



# 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-EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 February 2018

The One Hundred and Sixty-Eighth 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 11:59 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  
(andavor, *formerly Tesoro*)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Absent

**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**

Capt. Jeff Cowan

**FOR PLEASURE BOAT  
OPERATORS**

Capt. John Betz  
Cabrillo Beach Yacht Club

**FOR ORGANIZED LABOR**

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

**FOR THE CALIFORNIA  
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL  
OPERATORS**

Capt. Sean Marchant  
(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**

Mr. Ray Heimstra  
Orange County Coastkeeper

**FOR THE CDF&W/OSPR**

Mr. David Mighetto

**FOR PASSENGER FERRY  
OPERATORS**

Absent

**FOR THE USACOE**

Absent

**FOR THE CALIFORNIA**

**FOR THE NOAA/NOS**

**FOR THE SHIP'S AGENT**

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**STATE LANDS COMMISSION**

Vacant

Mr. Jeff Ferguson

**ORGANIZATION**

Absent

**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.

**ACTION ITEMS:**

**Mr. Mighetto** stated that there would be three members to be sworn in today. **Capt. Sean Marchant** (Valero) was reappointed as member representing the Marine Oil Terminal Operators; **Capt. John Gomard** (andeavor) was appointed as alternate representing Tanker Vessel Operators; and **Mr. Ray Heimstra** (Orange County Coastkeeper) was reappointed as alternate representing Non-Profit Environmental Protection Organizations for LA/LB Harbor. **Mr. Mighetto** administered the oath to **Capt. Marchant, Capt. Gomard, and Mr. Heimstra.**

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

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 167th Meeting on 6 December 2017. **Capt. Rob McCaughey** made a motion, seconded by **Capt. Jay Dwyer**, to accept and approve the Minutes of the 167th Meeting on 6 December 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:**

- i. There were 4 incidents since the last HSC meeting on 6 December. The first of these incidents was in December, which closes 2017 with a total of 17 Incidents, which is 1 fewer than 2016. The incident in December was a “Mayday” and “Help me we’re sinking” call on the VTS radio channel, channel 14 VHF-FM. The VTS responded several times with no response. The VTS notified CG Sector LA/LB, which asked the VTS to call vessels in the traffic system and ask if any had heard the call; none had. Sector LA/LB also directed the VTS to make Urgent Marine Information Broadcasts on Channel 14, which the VTS did. The VTS sent a recording of the Mayday call to the Sector, which told the VTS to stand down after about 90 minutes.
- ii. The Summary of Incidents for 2017 are 10 losses of propulsion, 1 loss of radar, 2 search and rescue cases, 2 debris fields, 1 pilot ladder on the wrong side so the ship had to do a round turn, and 1 sailboat race in a vessel’s assigned anchorage. The incidents in 2016 were very similar to 2017. There were the same number of losses of propulsion (10), and the assortment of “other” incidents was similar.
- iii. There were 3 incidents thus far in 2018, which is the same number as of this date last year. The first incident was container ship with pilot aboard abeam the Long Beach Sea Buoy and inbound with a hydraulic pump issue in their steering. The vessel safely entered port with 2 tugs and moored. The second

incident was the VTS receiving a report from a Catalina Express ferry of a boat on fire 7 miles off their port quarter, 7 miles northeast of Isthmus Cove, Catalina Island. The VTS spotted the boat with binoculars, which appeared to be completely engulfed in flames. The VTS notified the Coast Guard, which put out a broadcast and dispatched assets. A good Samaritan vessel arrived on scene in 4 minutes and recovered one person from the water safely. Baywatch Isthmus responded, arrived on scene 19 minutes later, and took over the case. The third incident was a container ship with pilot aboard that experienced a propulsion casualty while getting underway from Los Angeles berth 304. The vessel proceeded to safely anchor in anchorage Golf 4 with tug assist.

b. **Traffic Report:** Capt. Louttit referred to a handout and reported:

- i. **Arrivals:** There were 384 arrivals in December and 379 arrivals in January. Arrivals from the North (Santa Barbara Channel) were 155 in December and 150 in January, which was 40% both months. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 86 in December and 88 in January, which was 22% in December and 23% in January. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 138 in December and 135 in January, which was 36% both months. The remainder were the 5 ships in December and 6 ships in January that arrived from the Chevron Offshore Terminal in El Segundo, which was 1% in December and 2% in January.
- ii. **Departures:** There were 365 departures in December and 349 departures in January. Departures to the North were 150 in December and 140 in January, which was 41% and 40%. Departures to the West were 76 in December and 75 in January, which was 21% both months. Departures to the South were 136 in December and 124 in January, which was 37% in December and 36% in January. The remainder were the 3 ships in December and 10 ships in January that departed to the Chevron Offshore Terminal in El Segundo, which was 1% in December and 3% in January.
- iii. **Comments on ship count:** Overall, the percentage of ships using each of the arrival and departure routes is within one to three percent of the past 2 years. A total of 4,741 ships arrived in 2017, which was 134 more than 2016, which was 198 more than 2015, which reverses the downward trend we'd seen since 2007.

c. **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 associated with transporting oil into the Port of Long Beach. A total of 26 tankers have entered Long Beach with drafts greater than 65 feet. As of today, 7 tankers entered port with 66' draft, 11 tankers entered with 67' draft, 7 tankers entered with 68' draft, and 1 tanker with 68.7' draft have safely and smoothly entered port and moored at T-121. The maximum draft limit is 69' per the Harbor Safety Plan. There have been no issues and computer model

predictions continue to be validated by the on-board motion sensor. The transits are daylight only with corresponding higher tide.

- 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. **Response to question regarding ECDIS alarms:** At the last meeting, **Chairperson Strong** had asked a question of **Capt. Downey** regarding ECDIS alarms that go off when a vessel departs the channel or planned route for a right and proper reason. **Capt. Downey** briefed that her staff had researched the matter and determined that ECDIS alarms are set to go off when the ship departs the channel regardless the vessel's current draft or condition. The CG Sector LA/LB Waterways Management Staff has requested guidance from the Coast Guard Navigation Center for the safest and most appropriate actions to address the alarm concerns. The CG Navigation Center is collaborating with the CG Office of Navigation Systems in CG Headquarters, Washington, D.C. Recommendations are expected in the coming weeks. **Chairperson Strong** thanked **Capt. Downey** for the quick and great work regarding this ECDIS issue and said it would be really helpful.
- b. **Regulated Navigation Areas (RNA):** CG Sector LA/LB Waterways Management continues to coordinate with Coast Guard District Eleven in Alameda and CG Headquarters on the consideration and establishment of a RNA for the Morro Bay bar and harbor to address seasonal inclement weather threatening the bar. The District will be publishing a notice of inquiry within the week which will help determine specifics of the regulation. The public is encouraged to review and comment as appropriate.
- c. **Pacific Seacoast Waterways System Study:** The CG Sector LA/LB Waterways Management Staff assisted CG District Eleven by providing input. The comment period has been extended through 31 March 2018 due to hurricane response efforts and all are encouraged to participate. This is the first-ever Waterways Analysis Management Study (WAMS) for approaching the West Coast and continental shelf from seaward.
- d. **WAMS #8:** This WAMS includes San Nicholas, Santa Barbara, Santa Catalina, San Clemente Island, Newport Bay, and Dana Harbor. The WAMS continues and comments can be submitted on line or to the CG Sector LA/LB Waterways Management Staff.

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

- a. **Open LA/LB HSC Positions:** **Mr. Mighetto** reported that the Marine Exchange had distributed a letter on 7 January regarding open positions on the Committee. An application was received from **Capt. Michael Jessner** for alternate member representing Dry Cargo Vessel Operators. The application will be reviewed and processed. The terms of **Mr. Ron Kelly**, **Mr. Pieter Moerman**, and **Mr. Christopher Wilson** representing Ship's Agents expire 31 March. **Mr. Kelly** has submitted his application. **Mr. Moerman**, and **Mr. Wilson** are reminded to submit applications if they want to continue to serve on the Committee. **Mr. Jonathan Bishop's** term representing the California Coastal Commission expires 18 March and **Mr. Bishop** has informed **Mr. Mighetto** he plans to reapply.

- b. **SB-414:** This legislation applies to smaller ports such as San Diego, Port Hueneme, and Humboldt Bay as well as the larger ports. The HSCs for San Diego and Port Hueneme have discussed the requirement for them to assess the emergency towing capabilities of their port areas. Both ports are starting their work. **Mr. Mighetto** thanked **Capt. Louttit** for driving to San Diego and briefing the San Diego HSC on the work that was done in LA/LB. The work in the smaller ports seems to be starting as it did in LA/LB with questions regarding liability and jurisdiction, but the work of the LA/LB HSC will make it a lot easier for the smaller ports since there is a successful format that can be followed.
  - c. **AB-1197:** **Mr. Mighetto** provided a handout regarding this Spill Management Team Certification which should be of interest to contractors and companies that handle petroleum fuel and products.
  - d. **OSPR hiring:** **Mr. Mighetto** stated that there are 3 vacant positions at OSPR for Oil Spill Prevention Specialists, one in San Bernardino County and two in Kern County. These positions would be perfect for individuals with experience on tankers such Captains and Chief Mates, or oil fields. The state hiring process is lengthy and may take more than a year. There are also openings for biologists and scientists. See the OSPR Web Site under “OSPR Jobs and Exams.”
- (4) Update on California State Lands Commission Activities: The seat is vacant, but **Mr. Chris Beckwith** reported that Prevention First Symposium will be 24-25 September in Long Beach at the Westin Hotel and provided a handout.
  - (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** was absent; no report.
  - (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported that there was an obstruction in anchorage Delta 2 that reduced depth to 38 feet. The Port of Long Beach Survey Department found the obstruction, removed it, and did a post-removal survey. The information was provided to **Mr. Ferguson** in a useful and accurate format. The obstruction was removed from the chart, the depth in the anchorage is now 43 feet, and the updated chart will be available on Friday. **Mr. Ferguson** thanked the Port of Long Beach and **Chairperson Strong** added that the additional 5 feet of depth was a huge help to the pilots.
  - (7) Update on Area Maritime Security Committee: **Capt. Downey** reported that last month a COTP Order was issued to a facility in Long Beach to cease cargo operations due to the lack of MTSA security measures in place prior to the arrival of a foreign deep draft vessel. Sometimes, unique situations arise where vessels subject to the MTSA and ISPS Code (Maritime Transportation and Security Act and International Ship and Facility Security Code) must moor at a berth not covered by a security plan. Examples include lay berths and cargo operations that cannot be completed on secure facilities. All are reminded to coordinate in advance with the CG Sector LA/LB Waterways Management Staff and Facilities personnel to ensure a successful operation. The Sector is conducting an internal review and is in the process of updating the lay berth policy to include unique cargo operations. Updated information will be shared with port partners.

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

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

- a. S/C #1 (Navigation Safety) – **Capt. John Betz** reported that the sub-committee met twice since the last meeting including this morning. As part of the annual Harbor Safety Plan (HSP) review process, Chapter 8 (Communications) of the HSP was re-written and new section 8-D was added. Section 8-D discusses reporting suspicious activity and establishes the Emergency

Communication Protocol. The section was voted on and approved by the sub-committee and is now before the full committee for vote. **Capt. Dwyer** made a motion, seconded by **Capt. McCaughey**, to approve Chapter 8, Communications. There was no discussion and the motion passed by unanimous voice vote. **Chairperson Strong** mentioned that he had briefed the Area Maritime Security Committee on the Emergency Communication Protocol that morning. The next meeting of the sub-committee will be the first Wednesday in March.

- b. S/C #3 (Tug Utilization Group (TUG)) – **Mr. Andre Nault**: Nothing significant to report.

**(2) Briefs**

- a. **Presentation on the Gerald Desmond Bridge Replacement by Mr. Carl Hausner, Chief, Bridge Section, Eleventh Coast Guard District, Alameda, CA:** **Mr. Hausner** briefed the committee on the status of the replacement bridge including the development of a Waterway Traffic Management Plan (WTMP) and formation of a Traffic Management Group that will be developed to help manage vessel navigation during the over-water phase of construction of the replacement bridge. A major change to the bridge construction plan is that there will no longer be a barge in the waterway from which bridge sections would have been lifted. Rather, the bridge sections will be lifted from land. This should reduce but not eliminate impacts to vessel navigation. The WTMP will have one point of contact (POC) for the bridge builder. **Senior Chief Harvey** of the CG Sector LA/LB Waterways Management Staff will be the local POC for the Coast Guard. Contractor will submit a 2-week work plan to the Traffic Management Group every Friday so planning of the bridge building and vessel movements can be coordinated.

**Mr. Hausner** introduced **Mr. Chris Bouska**, Main Span Manager from SFI, the Port of Long Beach's contractor for building the bridge. **Mr. Bouska** briefed the new plan to build the bridge, which has changed since the meeting in August 2017. Bridge segments will be lifted from land rather than barge, which should reduce impacts to navigation to and from the back channel. General dimensions of the bridge are 205-foot vertical clearance to the water, 1,000-foot main span, and 152-foot-wide roadway. Construction of the over-water main span will start with 3 bridge segments over land, which will give valuable information regarding how long it takes to put a bridge segment into place. This information will be used to refine the plan for building the bridge and synchronizing vessel traffic movement for 4<sup>th</sup> and subsequent segments. Work over the water is expected to start in the July 2018 time frame. The segments are approximately 50 feet long and it is anticipated there will be impacts to the waterway ranging in length 1 to 4 hours depending on the size of the bridge piece being lifted and installed. There will be a 3-week look-ahead schedule and daily meetings. The two towers of the bridge will be built simultaneously but the 2 towers will not necessarily have the same work going on. There will be 3-week cycles for each segment. There will be some hot-work and pouring of concrete over the water. There were many questions and answers such as clarifying the lengths of the waterway closures and accounting for movements of smaller vessels such as tugs. The bridge-builder will have a safety/flag boat in the water. **Chairperson Strong** said that the more that is known about the cadence of building the bridge and the better the communications, the better will be the ability to manage the flow of vessel traffic and build the bridge. **Chairperson Strong** said that perhaps communications could be practiced during the building of the first 3 segments that are over land so the communications plan can be tested with the Jacobsen Pilot Service Dispatchers and interested parties before the over-water segments are started. Major lifting will be during daytime but the second shift at night will be lifting smaller pieces with 1-hour

impacts to navigation. 2 shifts of 10 hours each are anticipated, 6 days a week, starting at 0630 until warmer weather when the shifts will start at 0600. No work is currently anticipated on Sunday. There is a stop-work plan and tool/bolt/part management plan to reduce risk of dropped tools, bolts, etc. onto a vessel passing below the bridge. The communications plan will be published in the Local Notice to Mariners. It was noted that certain deep draft tankers are tide-dependent which may not match desired windows by the bridge builder. It is possible that some vessels will need to anchor to wait for their time to pass under the bridge. It was noted that the normal schedules for dry cargo and container vessels may be impacted, and there are air-draft issues with the larger container vessels which makes some of them tide-dependent.

- b. **Vincent Thomas Bridge Painting Project: Mr. Hausner** briefed that he met with Cal Trans and the Los Angeles Pilots. There is a moveable platform under the bridge that reduces vertical clearance by 7 feet. When the platform nears the middle of the bridge it will be pushed up to reduce vertical clearance by only 1 foot. The bridge will be painted from West to East and the pilots indicated they can maneuver the ships around the platform. The final plan will be sent for review by appropriate parties before the Coast Guard approves it.
- c. **Presentation on Proposed Changes to the At-Berth Vessel Regulations by Angela Csondes, California Air Resources Board (CARB): Ms. Csondes** briefed the history of the regulations, types of vessels and the ports currently regulated, and 3 options to comply (shore power, barge-based capture, and land-based capture that is in a demonstration phase). **Ms. Csondes** briefed potential amendments including expanding to all vessel types, more ports and terminals, all visits, and more strategies to comply. **Ms. Csondes** briefed that CARB understands challenges to a vessel being able to plug in successfully such as berth configuration that does not allow alignment with equipment ashore. **Ms. Csondes** briefed that CARB understands the challenges of the 3-hour rule and that the ship is dependent on other entities, but CARB wants compliance. **Ms. Csondes** stated that CARB understands that there are unique challenges with vessels that operate on a tramper schedule rather than liner schedule. Next steps include working group meetings with various communities and parties to gather input. **Ms. Csondes** reviewed the fuel regulations in place and planned changes for the future. There are exemptions to the regulations for emergencies and research. **Chairperson Strong** asked the status of the 3-hour rule, which is of concern to the pilots. **Ms. Csondes** responded that CARB is aware of the issues and they are under review.
- d. **Update on U.S. Air Force Operations at Vandenberg Air Force Base by Mr. Walter Schobel, Chief of Airspace and Offshore Management: Mr. Schobel** briefed the history of Vandenberg Air Force Base and ongoing operations. **Mr. Schobel** thanked the maritime community and ships' captains for staying clear of the hazard areas, which facilitates rocket launches. The cost for rescheduling a launch caused by a vessel in the range is approximately \$500,000 of taxpayer funds plus costs associated with de-fueling and re-fueling the rocket. **Mr. Schobel** briefed the types of rockets currently being launched from Vandenberg, the reasons why Vandenberg is the perfect site for launches into various orbits, and the value Vandenberg provides our nation regarding unique capabilities for assured access to and from space. Customers include military, civilian (such as NOAA), and commercial customers (such as Space-X). **Chairperson Strong** asked if notifications of launches could include a chartlet in addition to latitude and longitude, which would make it easier to



see where the hazard areas were. **Mr. Schobel** said he would take the recommendation for action and give pictorials in the future.

- e. **Update on Space-X by Mr. Sean Riley, Senior Engineer at Space-X and Launch Operations Manager for Space-X at Vandenberg:** **Mr. Riley** thanked the maritime community for their cooperation facilitating the launches by staying out of the hazard areas. **Mr. Riley** briefed that the 3 areas of concern for surface vessel traffic in this area include (1) just south of Point Conception and in the Santa Barbara Channel, (2) 200 miles south when Space-X lands the 1<sup>st</sup> stage on the barge, and (3) off Guadalupe Island. **Mr. Riley** said Space-X thanks the maritime community for their cooperation, in particular when the hazard areas change. The next 8 Space-X launches will have the 1<sup>st</sup> stage going into the water twice, land on the barge twice, and land on land 4 times starting in the fall. Space-X plans to expand the use of AIS to improve operations, including perhaps transmitting an AIS overlay of the hazard areas.

#### **ITEM IV – PUBLIC COMMENTS**

None.

#### **ITEM V - ADJOURNMENT:**

The next HSC meeting will be at the Port of Long Beach Wednesday 4 April, 9:30 AM gathering and 10:00-11:00 AM meeting.

With no further business to discuss, **Chairperson Strong** called for a motion to adjourn. **Capt. Betz** made a motion to adjourn, which was seconded by **Capt. Dwyer**, and the meeting adjourned at 1:40 PM.

Respectfully submitted,

//signed//

Capt. J. Kipling Louttit  
Executive Secretary

27 February 2018

LA/LB HARBOR SAFETY COMMITTEE

February 7, 2018

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February 7, 2018

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