



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 FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, April 3, 2013

The One Hundred and Forty Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles. **Chairman Strong** called the Meeting to order at 10:03 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF LONG BEACH

Mr. Randy Parsons

FOR THE PORT OF LOS ANGELES

Capt. Bent Christiansen

FOR THE LONG BEACH PILOT
ORGANIZATION

Capt. John Strong

FOR THE TANKER OPERATORS

Capt. Norman George
(Crowley Petroleum Svcs)

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt. Craig Flinn

FOR THE MOORING MASTERS

(Absent)

FOR TUG & BARGE OPERATORS

(Absent)

FOR THE DRY CARGO CARRIERS

(Absent)

FOR RECREATIONAL BOATERS

Ms. Camille Daniels

FOR ORGANIZED LABOR

Capt. Benny Colangeli

FOR THE CALIF. COASTAL COMM.

Mr. Jonathan Bishop

FOR THE MARINE OIL TERMINALS

Capt. Mark Nielsen
(Tesoro)

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

Capt. Jim Jenkins, USCG

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. Mike Coyne

FOR PASSENGER FERRY OPERATORS

Mr. Ray Lyman
(Catalina Express)

FOR THE USACOE

Mr. Jim Fields

FOR THE CALIF.STATE LANDS
COMMISSION

Mr. Gary Gregory

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR SHIP'S AGENTS

Mr. Ion Badea
(Norton Lilly)

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)

c/o Marine Exchange of Southern California
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Chairman Strong welcomed 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.

Chairman Strong had all members of the committee introduce themselves.

ACTION ITEM – SWEARING IN OF NEW MEMBERS:

Mr. Mike Coyne reported that there were no new members to be sworn in at this meeting nor would there be any at the June, 2013 meeting. The next appointments will be in October, 2013.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 143rd Meeting on February 6, 2013. **Capt. Norman George** noted one minor error and it will be corrected. **Captain George** then moved, seconded by **Mr. Ray Lyman**, to accept and approve the Minutes of the 143rd Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II – OLD BUSINESS:

(A) Update on Vessel Traffic Activities:

Chairman Strong called for an update on VTS activities from **Executive Secretary Louttit**, who reported that there were no accidents or near misses since the last meeting. There were three incidents since the last meeting in February, all were outbound Long Beach, and all went to anchor. These three incidents plus the previous two as of February add to a total of five incidents for 2013. The causes of these three propulsion incidents were vessel limited to slow ahead, restricted RPMs, and computer control problem of the #1 cylinder.

He discussed traffic patterns for March 2013, the previous month, in which 112 vessels, which is 30.7 percent, came by way of the Santa Barbara Channel. The same number of vessels, 112, and percentage, 30.7, came by way of the Pacific Test range area. The remainder, 130 vessels for 35.7 percent, came from the South. For departures, there were 81 vessels departing to the North for 23 percent, and 134 vessels departed to the West for 38.6 percent. This was a very low percentage to the North and very high percentage to the West. The remainder, 118 vessels for 34.0 percent, departed to the South.

Chairman Strong requested **Captain Louttit** introduce himself as the new Executive Director of the Marine Exchange, relieving **Captain Dick McKenna**. **Captain Louttit** briefly described his 30 year Coast Guard career including ten years at sea, command of Coast Guard Integrated Support Command San Pedro, work at the Department of Homeland Security, and work as a government contractor. He stated that he was glad to be back in Southern California and looked forward to working with the Committee.

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

- (1) The status of the PARS (Port Access Route Study) is the same as the last meeting. The IMO Marine Safety Committee approved the PARS recommendations in November 2012, and the Maritime Safety Circular was published. The Coast Guard Headquarters Office of Navigation Standards is working on the rulemaking project in order to codify the changes, and we anticipate that being completed in June 2013.

- (2) Work on the Commodore Heim Drawbridge replacement continues. There is 75' horizontal clearance and 43' vertical clearance at mean high water. It is lighted at night with steady red lights when the construction is on.
- (3) Regarding the Gerald Desmond Bridge replacement project, the District Eleven Office Bridge Section anticipates final design drawings this month, and the Coast Guard will coordinate all in water and over water temporary navigation impacts with local waterway users and the Ports.
- (4) He also updated on the proposed rulemaking for Transportation Worker Identification Card (TWIC), which was published on March 22, 2013. The advance notice of proposed rulemaking published in 2009 divided facilities into risk groups. The current proposal is for vessels only in risk group "A," which for this port complex would largely affect cruise ships and terminals because they carry more than 1,000 passengers. This is a notice of proposed rulemaking, with 60 day public comment period expiring on May 21, 2013. The Coast Guard will be having public meetings in Washington, Houston, Seattle, and Chicago.

(C) Update on OSPR Activities:

Mr. Mike Coyne advised that the West Coast Harbor Safety Committee Summit, originally planned for June 2013 will be pushed back to the October 2013 time frame. Their "Bunkering Best Practices" video is complete available on the Internet for free on the Pacific States B.C./States Task Force web site, and CDs are available for purchase. This video was a project that the Committee and the San Francisco Harbor Safety Committee worked on. The Administrator of OSPR is very pleased, and **Mr. Coyne** read a Letter of Appreciation from the Administrator, **Mr. Thomas Cullen, Jr.** to **Chairman Strong** and the Committee.

Chairman Strong complimented the Tug Utilization Work Group for their work on the video, the cooperation of agents and ships to ensure a balanced approach, and stated that the next work will be to ensure distribution of the video.

(D) Update on California State Lands Commission Activities:

Mr. Gary Gregory that he was glad to have returned to the State Lands to head up the Marine Facilities Division, and he introduced **Captain Laura Kovary** as assistant Division Chief. **Captain Kovary** will become the primary member of the Committee and **Mr. Bob Chapman** will be the alternate. **Mr. Gregory** said he was working with **Mr. Cullen** at OSPR on Oil Spill Prevention and Response issues. **Mr. Gregory** briefed regarding Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). MOTEMS requires certain structural standards for berthing and mooring loads, and ship operations have been modified so the standards can be met regarding forces against the face of the dock. A number of terminals need to bring in vessels slowly and cautiously, and this knowledge needs to be brought to the attention of the pilots. **Mr. Gregory** said he thought Sub-Committee #1 was the right forum to discuss these issues, and **Chairman Strong** concurred. **Mr. Gregory** will follow-up.

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

Mr. Jim Fields briefed on dredging in the Ports. High spots are being removed in the POLB main channel by pier J, which should be complete today or early tomorrow. There is more deepening in the POLA, which will be completed tomorrow. There is a little more dredging at APL, and that material is going to berths 243 and 245. There is a little more leveling out of high spots at the Cabrillo shallow water habitat. Regarding the Los Angeles River, there is a lack of funding, and that could be an issue for the Catalina Express due to shoaling moving downriver.

(F) Update on NOAA/NOS:

Commander Gerry Wheaton briefed that the Coast Pilot is now available on-line. Updates and changes are available on-line within five days and each page of the Coast Pilot lists the date of the change. Therefore, Coast Pilot changes will no longer be listed in the Local Notice to Mariners. Paper copies of the Coast Pilot can be printed but will not be distributed since it is available on-line for free. Chart updates are available in two weeks. **Commander Wheaton** demonstrated a new tool on a tablet computer that integrates the Coast Pilot with nautical charts. Users can click on a charted aid to navigation and there is a link to the Coast Pilot. The long range intent could be for this feature to be part of ECDIS systems. He will show the system to Sub-Committee #1 this afternoon and solicited ideas for improvements and applications. **Commander Wheaton** briefed that following the last meeting, the LA and LB pilots met with **Rear Admiral Gerd Glang, NOAA**, and requested updated hydrographic surveys. This resulted in NOAA considering accelerating the work from 2014 to 2013 using the NOAA ship **FAIRWEATHER**. The ship has 4 launches and **Commander Wheaton** requested the survey departments of the 2 ports and ACOE attend the Sub-committee #1 meeting this afternoon to discuss the surveying further and ensure coordination of effort. Finally, **Commander Wheaton** briefed that an air gap sensor was being installed on the Oakland Bay Bridge in San Francisco.

(G) Update on the Area Maritime Security Committee:

Captain Jenkins added to his previous report that Sub-Committee #1 has a list of nine or ten Coast Guard aids to navigation that are being considered for decommissioning due to perceived minimal impact if they are removed. Following Sub-Committee #1's review, their input will be forwarded to the Coast Guard chain of command for consideration. This is part of the Coast Guard's budget reductions and good stewardship.

The AMSC had a presentation on panga, drug, and alien smuggling. The key point is that it's continuing, but the joint and coordinated efforts of all local, state, and federal partners are resulting in the successful interdiction of the majority of known cases for both migrants and drugs. **Captain Jenkins** requested the committee members continue to report any sightings or suspicious behavior including those with a terrorist nexus. The majority of landings are North of the port and in the Santa Barbara area.

Port Hueneme is planning a Coastal Trident exercise teamed with Naval Base Ventura County in mid-June.

\$687,000 of fiscal year 2010 Port Security Grant Funding was reallocated due to execution problems. The funds were reallocated to four new projects and partial funding for one other project.

On 13-14 May there will be a National Pollution Response Exercise Program (NPREP) pollution exercise with Chevron in El Segundo. It will be a full scale exercise including the planning process and deploying equipment.

On 22 May there will be port security functional exercise which will exercise the planning process with all partners. Major focus will raising MARSEC levels and how long the elevated levels can be sustained.

ITEM III - New Business:

(A) Sub Committee Reports:

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

The Sub-Committee #1 met once since the last full Committee meeting. The Harbor Safety Plan Review is almost complete with a few items left that will be discussed at the Sub-Committee #1 meeting this afternoon. Everything should be complete by the June meeting. Sub-Committee #1 is looking at streamlining the review process with the Marine Exchange staff. The next Sub-Committee #1 meeting will be at 1:30 this afternoon at the Marine Exchange.

S/C #2 (Planning & Outreach) – No Comments.

S/C #3 (Tug Utilization Group; TUG) – No Comments

S/C #4 (Recreational Boats & Commercial Fishing Vessels) – Ms. Camille Daniels – Nothing to report.

ITEM IV – NEW BUSINESS:

CAPT Benny Colangeli asked if there were any changes in Los Angeles and Long Beach following the latest allusion between a ship and bridge in the fog in San Francisco. **Chairman Strong** said there were none needed.

Chairman Strong said deep draft ships used to be over forty feet in draft, but that draft is more common now. Therefore, the number of deep water anchorages is sometimes insufficient. **Chairman Strong** said that perhaps new procedures should be adopted such reducing the current 10 day limit in an anchorage to a lesser number of days so ships that need the deeper anchorages can get into them. **Chairman Strong** suggested opening the discussion with all interested and affected partners in the future.

There was a question regarding the Sierra Foxtrot anchorages not being on nautical charts. **Captain McKenna** said they were developed with the Coast Guard approximately 10 years ago, that they are on the VTS's charts at the Marine Exchange, and that they were developed in part due to concern for a nearby pipeline. **Lieutenant Commander Radiah Jones** said that the Coast Guard was working on the matter, and **Captain Jenkins** said the Coast Guard would take the matter for action to follow-up.

Chairman Strong invited **Captain Manny Aschemeyer** to address the Committee and recognize the retirement of the outgoing Executive Director of the Marine Exchange, **Captain Dick McKenna**. **Captain Aschemeyer** lauded the work of the Harbor Safety Committee, such as writing and then reviewing the first Harbor Safety Plan in 1990-1991. **Captain McKenna** joined the Marine Exchange in 1993, was promoted to Executive Director in 2008, and **Captain Aschemeyer** discussed **Captain McKenna's** many years of dedicated and professional work at the Marine Exchange and on the Committee. **Captain McKenna** then addressed the Committee regarding the work, partnerships, and solutions that the Committee produced.

Chairman Strong invited **Mr. Coyne** to present an award to **Captain McKenna**. **Mr. Coyne** read an award of appreciation from the State of California to **Captain McKenna**.

Public Comments:

None.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the fifth of June, 2013 at the Port of Long Beach at 10:00 a.m.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 144th Harbor Safety Committee meeting at 10:52 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

April 3, 2013

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April 3, 2013

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In Appreciation of
Captain Richard B. McKenna
for his Service to California and the
Los Angeles/Long Beach
Harbor Safety Committee

March 21, 2013

Your membership on the Port and Navigational Safety Advisory Group improved maritime safety in Los Angeles/Long Beach (LA/LB) Harbor and served as a model for the Legislature in creating California's Harbor Safety Committees. You assisted in the creation and operation of Vessel Traffic Service LA/LB, a unique public/private partnership which added a much-needed layer of safety for vessels arriving at LA/LB Harbor. As Executive Director of the Secretariate to the LA/LB Harbor Safety Committee, you facilitated the work of this important body, providing additional layers of navigational safety and enhancing the protection of California's marine resources.

You have consistently demonstrated unsurpassed professionalism, leadership and dedication. Without hesitation, you accepted the most challenging and complex assignments and completed them to the highest professional standards. You were instrumental in elevating maritime safety and reducing the risk of a major marine oil spill. You are a credit to your community and the LA/LB Harbor Safety Committee. Your service is most appreciated by the State of California.

Thomas M. Cullen Jr.
Administrator
Office of Spill Prevention and Response
Department of Fish and Wildlife



State of California – Natural Resources Agency
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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



April 2, 2013

Captain John Z. Strong
Chairman
Los Angeles/Long Beach Harbor Safety Committee
c/o Jacobsen Pilot Service, Inc.
1259 Pier F Avenue
Post Office Box 32248
Long Beach, California 90832

Dear Captain Strong:

It brings me great pleasure to present you with the enclosed DVD entitled, *Bunkering, Best Practices*. This training video is the result of cooperative efforts from members of the Pacific States/British Columbia Oil Spill Task Force, including Alaska, British Columbia, California, Hawaii, Oregon and Washington, in conjunction with Maritime Training Services.

Bunkering Best Practices is the first new training video for bunkering operations in nearly twenty years and was made possible through the endeavors of the Los Angeles/Long Beach Harbor Safety Committee's co-authorship of the "Bunkering – Best Maritime Practice for the State of California" document. This document provided the framework for producing the video.

The video institutionalizes Best Maritime Practices for bunkering operations throughout the ports of the northeast Pacific including Hawaii. It will be an important training tool to enhance maritime safety, reduce the risk of a major oil spill and to elevate the protection of marine resources.

I commend your Committee's continual efforts to further our common goal of improving navigational safety and preventing the occurrences of intended oil spills in San Pedro Bay and beyond.

Sincerely,

Thomas M. Cullen, Jr.
Administrator

Enclosure: Bunkering Best Practices DVD