



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND SIXTY-FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 April 2017

The One Hundred and Sixty-Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los Angeles administration building. **Chairperson Strong** called the meeting to order at 09:58 a.m. **Executive Secretary Kip Louttit** determined that there was a quorum present as listed below:

**FOR THE PORT OF  
LONG BEACH**

Mr. Glenn Farren &  
Mr. Dan Kane

**FOR THE PORT OF  
LOS ANGELES**

Capt. Jay Dwyer

**FOR THE LONG BEACH  
PILOT ORGANIZATION**

Capt. John Strong  
(Jacobsen Pilot Service)

**FOR THE TANKER  
OPERATORS**

Capt. Rob McCaughey  
(Tesoro)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Capt. Craig Flynn

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

Capt. Eric Osen & Capt. Graham  
(Chevron)

**FOR TUG & BARGE  
OPERATORS**

Mr. Andre Nault  
(Harley Marine Services)

**FOR DRY CARGO VESSEL  
OPERATORS**

Absent

**FOR PLEASURE BOAT  
OPERATORS**

Absent

**FOR ORGANIZED LABOR**

Mr. Eric Bland  
(Inland Boatman Union of Pacific)

**FOR THE CALIFORNIA  
COASTAL COMMISSION**

Jonathan Bishop

**FOR MARINE OIL TERMINAL  
OPERATORS**

Capt. Rob McCaughey  
(Tesoro)

**FOR U.S. COAST GUARD  
SECTOR LOS ANGELES and  
LONG BEACH**

Cdr. Tim Grant

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

Absent (Vacant)

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

Absent

**FOR THE CDF&G/OSPR**

Mr. Mike Coyne

**FOR PASSENGER FERRY  
OPERATORS**

Capt. Ray Lyman  
(Catalina Express)

**FOR THE USACOE**

Absent

**FOR THE CALIFORNIA**

**FOR THE NOAA/NOS**

**FOR THE SHIP'S AGENT**

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**STATE LANDS COMMISSION**

Absent (Vacant)

Absent

**ORGANIZATION**

Mr. Ron Kelly  
(Transmarine)

**FOR COMMERCIAL  
FISHING**

Mr. Daniel Strunk

**FOR THE U.S. NAVY**

Absent

**EXECUTIVE SECRETARY**

Capt. J. Kipling Louttit  
(MX-SOCAL)

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

**Chairperson Strong** welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee. He thanked the Port of Los Angeles for making their facilities available for this gathering.

**ACTION ITEMS:**

- 1) **Chairperson Strong** stated that there were no new or reappointed members to be sworn in today.

**ITEM I: APPROVAL OF MINUTES OF LAST MEETING:**

- 1) **Chairperson Strong** called for a motion to approve the minutes of the 163rd Meeting on 1 February 2017. **Capt. Dwyer** made a motion, seconded by **Capt. Graham**, to accept and approve the Minutes of the 163rd Meeting on 1 February 2017. There were no comments or discussion. The motion carried unanimously by a voice vote from voting members present.
- 2) **Chairperson Strong** had all members present introduce themselves.

**ITEM II: OLD BUSINESS:**

- (1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:
  - a. **Incidents:**
    - i. There was one incident since the last HSC meeting 1 February, for a total of 3 incidents for the year. The incident was a container ship inbound Long Beach ½ mile south of the Long Beach pilot boarding area. The Jacobsen Pilots noticed that the vessel had rigged its pilot ladder on the wrong side. The vessel was instructed by the VTS to conduct a round turn and move the pilot ladder to the correct (starboard) side. The vessel did so, the pilot boarded, and the vessel entered Long Beach.
  - b. **Traffic Report: UPDATE.** **Capt. Louttit** referred to a handout and reported:
    - i. **Arrivals.** There were 370 arrivals in February and 423 arrivals in March. 423 arrivals were the most in one month since 2011, when there were 431. Arrivals from the North (Santa Barbara Channel) were 140 ships in February and 167 in March, which was 38% and 39% respectively. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 82 in February and 94 in March, which was 22% both months. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 139 in February and 152 in March, which was 38% and 36% respectively. The remainder were the 9 ships in February and 10 ships in March that arrived from the Chevron Offshore Terminal in El Segundo, which was 2% both months. Looking back over the first 3 months of 2017, we were 102 ships above the projection of 365 ships per month and 64 ships above the first 3 months of 2016.
    - ii. **Departures.** There were 339 departures in February and 405 in March. Departures to the North were 125 ships in February and 142 ships in March, which was 37% and 35% respectively. Departures to the West were 73 ships in February and 83 ships in March, which was 22% and 20% respectively. Departures to the South were 132

ships in February and 168 ships in March, which was 39% and 41% respectively. The remainder were the 9 ships in February and 12 ships in March that departed to Chevron in El Segundo, which was 3% both months.

iii. **2 Comments on ship count:**

1. The arrival percentages in 2017 between the 3 approach routes are essentially unchanged and within 1% of 2016.
2. The departure percentages in 2017 have shifted slightly. Departures to the north are down 5% and departures to the south are up 4%. Departures to the west and east are essentially unchanged and within 1% of 2016.

iv. **2 Final Comments:**

1. **Extra Large Unmanned Underwater Vehicle:** Boeing is operating an Extra Large Unmanned Underwater Vehicle in our waters. There are 2 operating areas, one off the Palos Verdes Peninsula and a second off Catalina. To the VTS's observation thus far, only the PV opera has been used. Boeing tows the vehicle to and from the area of operations and there have been no issues.
2. **WHALES:** At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, we continue to advise all inbound and outbound vessels that there are whales in Southern California's waters and that the vessels should take appropriate precautions.

(2) Update on USCG Sector LA/LB Activities: **Cdr. Grant** reported:

- a. **Vessel Agent Handbook:** CG Sector LA/LB created a Vessel Agent Handbook. It is not intended to be an all-inclusive guide. Rather, it is intended to be a quick reference guide for vessels, vessel agents, and other waterway stakeholders should an issue arise. It addresses matters such as the Coast Guard's Vessel Arrival Process, Anchorages, Reporting of Oil Spills, Security Zones, and a variety of other items. It includes up to date points of contact information for various Coast Guard Programs. The Sector will continue to update the document and ensure it includes useful information. The document is posted on the Sector's Homeport Web Page and soon it will be posted on the Marine Exchange's Web Site for easy access by anyone.
- b. **Illegal Charter Boats:** On 16 March 2017 the Coast Guard issued a press release warning vessel operators and the general public about illegal boat charter operations within the Sector LA/LB Area of Operations. In an effort to ensure public safety on the waterways, Captain Downey issued several Captain of the Port Orders to specific vessels to cease operations as commercial passenger vessels due to non-compliance with federal vessel safety and requirements. Vessels that do not meet federal standards pose serious safety concerns to the public and adversely impact the livelihood of legitimate operators who do comply with all standards. Management of this and having eyes on the water requires a shared responsibility between all port partners. People should continue to report illegal activities, but having the right information early is critical. Vessel identification, number of people onboard, location, time, witnesses, and contact information will be helpful when we process these cases. Passenger vessel carriage laws are complex and what appears to be an illegal passenger operation may be perfectly legal. An accused party has certain rights and the Coast Guard must enforce public safety laws fairly and impartially.

- c. **Reporting of Breach of Security and Suspicious Activities:** Two Coast Guard members from Sector LA/LB made a presentation regarding the reporting of breach of security and suspicious activities for facilities and vessels. Cyber Security was included. Content of the brief was based on several references and a policy letter signed by Rear Admiral Paul Thomas, USCG on 14 December 2016. Part of this is an extension of the “If you see something, say something” campaign. Report to the National Response Center or the Sector LA/LB Command Center.
  - i. **Capt. Jeff Cowan** asked a question regarding the jamming of GPS signals. The CG members responded that GPS jamming should be reported.
  - ii. **Chairperson Strong** queried if the Coast Guard and Federal Bureau of Investigation (FBI) were coordinated, in particular with respect to cyber, and the CG members responded yes.
  - iii. **Cdr. Grant** closed the session by saying that the Vessel Agent Handbook briefed earlier will be updated with this information, and clarified that this brief was focused on facilities and vessels regulated by the Maritime Transportation Safety Act (MTSA). Outside those, including recreational vessels, should report to local law enforcement.

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

- a. **Mr. Coyne** referred to the announcement and handout regarding openings on the Harbor Safety Committee due to term expirations and geographic relocation of previous committee members. These include representatives of Dry Cargo Vessel Operators, Tanker Vessel Operators, Non-Profit Environmental Protection Organizations for Santa Monica Bay, Commercial Fishing, and Organized Labor (Alternate).
- b. **Mr. Coyne** has been working with the San Francisco Harbor Safety Committee on their SB-414 report. It is nearing completion and they are anticipating a vote to adopt the report at their committee meeting next week. The findings of the report were similar to LA/LB. There is a large area offshore that extends eleven miles with suitable anchoring ground, so if a ship were to go into distress and have a difficulty maneuvering, they have ample opportunity to drop their anchors if a tug were not able to get there in time. However, it should be rare that a tugboat would not be able to reach the ship in time. There was one problematic transit area of concern that was north of the Farallon Islands in a spot called Noonday Rock. It is a submerged rock and the ground leading up to that rock is rocky so it is not conducive to good holding ground, which extends one mile from the rock. This was the transit area they felt was of concern but very few vessels transit that area because they use the traffic separation scheme that channels them away from it.
  - i. **Chairperson Strong** queried if this was similar to the concern at the west end of Catalina, and **Mr. Coyne** responded that it was.

(4) Update on California State Lands Commission Activities: The seat is vacant but **Mr. Dennis Vogel** said that he was sitting in for **Mr. Chris Beckwith**, and reported that they had a Customer Service Meeting last week for Marine Oil Terminals and some members here were in attendance. **Mr. Chris Regan** was presented and addressed the cyber concern to marine oil terminals that was addressed earlier in the Coast Guard’s brief.

(5) Update on U.S. Army Corps of Engineers (ACOE) Activities: No representative and no report.

(6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** was absent but sent a report by e-mail that **Capt. Louttit** read:

- a. NOAA's Office of Coast Survey has released the National Charting Plan and is requesting public comment. The Plan and an informational flier were distributed to HSC members via email. The Plan has a nice summary of the current products Coast Survey distributes, including which products meet USCG and IMO carriage requirements. It also lists other tools and services we currently provide.
- b. The Plan describes changes that Coast Survey may make in the future to standardize products and improve efficiencies. These changes may include changing the contour intervals on chart products, conversion to metric, reducing unwarranted ECDIS alarms by improving the attribution on wreck symbols, re-scheming the chart catalog, and standardizing scales, among other changes.
- c. NOAA encourages you to read the Plan and submit comments by June 1, 2017.

(7) Update on Area Maritime Security Committee: **Cdr. Grant** reported:

- a. The last AMSC was Wednesday 1 February 2017.
- b. **Mr. Chris Regan**, the new Coast Guard civilian cyber-security specialist, and co-chair of the AMSC Cyber Security Sub-Committee provided his introduction to the Sub-Committee. At the recent AMSC Cyber Security Sub-Committee meeting, Mr. Tony Zhong from the Port of Los Angeles provided a report on the Port's cyber security regime. Ransomware, identity theft, and remote access policies are among the most popular topics for future sub-committee meetings.
- c. The Port of Long Beach has drafted a permit process for the flying of drones in the port. The port can only regulate drones that take off and land within the jurisdiction of the Port of Long Beach. Violations are an infraction with a potential fine and subsequent violations would be a misdemeanor with heavier fines and potential jail time.
- d. The Port Protector Exercise 2017 was held on 7 March. This was a full-scale anti and counter-terrorism exercise held at berth 95 in the Port of Los Angeles. The exercise involved 200 personnel from the Los Angeles Police and Fire Departments, LA Port Police, LA County Sheriffs' Department, FBI, CBP, CHP, and Coast Guard. The After-Action Report is being developed and will be distributed to participating agencies.

(8) Other Old Business: None.

### **ITEM III - NEW BUSINESS:**

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

- a. S/C #1 (Navigation Safety) – **Capt. John Betz** was absent but sent his report via **Chairperson Strong**, who stated:
  - a. The sub-committee last met on 1 March and reviewed the SB-414 report which had been submitted.

- b. **Chairperson Strong** referred to the Coast Guard's brief earlier in the meeting and said the sub-committee was continuing to work in the grey area of reporting suspicious activity where it could be a recreational boater or a random call from a ship at anchor about someone making them uncomfortable. **Chairperson Strong** and **Capt. Dwyer** are working with their respective Police Departments, who are talking with each other. General guidelines are being developed which could be a 911 call or channel 16 VHF-FM call, and trying to standardize this for both ports.
- c. A follow-on subject is whether there should be a security chapter in the Harbor Safety Plan. We have worked real hard to keep security out of the HSP, but the border between safety and security has become more and more mixed so it may be time to include security.
- d. This topic will be discussed at the next meeting, which will be at 1:30 PM this afternoon at the Marine Exchange.
- a. S/C #2 (Planning & Outreach) – On hold pending appropriate work.
- b. S/C #3 (Tug Utilization Group (TUG)) –
  - i. **Mr. Nault** reported that the business of the day regards the letter the sub-committee recommends the HSC send to the Administrator of OSPR regarding the conclusions the sub-committee came to after reviewing the pre-booming topic the Coast Guard asked the sub-committee to look in to earlier in the year. The sub-committee's draft letter is in the packet and **Mr. Nault** requested there be a motion for the HSC to approve the letter for sending to the OSPR Administrator.
  - ii. **Chairperson Strong** called for a motion to approve the letter and send it to the OSPR Administrator under his signature. **Capt. Flynn** made a motion, seconded by **Capt. Dwyer**, to approve the letter and send it on to the OSPR Administrator under **Chairperson Strong's** signature. **Chairperson Strong** invited discussion.
    - 1. **Mr. Bishop** queried the statement in paragraph four of the letter regarding the "thorough review regarding the topic" and asked if any of those reviews or studies were available for other Committee members to look at. **Mr. Nault** said one meeting on the topic was during a Sub-Committee-1 meeting. The other was a separate meeting and he would look to see if there were minutes available. **Mr. Bishop** queried if there were environmental reviews or cost-benefit feasibility reviews. **Mr. Nault** said no, it was not to that extent. Rather, it was industry and regulatory people who came to meetings and discussed it; it never went that deep. **Chairperson Strong** said the material from years before was discussed and reviewed. **Chairperson Strong** said the committee would try to get what was available to Mr. Bishop.
    - 2. **Chairperson Strong** called for a vote and the voice vote was unanimous of voting members present.

**(2) Fuel Survey for input to update to Southern California Catastrophic Earthquake Plan:**

- a. **Capt. Louttit** briefed that he attended a meeting of the Maritime Transportation System Recovery Unit (MTSRU) Sub-Committee of the Central California Area Maritime Security Committee on 2 Feb 2017. These meetings are chaired by **LCDR Brandon Link** and **Mr. John Albrough** of Coast Guard Sector LA/LB.

- b. During the meeting, an update on the Southern California Catastrophic Earthquake Plan was briefed by **Mr. Patrick Hammond** of CAL OES. A gap in the plan is an estimate of how much fuel, and of what types, the port community and port partners use. CAL OES requested our assistance in filling that gap so if there is a catastrophic event such as an earthquake, and normal distribution channels of fuel are disrupted, planners would have a sense for how much fuel they would need to get to the port.
- c. On 27 March **Steve Chesser** sent the survey to everyone on the HSC e-mail list and we hope the committee responds. CAL OES is particularly interested in vessels such as tugs, pilots, ferries, workboats, police boats, fire boats, lifeguard boats, Coast Guard boats; aircraft; vehicles of these organizations; supporting organizations such as the Marine Exchange; and the emergency generators of these organizations.
- d. This survey will be collated, distributed, refined, and used as input to the Plan so in advance of the emergency there is an estimate how much fuel and of what types it takes to run the port and port complex if normal supplies were cut off.
  - i. Assumption #1: Assume a normal level of activity, not the level you think you might operate in an emergency. If you have seasonal variations that are significant, you can average it out, give the high and the low, or give a range based on your experience and best judgement.
  - ii. Assumption #2: Assume emergency generators and similar equipment are running.
- e. Micrometer accuracy is not required. For example, CAL OES has determined that a million gallons of fuel per week are used by the train system that moves cargo in and out of the port, so round numbers are fine.
- f. Thanks to the Jacobsen Pilot Service for being the first organization to respond.
- g. As an example, for the Marine Exchange, we responded that our emergency generator burns 1 gallon/hour, so in a week we'd burn 168 gallons of diesel fuel; and we burn approximately 10 gallons/week in our 2 company vehicles.
- h. Jacobsen's response included diesel fuel for their pilot boats and emergency generator, and gasoline for the van that moves the pilots around.
- i. If you have any questions, just ask **Capt. Louttit** will coordinate with the Coast Guard and CAL OES. **Capt. Louttit** closed by saying that he had several copies of the template with him if anyone wanted a paper copy.

(3) **Container Crane Boom Safety Concern related to water traffic underneath:** **Chairperson Strong** said there was one more issue he would like to add to the Sub-Committee 1 discussion, and called upon **Mr. Bland**. **Mr. Bland** introduced **Mr. Don Chambers**, a gantry crane mechanic with Local 13 and with the Safety Board they have. Since neither **Mr. Bland** nor **Mr. Chambers** would be able to attend the Sub-Committee 1 meeting this afternoon, **Chairperson Strong** invited **Mr. Chambers** to address his concerns directly to the HSC. **Mr. Chambers** stated that when maintenance on gantry cranes was done, the boom normally needs to be boomed down over the water. He has the authority to secure the work area over land but has no control over the water and what watercraft go underneath. They occasionally drop tools from the crane, and occasionally when changing wire rope, the "Chinese Fingers" they use come apart. That could be disaster to anything underneath. In his case working at Pier 400, there are routine tugs and pleasure boats passing by and underneath the cranes. **Chairperson Strong** queried if a notice to mariners or the like were done. **Mr. Chambers** said he's unaware of notification outside the terminal and his industry. The only requirement he is aware of relates to the required position of cranes when a vessel is mooring or unmooring. **Chairperson Strong** queried **Cdr. Grant** if he was aware of any Coast Guard jurisdiction and **Cdr. Grant** said he'd look into it. **Cdr. Grant** and **Chairperson Strong** queried how often this was a problem. **Mr. Chambers** responded that there was probably one crane undergoing maintenance at every terminal every day and night; that's normal. **Chairperson Strong** said that perhaps something could be added to the Harbor Safety Plan Appendix in the same way we addressed Bunker Barges. This is a difficult



issue since some of the relationships between water and land are sort of fuzzy. **Mr. Bland** said there seem to be shared concerns but never able to get together to figure it out. **Mr. Bland** said that a related issue is that training of new and unskilled crane operators is regularly done with the boom down, which could be a hazard to a vessel passing underneath the boom. **Chairperson Strong** said this was the right venue to discuss this issue and that there would be further discussion.

**ITEM IV – PUBLIC COMMENTS**

No public comment.

**ITEM V - ADJOURNMENT:**

The next HSC meeting will be at the Port of Long Beach Wednesday 7 June 2017, 9:30 AM gathering and 10:00-11:00 AM meeting.

With no further business to discuss there was a motion and second to adjourn, and the meeting adjourned at 10:34 PM.

Respectfully submitted,

//signed//  
Capt. J. Kipling Louttit  
Executive Secretary  
8 May 2017

LA/LB HARBOR SAFETY COMMITTEE

April 5, 2017

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