property. The Harbormaster's Office should instruct the owner to fill out the vessel impound release form and review the proof of ownership documents (registration/USCG Documented vessel) to verify ownership. Once ownership is verified, the on-duty boat crew will escort the owner of the vessel to the docks and provide a reasonable time (approximately 15 minutes) for them to retrieve essential property.

The hours to retrieve property from stored or impounded vessels are during regular business hours (8am - 5pm) Monday - Friday, excluding holidays.

Exceptions to the time constraints for property retrieval may be made by the Watch Commander on a case-by-case basis.

4. DESK CREW RESPONSIBILITIES

When a citizen at the front counter requests to retrieve their personal items from an impounded vessel, the desk personnel should summon the on-duty boat crew to meet with the boat owner to accomplish this task, after the proof of ownership was verified.