



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND FIFTIETH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, June 4, 2014

The One Hundred and Fiftieth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los Angeles administration building. **Vice Chairperson Norman George** called the Meeting to order at 11:00 a.m. **Executive Secretary Louttit** determined that there was a quorum present as listed below --

**FOR THE PORT OF LONG BEACH**

Cdr. Dan Kane

**FOR THE TANKER OPERATORS**

Capt. Norman George  
(Crowley Petroleum Services)

**FOR TUG & BARGE OPERATORS**

Capt. Doug Houghton  
(Harley Marine)

**FOR ORGANIZED LABOR**

(Absent)

**FOR U.S. COAST GUARD SECTOR LA/LB**

Capt. Jennifer Williams, USCG

**FOR THE CDF&G/OSPR**

Mr. Mike Coyne

**FOR THE CALIFORNIA STATE LANDS  
COMMISSION - MARINE FACILITIES  
DIVISION**

Capt. Laura Kovary

**FOR COMMERCIAL FISHING**

Mr. Daniel Strunk  
(San Pedro Bait Company)

**FOR THE PORT OF LOS ANGELES**

Capt. Bent Christiansen

**FOR THE LOS ANGELES PILOT  
ORGANIZATION**

Capt. Craig Flinn

**FOR DRY CARGO VESSEL OPERATORS**

Capt. Sam Jabanathan  
(Metro Ports)

**FOR THE CALIFORNIA COASTAL  
COMMISSION**

Mr. Jonathan Bishop

**FOR THE NON-PROFIT  
ENVIRONMENTAL PROTECTION  
ORGANIZATIONS FOR SANTA MONICA  
BAY**

Mr. Brian Meux

**FOR PASSENGER FERRY OPERATORS**

Capt. Ray Lyman  
(Catalina Express)

**FOR THE NOAA/NOS**

Cdr. Gerry Wheaton, NOAA

**FOR THE U.S. NAVY**

(Absent)

**EXECUTIVE SECRETARY**

Capt. J. Kipling Louttit  
(MX-SOCAL)

**FOR THE LONG BEACH PILOT  
ORGANIZATION**

(Absent)

**FOR THE OFF-SHORE TERMINALS'  
MOORING MASTERS**

Ken Graham  
(Chevron)

**FOR PLEASURE BOAT OPERATORS**

Mr. Tom Welch

**FOR MARINE OIL TERMINAL OPERATORS**

Captain Mark Nielsen  
(Tesoro)

**FOR THE NON-PROFIT ENVIRONMENTAL  
PROTECTION ORGANIZATIONS FOR LA/LB**

(Absent)

**FOR THE USACOE**

Mr. Jim Fields

**FOR THE SHIP'S AGENT ORGANIZATION**

Ion Badea  
(Norton Lilly International)

**ALTERNATES, MEMBERS OF THE PUBLIC, and OTHER PARTIES (SEE ATTACHED LIST)**

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**Vice Chairperson George** welcomed everyone in attendance and thanked all for their interest and participation of Harbor Safety Committee of Los Angeles and Long Beach Harbor. He expressed the Committee's appreciation and thanks to the Port of Los Angeles for making their facilities available for this gathering. The meetings will continue to be held in the Port of Los Angeles facility for the foreseeable future until the Port of Long Beach builds a new facility or another facility is located. **Vice Chairperson George** recognized and welcomed **Capt. Jennifer Williams** as the new Commander of Coast Guard Sector Los Angeles/Long Beach and Captain of the Port.

**ACTION ITEMS:**

**Vice Chairperson George** recognized **Mr. Coyne** for the swearing in of new or reappointed members. **Mr. Coyne** administered the oath of office to **Mr. Daniel Strunk** as primary member representing Commercial Fishing.

**ITEM I - APPROVAL OF MINUTES:**

**Vice Chairperson George** called for approval of the minutes of the 149th Meeting on June 4, 2014. **Capt. Ray Lyman** made a motion, seconded by **Capt. Bent Christiansen**, to accept and approve the Minutes of the 149th Meeting. The Motion carried unanimously by a show of hands from voting members present.

**ITEM II - OLD BUSINESS:**

(1) **Vice Chairperson George** called for an update on vessel traffic activities from **Capt. Louttit**, who reported:

- a. **Incident Reports:** There were 5 incidents since the last meeting, 1 in April, 3 in May, and 1 in June. 4 were propulsion and 1 was a parted towline. The 1<sup>st</sup> was a bulk carrier outbound Long Beach with a pilot aboard, and the engine only had dead slow ahead capability. The vessel proceeded to a Golf anchorage, anchored, and awaited parts for repair. The 2<sup>nd</sup> was a container ship outbound Los Angeles with a pilot aboard, and the engine was not operating properly. The ship's crew repaired the engine by opening a valve and the vessel proceeded. The 3<sup>rd</sup> was a tug and tow (2 rock barges) that parted one of its two towlines inbound Los Angeles. The tug rigged a 2<sup>nd</sup> towline and proceeded into port slowly. The 4<sup>th</sup> was a container ship outbound in the Northern lanes without a pilot aboard that had to stop the engine to "clear a cylinder." The vessel stopped and drifted 6 miles off Point Vicente while the cylinder was cleared, the engine restarted, and the vessel proceeded. The 5<sup>th</sup> was a container ship outbound in the Northern lanes without a pilot aboard that lost fuel pump suction 3.8 miles off Point Vicente. The vessel made repairs and the vessel proceeded. In both of these last 2 cases the VTS monitored Set and Drift of the vessels while they were drifting to ensure it was safe; there was good communications with the Coast Guard Captain of the Port. Added to the 7 incidents already reported, this makes a total of 12 incidents for 2014. For comparison, there were 16 at this time last year and 12 at this time in 2012, so there are 4 fewer than at this time last year, and the same number as 2 years ago.
- b. **Traffic Report:** Capt. Louttit summarized a handout he provided.
  - i. **Arrivals.** There were 387 arrivals in April and 390 in May, which followed the usual pattern of being pretty evenly split between the 3 approach channels (North, South, and West). Arrivals from the North (Santa Barbara Channel) included 123 ships in April and 121 ships in May (32% and 31%). From the West (through the NavAir

Ranges), 107 ships in April and 117 in May (28% and 30%). From the South (South America, Panama Canal, Mexico, and San Diego), 147 ships in April and 144 in May (38% and 37%). The remainder from the Chevron Offshore Terminal in El Segundo (10 in April and 8 in May (3% and 2%). These figures are generally consistent with the past. Looking over the past 12 months, there were 4,517 total arrivals, pretty evenly split between the 3 approach channels: 33% from the North, 30% from the West, and 35% from the South. There were the following trends: North trended down but is now steady; West was steady, then down, and now up; South trended up and is now steady.

- ii. **Departures.** There were a total of 359 departures in April and 368 in May, and as with arrivals, there was a pretty even split. To the North, 110 ships in April and 115 in May (31% both months). To the West, 106 ships in April and 118 ships in May (30% and 32%). To the South, 136 ships in April and 132 ships in May (38% and 36%). The remainder departed to El Segundo, 7 in April and 3 in May (2% and 1%). Looking over the past 12 months, there were 4,323 total departures and a pretty even split between the 3 channels: 30% to the North, 32% to the West, and 35% to the West. Departure trends were to the North, steady; to the West, a down and now up; and to the South, up and now a slight trend down.

- c. **Whale advisories:** At the request of the National Marine Fisheries Service (NMFS), Vessel Traffic Service Los Angeles/Long Beach continues to advise inbound and outbound vessels of whales in Southern California Waters, and in particular of the entangled whale near the Channel Islands and Santa Barbara Channel several weeks before.

(2) Update on USCG Sector LA/LB Activities: **Capt. Williams**, USCG reported:

- a. The "Future of Waterways: 21<sup>st</sup> Century Waterways" listening sessions are upcoming. There will be two sessions that will provide Federal Agencies and U.S. Marine Transportation Systems (MTS) stakeholders with an open communications venue to discuss multi-federal initiatives to use modern technology to provide a safer, more efficient, more secure, and environmentally sound MTS. The listening sessions follow from proposals to decommission physical aids to navigation that have been listed in the Local Notice to Mariners. There will be a listening session for Northern California on 10 June at the Oakland Marriott in Oakland, CA and a listening session for Southern California on 17 June at the Hyatt Regency, Long Beach. For further information, contact Mr. Mike Van Houghton 510-437-2968.

(3) Update on OSPR Activities: **Mr. Mike Coyne** reported:

- a. The following HSC positions expire in October, 2014 and nominations are solicited for representatives of the Long Beach Pilot Organization, Off-Shore Terminals' Mooring Masters, Dry Cargo Vessel Operators, Organized Labor, and Non-Profit Environmental Protection Organizations for LA/LB Harbor. Applications are solicited by 1 September so appointments can be made at the 1 October HSC meeting. The announcement will also be put out by e-mail.
- b. The West Coast Harbor Safety Committee Summit will be 9 October in the LA/LB area. The venue and agenda are to be determined.
- c. Plans are moving forward for developing a state-wide oil spill prevention and response program. Funding is in the Governor's budget for OSPR, State Lands, and several other state agencies. This is in wake of Bakken crude oil being transported by railroad cars. State agencies want to resolve issues and be ready.
- d. Vice Chairperson George recognized Mr. Al Storm (OSPR) in the audience.

(4) Update on California State Lands Commission Activities: **Capt. Laura Kovary** reported:

- a. There will be 2 meetings in June regarding tsunamis. The 1<sup>st</sup> meeting is on 11 June with the pilots, Marine Exchange, and tsunami experts; this meeting is closed. The 2<sup>nd</sup> meeting is a morning workshop hosted by the Propeller Club on 13 June; this meeting is open.
- b. There is a rewrite on Article 5 ongoing. There will be another meeting in mid-June and the plan is to have an initial draft out for review by late summer.
- c. The "Prevention First" event is 7-8 October; please mark calendars.
- d. There is a problem with abandoned undersea pipelines. The ports don't have all of the records about where the pipelines are located nor how they were abandoned. This has various impacts such as to ongoing dredging plans. Ask questions and forward any information on pipelines to CA State Lands. **CDR Gerry Wheaton** said that NOAA has some information and would be happy to share it with CA State Lands. The NOAA point of contact is **RADM Samuel P. De Bow, Jr., NOAA (Ret)**.

(5) U.S. Army Corps of Engineers: **Mr. Jim Fields** reported:

- a. There is a maintenance dredging project coming up in the Port of Los Angeles and LA River.
  - i. In POLA, the project will remove the final scattered high spots from the main channel; it is assumed it will be a clamshell operation with most dredge material going to LA2. The USACOE is working with agencies for disposition of the remaining dredge material, and depending on quality, it could go to near-shore locations and/or shallow water habitat, but no locations on-shore.
  - ii. The second project is in the LA River Estuary. There is significant shoaling and it has not been dredged since 2010. 700,000 cubic yards of material is anticipated. It is not emergency dredging.
  - iii. There is funding this year and next year for the dredging.
  - iv. USACOE is also very concerned about undersea pipelines.

(6) Update on NOAA/NOS: **Cdr. Gerry Wheaton** reported:

- a. **Cdr. Wheaton** will be at both of the Coast Guard's listening sessions discussed earlier, and will be making presentations on behalf of NOAA.
- b. **Cdr. Wheaton** introduced **Mr. Peter Stone** and **RADM Samuel P. De Bow**, who will be meeting with the Jacobsen Pilot Service regarding the Under Keel Clearance Project.

(7) Update on the Area Maritime Security Committee: **Capt. Williams** reported:

- a. The California Port Cyber Security Tabletop Exercise was held on 20 May at the LA Maritime Law Enforcement Training Center. It was a successful exercise with positive feedback. There was participation from the ports of San Francisco, Stockton, West Sacramento, Redwood City, Oakland, Port Hueneme, LA, LB, and San Diego. The FBI, U.S. Secret Service, Coast Guard, and a host of local agencies participated. The main takeaways were that it's great to come together to discuss roles and responsibilities, to work on a new threat where there is not much experience, the need to work together (agencies and industry), and the need for national level policy. Terms of art need to be better defined, such as reporting standards, what constitutes a

reportable incident, and protocols to protect information so information that should not be disclosed is not.

- b. The Operations Sub-committee held a video downlink exercise at the Coast Guard Base where helicopters from LAPD, LPBD, and LASD transmitted live video to a vehicle. The exercise was successful and demonstrated a capability that has both law enforcement and other applications.
  - c. The Planning and Intelligence Sub-committee met and reported that cruise ship absconders are increasing, in particular Indonesian. It appears to be an organized operation. U.S. Customs and Border Protection (CBP) is taking action and a working group is desired to reverse the trend.
  - d. The Port of Hueneme Port Security Committee spoke and reported that it was their 77<sup>th</sup> anniversary on 5 May, they a record-breaking year for cargo, and expect even more next year.
  - e. The Port of Hueneme is participating in exercise Coastal Trident, which has many pieces but in particular 16-20 June. The Port Hueneme Maritime Advanced Systems and Technologies (MAST) lab will have an open house during the exercise. The Coast Guard will participate on 16 June. On 19 June, in the LA/LB offshore anchorages, there will be an extension of the exercises that simulates an event 200 miles offshore but is being done closer to land for safety. The **APL Dublin** will participate. The scenario includes hostile takeover of the ship and radiation. The Coast Guard's Maritime Safety and Security Team from San Diego will participate. Contact the Coast Guard if you want to observe.
  - f. The Maritime Transportation Recovery Sub-committee had a meeting on 29 April and a telephonic drill was successfully conducted. The exercise showed the value of these exercises because some Coast Guard members had been dropped from the call-list. The exercise showed the discrepancy so it could be corrected.
  - g. The Labor Representative reported ongoing negotiations with PMA and they are very optimistic about the process.
  - h. There was a Firefighting Tabletop Exercise on 13 March. The purpose was to review contingency plans. There were 2 modules. The first module set the stage for who could respond and their capabilities. The second module was based on the scenario of a tank ship explosion and fire in the Long Beach anchorages. It was a demanding exercise and the 1<sup>st</sup> of its kind. There is broad support of the firefighting and salvage plan regionally, five counties put it together, and they meet regularly.
- (8) **Vice Chairperson George** recognized **Capt. Sam Jebanathan**, who recommended that cyber security plans be under the umbrella of the World Shipping Council or National Association of Waterfront Operators so they are recognized internationally. This is because many of the ships are foreign owned and therefore are wary of following directions of local security officers, Coast Guard, or other entities. Regarding absconders, he recommended that masters hold passports to make it more difficult for crewmembers to depart without authorization. **Capt. Jebanathan** departed APL and the POC for security is **Mr. Robert Clark** (310-548 8822). **Capt. Jebanathan** will probably not be reapplying for his seat representing dry cargo operators that expires in October due to his new job taking him away. **Capt. Williams** thanked **Capt. Jebanathan** for his input on cyber.
- (9) **Vice Chairperson George** recognized **Mr. Ron Kelly** of Transmarine, who stated that passports are rarely taken ashore, to his experience. **Cdr. Manning**, USCG stated that the majority of the current issue is with cruise ships with 1,100-1,200 crewmembers, not freight ships with small crews.

**ITEM III - NEW BUSINESS:**

**(1) Sub-Committee Reports:**

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that S/C #1 met once.
    - i. The beta test of the new process to review the Harbor Safety Plan is complete and was a success. The recommendation is to continue with the process for the next year. No HSC action is necessary as the plan review was already approved by the HSC. The Marine Exchange indicated the process works for them.
    - ii. S/C #1 is scheduled to meet at 1300 on 4 June at the Marine Exchange.
  - b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Nothing to report and no meetings are planned at this time.
  - c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Paul Hendricks** reported that S/C #3 met during May to address **Chairperson Strong's** direction to look at tank barge escort language as it relates to tug and barge approach speeds, and escort requirements. The sub-committee looked at the language that would need to be addressed and is working in two directions. The first is harbor approach speeds and transit speeds. The second regards where the escort tug can be made up. **Mr. Coyne** commented as background that Articulated Tugs and Barges (ATBs) are the issue. **Mr. Coyne** was queried regarding his research regarding escort tug on the shoulder, and **Mr. Coyne** responded that he would be ready to talk about it later in the summer. **Vice Chairperson George** requested that **Capt. Hendricks** report to the committee when the next S/C-3 meeting would be.
  - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – **Mr. Welch**: Nothing to report.
- (2) **Harbor Safety Plan, Concept of a “Living Document.”** **Vice Chairperson George** briefed the Committee that he that he agreed with **Capt. Betz** that the new process for updating the Harbor Safety Plan was a good one. The up-to-date plan is on the Marine Exchange's web site. Input and suggestions are welcome to further improve the process. **Vice Chairperson George** said he believed a formal letter needed to be sent from the Committee to OSPR saying that the plan had received its annual review; he will contact **Chairperson Strong** to follow-up. **Mr. Coyne** concurred that the review process seemed to be working well.
- (3) **Marine Exchange of Southern California (Mx Socal) and Vessel Traffic Service of Los Angeles Long Beach (VTS LA/LB) Funding Challenge.** **Capt. Louttit** briefed the committee regarding the funding challenge faced by MxSocal, which operates VTS LA/LB. Accidents and near misses from 1978-1990 had shown the need for mandatory VTSs with good people, equipment, and coverage. VTS LA/LB stood up on 1 March 1994 and since that time there have been more than 500,000 safe transits with zero collisions, allisions, or groundings of participating vessels. VTS LA/LB is the only VTS in the United States that has a use fee, which is largely based on vessel length. Since 2007, ship count has declined to approximately 4,400 ships/year, which is 900 ships/year below the level needed to sustain operations of VTS LA/LB. VTS LA/LB is more efficient than the Coast Guard's VTSs; for example, VTS LA/LB uses 5 people for each 7/24/365 watch position, while the Coast Guard uses 6. The MX has been working for a year on finding a funding solution. The preferred option is obtaining full Coast Guard or other federal funding for the VTS, \$2.4M/year plus inflation, so the user fee could be eliminated. This would eliminate the competitive disadvantage of LA/LB being the only port in the county with a VTS user fee. The second option is partial Coast Guard or other funding to fill the revenue gap of \$340,000/year plus inflation; the current user fee would be maintained. The last option is to supplement user fee revenue through a combination of Coast Guard, other federal, state, local, ports, or other funding. Despite this funding challenge, VTS LA/LB will not do anything to reduce

safety. The Coast Guard has offered 2 people but that only solves ½ of the problem. Mx SoCal is using cash reserves to fund the shortfall and that cash reserve runs out in February 2016. Mx SoCal requests support of the Committee to help find a solution and will keep the Committee advised. At the end of the brief, there was discussion by members of the committee with various thoughts, options, and inputs.

**ITEM IV – PUBLIC COMMENTS:**

- (1) **Ms. Elizabeth Petras** of the National Marine Fisheries service thanked the Marine Exchange for advising all ships of whales in Southern California waters by radio, and pushing out other updates by e-mail and Twitter. There are currently many blues, fins and humpbacks. There is a speed reduction initiative that NOAA and the Channel Islands National Marine Sanctuary is working on with various partners. This driven by Santa Barbara county trying to meet its air quality goals, and slowing the vessels to 12 knots for air quality reasons would benefit whales, too.

**ITEM V - ADJOURNMENT:**

This is the last full meeting for the year, and subcommittees may continue to meet through the summer as events dictate. Contact the Marine Exchange to schedule a meeting. The next regular meeting for the HSC of LA/LB will be held on Wednesday, the 1 October at the Port of Los Angeles.

With no further business to discuss, **Vice Chairperson George** adjourned the 150th Harbor Safety Committee meeting at 11:07 a.m.

Respectfully submitted,

*Capt. J. Kipling Louitt*  
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

June 4, 2014

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June 4, 2014

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