



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FORTY FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 3 October, 2012

The One Hundred and Forty First Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles. **Vice Chairman Houghton** called the Meeting to order at 10:02 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below -

FOR THE PORT OF
LONG BEACH

Mr. Ed Green

FOR THE
PORT OF LOS
ANGELES

Capt. Bent Christiansen

FOR THE LONG BEACH PILOT
ORGANIZATION

Captain Mark Coyne

FOR THE TANKER OPERATORS

Capt. Norman George
(Crowley)

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt. Craig Flinn

FOR THE MOORING MASTERS

Capt. Ken Graham
(Chevron)

FOR TUG & BARGE OPERATORS

Mr. Russell Luttmann
(Crowley)

FOR THE DRY CARGO CARRIERS

Capt. Sam Jebranthan
(APL)

FOR RECREATIONAL BOATERS

Mr. Tom Welch

FOR ORGANIZED LABOR

Absent

FOR THE CALIF. COASTAL COMM.

Mr. Jonathan Bishop

FOR THE MARINE OIL TERMINALS

Capt. Rob McCaughey
(Tesoro)

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

Captain James Jenkins

FOR ENVIRONMENTAL
(SANTA MONICA BAY)

Mr. Brian Meux
(Santa Monica Bay Keeper)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)

(Absent)

FOR THE CDF&G/OSPR

Mr. Jon Victoria

FOR PASSENGER FERRY OPERATORS

Mr. Ray Lyman
(Catalina Express)

FOR THE USACOE

(Absent)

FOR THE CALIF. STATE LANDS
COMM.

(Absent)

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR SHIP'S AGENTS

Mr. Ron Kelly
(Transmarine)

FOR COMMERCIAL FISHING

FOR U.S. NAVY

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(Absent)

(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna
(MX-SOCAL)

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

Vice Chairman Houghton opened the meeting by welcoming everyone in attendance, thanking all for their interest and participation in the Los Angeles/Long Beach Harbor Safety Committee. He expressed the Committee's appreciation and thanks to the Port of Los Angeles for making their facilities available for this gathering.

ITEM I -- APPROVAL OF MINUTES:

Vice Chairman Houghton called for approval of the minutes of the 140th Meeting. *Mr. Ray Lyman moved, seconded by Capt. Ken Graham, to accept and approve the Minutes of the 140th Meeting. Motion carried unanimously by a show of hands from voting members present.*

ITEM II – OLD BUSINESS:

(A) Update on Vessel Traffic Activities:

Vice Chairman Houghton called for an update on VTS activities from **Executive Secretary McKenna**. There were seven incidents since the last meeting, bringing it to 19 overall for the year. Notably, five of the incidents were propulsion related, one involved a fuel switching problem and one involved an unreported "Marine Events" evolution that crossed the Traffic Separation Scheme.

He indicated that a Federal Security Grant had been obtained to replace the present vessel traffic management equipment with an upgraded Maritime Domain Awareness System. Change out is expected to be completed by mid December. The Marine Exchange site has also converted to solar power and will soon add a wind component in an effort to achieve total energy independence.

He discussed traffic patterns for the previous month, in which twenty nine pt. five percent of arrivals came by way of the Santa Barbara Channel with twenty three pt. eight percent using it for departure. In the Pacific Test range area, thirty one pt. five percent used this for arrivals , but thirty eight pt. seven percent used it for departure.

(B) Update on USCG Sector LA/LB Activities: Captain Jim Jenkins, USCG commented:

(1) The IMO subcommittee on navigation safety met 2 July and approved that portion of the Port Access route study that pertains to the Santa Barbara Channel. The IMO Safety Committee meets in November to discuss approval. If approved, implementation could occur next summer. This would move the inbound traffic lane in the Santa Barbara Channel one mile away from the islands to reduce possibility of whale strikes.

(2) Regarding the Commodore Heim Bridge, two temporary eastern trestles are in place for construction of the replacement bridge. The main navigation span provides 75 feet of horizontal clearance and 43 feet of vertical clearance at Mean High Water. The temporary framework and trestles are lighted at night with steady burning red lights. Construction activities will take place Monday through Friday, 0730 to 1530 local time. For

conditions at the bridge, mariners can contact: Caltrans, 213.444.1171; MCM Construction, 714.305.2725 or 714.330.5370.

(3) The Gerald Desmond Bridge replacement was signed by the Commandant and provided to the bridge owner. The District Bridge Administration Office (D11) is awaiting proposed construction/demolition plans from the bridge owner. However, they may be considering re-submitting their bridge permit package with slightly different navigational clearances. USCG has informed them that this would require a new USCG Bridge Permit. No navigational impacts should be expected before 2013. USCG is also available to begin coordinating any proposed temporary construction related to navigational impacts, if they elect to build the bridge as permitted. This will include the bridge owners proposal for start/stop dates, equipment, encroachment, etc. If waterways closures are proposed, USCG will be involved in reviewing/approving waterways closures to support the project.

(4) Regarding the Vincent Thomas Bridge, the owner notified the District Bridge Administration Office on 30 May of the need to replace some defective rails on the underside of the bridge. Work is in progress, conducted on a not to interfere basis with ship transits. Temporary scaffolding is being hung from the bottom of the bridge, not in the center of the Chanel. Pilots had no objection. Updates will continue in the CG Local Notice To Mariners.

(5) We have seen a recent increase in filming activity. Between July and October of last year, USCG processed 17 filming permits. This year from July to September that number has almost doubled to 31. Anyone with concerns should contact Waterways Management.

(6) We are coming up on the Holiday boat parade season, which encompass the entire range of the Sector. This will entail 10 to 12 separate events, many of which will entail multiple days. The Sector will be looking at an array of safety related issues, including illegal charters, faulty electrical rigs, boat overloading and speed violations.

(C) Update on OSPR Activities:

Mr. Jon Victoria mentioned that the workshop originally scheduled for 9 October has been cancelled and will be rescheduled for 19-20 October.

Mr. Mike Coyne, then called in from Sacramento:

(1) He announced the name of the new OSPR Administrator, **Mr. Bob Cullen**, a retired Coast Guard Captain, who took over in June. There is also a new Deputy, **Ms. Yvonne Adams** a long standing member of OSPR, who brings a scientific component to the administrative arm.

(2) The Organization has a temporary travel ban in place which is scheduled to be lifted in November. Mission critical events, i.e. spill and spill related situations are the only authorized travel events.

(3) The West Coast Harbor Safety Summit has been postponed until sometime in January, planned to be conducted in Sacramento.

(D) Update on California State Lands Commission Activities:

No comments.

(E) Update on U.S. Army Corps of Engineers:

No Comments.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton announced that the publication, "Distance Between Ports" is no longer available in print, but can be accessed through the NOAA website.

The Coast Pilot will continue to expand. NOAA, working with Marine Fisheries and the Channel Islands National Marine Sanctuary are working on a component that will address the whale situation in the California

Bight. This will be similar to what has been done on the East Coast with the Right Whale and will include pictures. The Coast Pilot itself has expanded as far as it can as a paper document and will henceforth be available electronically on the noaa.gov website. Updates will also be timelier this way. As far as carriage requirements are concerned, NOAA is working toward a procedure whereby one would download the document to a thumb drive.

(G) Update on the Area Maritime Security Committee:

Captain Jenkins provided an update on capabilities within the Port. Customs and Border Protection (CBP) Anti Terrorism Contraband Enforcement Team (AT-CET) has received a next generation cargo inspection system. The latest addition to the non-intrusive inspection fleet is the Rapidscan Eagle M-60. The new system complements the primary mission of the unit which is to intercept WMD or its components. The secondary mission is to intercept narcotics or illegal aliens. This fleet is comprised of 10 large scale systems. Six high energy systems scan shipping containers via xray. Additionally a backscatter device is used to inspect automobiles. Over 142,000 scans of this type were conducted in 2011

The Long Beach Fire department is planning to contract the build of two new state of the art fireboats. Delivery on the first is expected June 30, 2014, with the second following 120 days later. These fireboats will be the next generation – they will be 108 feet in length with a 35 foot beam, have a Voith Schneider propulsion system, have a deluge capability of 40,000 gallons per minute, a CBRNE protected “citadel” and a command and control center. Two new fireboat stations are planned for these vessels at berth 55 and Pier F.

He reported on the Panga threat, the latest boat seized 130 miles offshore with marijuana aboard. He emphasized an increasingly successful seizure rate, attributable to the great interagency cooperation established at the Port. He solicited the assistance of the Maritime Community to say something if suspicious activity is noted on the waterways.

An LAX led air/sea mass rescue exercise is scheduled for October 30. This will be a table top type exercise with the appropriate players to discuss what would happen in the event of an airline crash offshore.

In December there will be a mass rescue operation/mass casualty incident exercise with the LA County Fire Department, again of the table top variety. It will be of the P/V Costa Concordia variety. It will be conducted December 6 at the LA County EOC. The focus of this exercise will be the logistics involved with moving sufficient rescue and medical personnel to Catalina Island and what number of impacted patients Avalon could support before moving others to the mainland became necessary.

ITEM III - New Business:

(A) Sub Committee Reports:

S/C # 1 (Navigation Safety) – Capt. John Betz

The Sub Committee will meet this afternoon at the Marine Exchange. The Committee will be starting out with some new issues, notably the hydro dynamic impact of passing ships in channels, the Harbor Safety Plan review and the deployment of fire wires.

S/C # 2 (Planning & Outreach) – Capt. Bent Christiansen

No meetings held over the summer, no immediate plans.

S/C # 3 (Tug Utilization Group; TUG) – Captain Doug Houghton No meetings held over the summer, however there is a meeting planned for November to discuss bunkering best practices and pre arrival check lists.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) – Mr. Tom Welch – Nothing to report.

ITEM IV – NEW BUSINESS:

Vice Chairman Houghton invited **Mr. Anthony Lobro of Westoil Marine Services** to describe a proposed bunkering pre arrival check list that is envisioned as a Port Best Practice. The check list is intended to help the local agent gather the required information prior to the bunkering evolution. The information would support COFR and State requirements and, in the case of frequent arrivals, be kept on file and updated as necessary. A meeting of the Tug Utilization Group will be held in November to review the proposal and to allow input. A brief question and answer period ensued.

Ms. Elizabeth Petras of the National Marine Fisheries Service (NMFS) gave a brief report on whale activity in Southern California. There were no ship strikes this season. Whale movements have been somewhat different, in that there was less activity in the Santa Barbara Channel, increased activity off Dana Point and Orange County and in general, a lack of predictability as to their movements. Because of the activity drop around the Channel Islands Traffic Separation Scheme, the speed reduction request to ten knots was lifted. A list serve has been established to better inform the industry as to whale activity-everyone on the Harbor Safety Committee has been included on the list. As mentioned previously, the Coast Pilot will also be a source of whale information. Various initiatives are underway to better predict whale concentrations and improve on reports of sightings.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the fifth of December, 2012, at the Port of Los Angeles at 1000.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Vice Chairman Houghton** adjourned the 141st Harbor Safety Committee meeting at 10.46 a.m..

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

October 3, 2012

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October 3, 2012

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