



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-SIXTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 4 October 2017

The One Hundred and Sixty-Sixth 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 10:00 a.m. **Executive Secretary Kip Louttit** determined that a quorum was present as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Glenn Farren

**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
(andeavor, *formerly Tesoro*)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Jeff White

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

Capt. Kenneth Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Andre Nault
(Harley Marine Services)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

**FOR PLEASURE BOAT
OPERATORS**

Capt. John Betz
Cabrillo Beach Yacht Club

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inland Boatman Union of Pacific
& Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. Sean Merchant
(Valero)

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

Capt. Charlene Downey

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

Vacant

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

Absent

FOR THE CDF&W/OSPR

Mr. David Mighetto

**FOR PASSENGER FERRY
OPERATORS**

Absent

FOR THE USACOE

Mr. Jim Fields

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
E-mail: HSC@mxsocal.org

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Absent (Vacant)

FOR THE NOAA/NOS
Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT
ORGANIZATION**
Mr. Ron Kelly

**FOR COMMERCIAL
FISHING**
Absent

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. **Chairperson Strong** introduced **Mr. David Mighetto** as the new Liaison from the California Department of Fish and Wildlife, Office of Oil Spill Prevention and Response. **Mr. Mighetto** relieved **Mr. Mike Coyne** in this position; **Mr. Coyne** took another position in OSPR and will be the liaison to the San Francisco Harbor Safety Committee. **Chairperson Strong** had all members and alternates introduce themselves.

ACTION ITEMS:

Mr. Mighetto stated that there would be several members sworn in today. **Capt. John Strong** (Jacobsen Pilot Service) was reappointed as member representing the Long Beach Pilot Organization and also Chairman of the Committee. **Capt. Jeffrey White** (LA Pilots) was appointed representing the Los Angeles Pilot Organization. **Mr. Eric Morgan** (Inland Boatman's Union of the Pacific & Sause) was appointed representing Organized Labor. **Mr. Garry Brown** (Orange County Coastkeeper) was reappointed member and **Mr. Ray Heimstra** (Orange County Coastkeeper) was reappointed alternate representing the Non-Profit Environmental Protection Organizations for Los Angeles and Long Beach Harbor. **Mr. Mighetto** briefed that OSPR received a letter on 19 October 2017 from **Capt. Craig Flynn** informing OSPR that **Capt. Flynn** had recently been promoted to LA Chief Port Pilot, which is a management position which precludes him from his member position representing the Los Angeles Pilot Organization. **Mr. Mighetto** thanked **Capt. Flynn** on behalf of the Department of Fish and Wildlife for his many years of service on the committee. **Mr. Mighetto** administered the oath to **Capt. Strong, Capt. White, Mr. Morgan, Mr. Brown, and Mr. Heimstra.**

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 165th Meeting on 4 October 2017. **Capt. Sean Merchant** made a motion, seconded by **Capt. Jay Dwyer**, to accept and approve the Minutes of the 165th Meeting on 7 June 2017. There were no comments, corrections, or discussion. The motion carried unanimously by a voice vote from voting members present.

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:** There were 8 incidents since the last HSC meeting on 4 June. This brings us to a total of 15 incidents for the calendar year 2017, which is three more than as of this date last year. The first incident since the June HSC meeting and 8th incident for the year was a Bulk Ship inbound Los Angeles abeam Los Angeles Buoy 1 with pilot onboard that developed mechanical issues but it was unclear the extent of the issues. The VTS assigned a Foxtrot Anchorage. The pilot then reported that the vessel had

lost starting air and did not have an astern bell. The VTS assigned bail-out anchorage Golf 1. The pilot safely anchored the vessel using 2 assist tugs. The second incident was container ship 13 miles west of Point Fermin outbound with no pilot aboard that reported propulsion issues and stopped. Investigation revealed the issue was a sensor on the ship's high-pressure fuel pump. The Coast Guard granted permission for the ship to continue to Oakland and make repairs. The third incident was an articulated tug and barge (ATB) inbound to a Foxtrot anchorage with no pilot aboard that reported 40 sailing vessels having a race in their assigned anchorage. The VTS changed the anchorage assignment and the ATB safely anchored. The VTS had no knowledge of the event and contacted the Coast Guard, who also had no knowledge of the event. The VTS called the race committee on channel 16 with no response. The VTS successfully contacted the race committee on channel 69 and instructed the race committee to contact the Coast Guard. The Coast Guard also intended to contact the race sponsor, which was one of the local yacht clubs. The fourth incident was a tanker with no pilot aboard shifting from a Foxtrot anchorage to a berth in Long Beach. The vessel notified the VTS that it was unable to proceed at more than 5 knots and requested to return to its anchorage. The vessel returned to its anchorage and anchored safely. Two tugs were in the area but not needed. The fifth incident was a cruise ship with pilot aboard inbound Long Beach abeam the Long Beach Sea Buoy which reported failure of its starboard engine pod. The vessel continued toward the berth using its port engine pod and 2 assist tugs. The vessel regained use of its starboard pod in 22 minutes and safely moored. The sixth incident was a bulk ship with pilot aboard inbound Long Beach ½ mile north of the Long Beach Sea Buoy which reported it lost its 3-centimeter radar. The vessel's 10-centimeter radar was operational and 2 assist tugs were on scene. The vessel continued to the berth and safely moored. The seventh incident was a tanker with no pilot aboard inbound Los Angeles 6 miles south of Point Fermin. The VTS noticed the tanker slowing such that it became apparent the vessel would not meet its scheduled pilot boarding time. The VTS asked the tanker if there was a problem and the tanker said no. Fifteen minutes later the VTS again asked the tanker if there was a problem and again the tanker said no. The tanker entered the precautionary area and the VTS again asked if there was a problem. The tanker responded that it had a broken pipe which limited its speed to 4 knots. The VTS briefed CG Sector LA/LB who directed the VTS to direct the tanker to an outside anchorage. The tanker reported that it repaired the pipe before reaching the anchorage, but CG Sector LA/LB still directed the VTS to direct the tanker to an outside anchorage. The vessel anchored safely in a Golf anchorage. The eighth incident since June and the 15th incident for calendar year 2017 was CG Sector Los Angeles/Long Beach informing the VTS of a debris field reported 1.5 miles south of Los Angeles Light, and asked the VTS to perform a replay to see if any vessels had passed through the area. The VTS performed a replay and was able to track a vessel which departed the Bravo anchorages inside the breakwater at 0330, loitered in the Golf anchorages outside the breakwater anchorages at 0400, apparently waiting for an inbound container ship to pass by, got underway again at 0500, and arrived at the reported location at 0535. The vessel departed at 0550 and proceeded inbound Los Angeles through Angel's Gate. The VTS lost contact with the vessel east of the Bravo anchorages. The debris field included a power boat approximately 30 feet long. This information was passed to the Coast Guard.

- b. **Traffic Report:** Capt. Louttit referred to a handout and reported:
- i. **Arrivals.** Arrivals ranged from a low of 377 ships in June to a high of 410 ships in August. Arrivals from the North (Santa Barbara Channel) ranged from a low of 157 ships in July to a high of 179 ships in August, which is a range of 40-44 percent. Arrivals from the West (through Naval Air Ranges,

also known as the Pacific Missile Test Range) ranged from a low of 80 ships in June to a high of 101 ships in July, which is a range of 20-26 percent. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) ranged from a low of 115 ships in September to a high of 140 ships in August, which is a range of 30-34 percent. The remainder were the range of a low of 6 ships in June to a high of 11 ships in September that arrived from the Chevron Offshore Terminal in El Segundo, which is a range of 2-3 percent.

ii. **Departures.** Departures ranged from a low of 356 ships in June to a high of 370 ships in August. Departures to the North ranged from a low of 151 ships in July to a high of 163 ships in August, which is a range of 42-45 percent. Departures to the West ranged from a low of 66 ships in August to a high of 85 ships in July, which is a range of 18-23 percent. Departures to the South ranged from a low of 119 ships in June to a high of 136 ships in August, which is a range of 33-37 percent. The remainder were the range of a low of 1 ship in June to a high of 5 ships in July and August that departed to the Chevron Offshore Terminal in El Segundo, which was a range of 0.3 to 1.4 percent.

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

1. Overall, the percentage of ships using each of the arrival and departure routes is within one to two percent of the past 2 years.
2. 3,553 ships arrived during the first 9 months of 2017. This is 103 more ships than the same period in 2016 and 207 more ships than the same period in 2015.

c. **2 Final Comments:**

- i. **Dynamic Under Keel Clearance Project:** The Dynamic Under Keel Clearance Project continues to be successful and is meeting its 3 goals of increasing safety, increasing efficiency, and reducing emissions of tankers entering the Port of Long Beach. As of today, 6 tankers have entered port with 66' draft and 8 tankers entered with 67' draft. Two more tankers with 67' draft are scheduled for October and the first tanker with 68' draft is scheduled for early November. The project continues to move forward and will increase draft to the final limit of 69' per the Harbor Safety Plan in the coming months, with corresponding rising tide. There have been no issues and computer model predictions continue to be validated by the on-board motion sensor.
- ii. **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:** Capt. Downey reported:

- a. **International Seafarers' Center Annual Boat Parade:** The CG Sector LA/LB Waterways Management Division is drafting a temporary special local regulation for the 17th Annual Marine Industry Boat Parade and the Coast Guard looks forward to supporting the event.

- b. **Holiday Boat Parades:** The CG Sector LA/LB Waterways Management Division is reviewing many Marine Event Permit Applications for Holiday Boat Parades. They will be reviewed in November and should be completed by mid-December. The first events are in early December.
 - c. **Bridge Updates:** **Capt. Downey** said she would not brief regarding the replacement Gerald Desmond Bridge Project due to the scheduled brief later in the meeting. The replacement Schuyler Heim Bridge project is still on hold. Cal Trans is working to bring a contractor on board to continue removal of the replaced bridge. Regarding the Henry Ford Drawbridge, the Port of Los Angeles (POLA) will be requesting a deviation from the operating regulations to complete maintenance that started last spring. The POLA will be requesting to keep the bridge in the closed to navigation position for 2 days; 2 hours on the 1st day and 4 hours on the 2nd day.
 - d. **Dynamic Under Keel Clearance (UKC) Project:** **Capt. Downey** referred to **Capt. Louttit's** remarks regarding the Dynamic UKC Project and thanked all for their continued teamwork including endeavor, Jacobsen Pilot Service, and Marine Exchange. The Coast Guard appreciates the great work and communications, and looks forward to the arrival of the first tanker with 68' draft in early November.
- (3) Update on OSPR Activities: **Mr. Mighetto** reported:
- a. **West Coast Harbor Safety Committee Summit:** The event is open to the public but is not a public meeting such as HSC meetings. The Summit will be 25-26 October aboard Queen Mary in Long Beach. The purpose of the 2017 Summit is to gather the Chairpersons of the 5 California Harbor Safety Committees for a discussion and sharing of their current Harbor Safety Plans; discuss recommendations, problems and concerns with each other and the OSPR Administrator and Executive Leadership; receive guidance and vision from the OSPR Administrator for the coming year; and request assistance of OSPR. The Administrator may also make specific requests for actions of a committee or committees. The Summit also provides a forum for the Chairpersons of all West Coast Harbor Safety Committees under the purview of the Pacific States/British Columbia Oil Spill Task Force Executive Coordinator to discuss and brainstorm issues among themselves, especially issues of a regional nature. The Summit is also a forum for the eight chairpersons to share best practices. All are welcome and encouraged to come. The Summit starts at 0930 in the Queens Salon, which is large.
 - b. **Open LA/LB HSC Positions:** **Mr. Mighetto** reported that several positions and alternates remain open and applicants are requested to apply.
 - c. **Regulations:** As of 24 August 2017 the Office of Administrative Law approved a Certificate of Compliance Rulemaking which essentially makes the fee that petroleum importers pay, which is \$0.06/barrel, a final law. Further information is available on the OSPR web site or contact **Mr. Mighetto**.
- (4) Update on California State Lands Commission Activities: The seat is vacant but **Mr. Chris Beckwith** introduced himself and said he would work on becoming a member.
- (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported that breakwater repairs should be complete by the end of the calendar year. Concrete stairs will be bolted to the breakwater every 1,000 feet to make for access easier for the USACOE Coastal Engineers who walk the structure every year. No dredging is planned for the near future. The USACOE will work off-line with what to do about the debris field briefed earlier with the Coast Guard, pilots, and VTS.

- (6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported that the National Weather Service is working on a Hazard Simplification Project and is proposing to reduce and consolidate the number of marine hazard messages, and reformat the messages. For example, several types of small craft warnings will be consolidated into a Marine Advisory that in simple terms tells what, where, and when. Gale and Storm watches will be consolidated into a single product called Marine Watch. Weather.gov has a “feedback wanted” section with a 10-minute survey. The survey deadline is 5 October.
- (7) Update on Area Maritime Security Committee: **Capt. Downey** reported:
- a. **FEMA Port Security Grant Projects 2017:** 59 projects were submitted this year and \$11.8M of the total \$100M in the program were awarded to the LA/LB Port Complex. This award was slightly larger than the historical amount awarded for the port complex. Congratulations to all who had grants funded, which will help fill security gaps, and congratulations and thanks to the AMSC Grants Sub-committee that did tremendous work executing the process.
 - b. **USCG Enhanced Maritime Safety and Security Team San Diego:** This team will be in our area conducting a short-notice maritime response exercise in early December. Partners such as the FBI will participate. The Broadcast Notice to Mariners’ process will be used for awareness of the moving resources.
 - c. **Cyber Security:**
 - i. **AMSC Cyber Sub-Committee:** Cyber security continues to be a major concern and **Capt. Downey** encouraged participation in the AMSC Cyber Sub-Committee.
 - ii. **Cyber NAVIC:** The comment period for the Cyber Navigation and Vessel Inspection Circular (NAVIC) expired on 11 September. This NAVIC covers reporting cyber breaches of security, risk and cyber security assessments, and providing them in required plans.
 - iii. **Coast Guard Policy Letter 08-16:** This letter addresses cyber breaches of security cyber incidents, suspicious activities in MTSA regulated facilities, and what needs to be reported to the National Response Center.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. John Betz** reported:
 - a. **Regular Meetings:** The last regular meeting was in early June.
 - b. **Harbor Safety Plan Update:** The annual update to the Harbor Safety Plan is complete and was posted on the web on the Marine Exchange Web Site by **Mr. Steve Chesser**.
 - c. **2 Special Meetings:** One special meeting was held regarding the Gerald Desmond Bridge Replacement Project, and the other special meeting was with the Bureau of Ocean Energy Management regarding the potential of building offshore wind turbine farms. These two meetings resulted in the briefs on these subjects that will be delivered later in this meeting.

- d. The next meeting of HSC SC-1 is this afternoon, at 1330, at the Marine Exchange and the major agenda item regards reporting suspicious activity in the port complex.
 - e. **Chairperson Strong and Capt. Betz** commented that it was a quiet summer.
 - a. S/C #2 (Planning & Outreach) – Nothing significant to report.
 - b. S/C #3 (Tug Utilization Group (TUG)) – Nothing significant to report.
- (2) **Gerald Desmond Bridge Replacement Project: Mr. Matt Lyman** of the Port of Long Beach made a presentation and showed a video regarding the project. There will be 10-hour shifts, day and night. Initial mobilization will start in October. Over-water work is scheduled to start in March 2018. The new bridge is expected to be completed by the end of 2018 and have a clearance of 205 feet. Pier E, which is the southwest corner of Pier T, is the staging area. The old bridge is expected to be removed by 2020. Barges that will build the new bridge will be spudded down (no pilings), tentative working hours are 0800-1400 and 2000-0200, and the barges will be on VHF-FM Channel 74 for communications with the Long Beach Pilots. Public Safety such as fireboat movements are being accommodated and coordinated.
- a. **Chairperson Strong** commented that there will be future meetings to coordinate channel use and closures.
- (3) **California Offshore Wind Energy Planning Process: Ms. Necy Sumait** of the Bureau of Ocean Energy Management (BOEM) made a presentation. The focus now is wind energy since it is closest to commercialization, but the focus could expand to wave and tidal energy in the future. **Governor Brown** asked for a Task Force and the California Renewable Energy Task Force was formed, which had its first meeting 13 Oct 2017. Membership consists of state, local, and tribal governments and other federal agencies, and the Task Force serves as a forum to discuss stakeholder issues and exchange data and information. The focus is now on floating wind turbines off the California Central Coast because of the existing transmission infrastructure ashore at Diablo Canyon. It is a multi-year process and there could be “steel in the water” in 2025. Issues to be worked include ship traffic, fishing, and sanctuaries.

ITEM IV – PUBLIC COMMENTS

Mr. Reid Crispino, Vice President of the International Seafarers’ Center, encouraged attendance at the Annual Dinner 2 November and entry of vessels into the boat parade.

ITEM V - ADJOURNMENT:

The next HSC meeting will be at the Port of Long Beach Wednesday 6 December 2017, 9:30 AM gathering and 10:00-11:00 AM meeting.

With no further business to discuss, **Capt. Betz** made a motion to adjourn, seconded by **Capt. White**, and the meeting adjourned at 11:13 AM.

Respectfully submitted,

//signed//
Capt. J. Kipling Louttit
Executive Secretary

20 November 2017

LA/LB HARBOR SAFETY COMMITTEE

October 4, 2017

NAME

E-MAIL / TELEPHONE

AGENCY

NAME	E-MAIL / TELEPHONE	AGENCY
John Albrough	John.W.albrough@uscg.mil 310-521-3849	USCG
Chris Beckwith	Chris.Beckwith@SLC.CA.GOV 562-499-6312	state lands commission
David Mignetto	David.Mignetto@wildlife.ca.gov	OSPR
Alisa Prastovich	Alisa.Prastovich@crowley.com	Crowley
Andre Nault	310 427 2819 anault@harleymarine.com	Harley Marine
Isaac D. Maher	Isaac.D.Maher@uscg.mil	USCG
Morgan, Eric	elmorgan@ca.rr.com	Sause Bros.
Eric Bland	EBland640@ATT.NET	IBU/SAUSE
JEFF WHITE	jwhite@portla.org	LA PILOTS
John L. Dwyer	JDwyer@PORTLA.ORG	PORTLA. LA PILOTS
JOHN BETZ	BETZJOHN@MAC.COM	REC BOATS
Alex Karnath	Michael.A.Karnath@uscg.mil	USCB
Necy Sumait	necitas.sumait@boem.gov	BOEM
Mark Coyne	MCOYNE@TATTOOSENPILOT.COM	TPS
ERIC LAUGHLIN	eric.laughlin@wildlife.ca.gov	CDFW
MARSHALL NEWBERRY	Marshall.E.Newberry@uscg.mil	USCG
MONICA ROCHESTER, CAPT	Monica.L.Rochester@uscg.mil	USCG

LA/LB HARBOR SAFETY COMMITTEE

October 4, 2017

NAME	E-MAIL / TELEPHONE	AGENCY
CHARLENE DOWNEY	to Charlene.L.Downey@uscg.mil	USCG Andover
ROB McCaughy	Robert.B.McCaughy@Andover.com	Andover
John G. Gomaral	John.G.Gomard@Andover.com	Andover
Jeremiah Macaulay	jmacaulay@ship-services.com	
JEFFREY FERGUSON	JEFFREY.FERGUSON@NOAA.GOV	NOAA
Chutlan Kow	chu.kow@polb.com	POLB
ROBERT SEIDEL	rseidel@polb.com	POLB
JIM FIELDS	james.a.fields@USACE.ARMY.MIL	
Jason Rietze	jason.a.Rietze@USACE.army.mil	
SEAN Marchant	Sean.Marchante@valero.com	Valero
Kari Dill	Karian@foss.com	Foss
	562-889-7158	
DOUG LARSEN	Doug@LARSENMARINESERVICES.COM	LMS
Jonathan Bishop	Jonathan.Bishop@coastal.ca.gov	CE
RICK ROBERTS	RROBERTS@LBYC.ORG	Long Beach Yacht Club
Ronald Kelly	R.Kelly@TRANSMARINE.COM	TRANSAM
Kenneth Graham	KEM6@Chevron.com	Chevron
Laura Kovary	laura.kovary@gmail.com	EMS

