



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 SIXTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, October 2, 2013

The One Hundred and Forty Sixth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los Angeles administration building. **Chairman Strong** called the Meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined that there was a quorum present as listed below --

FOR THE PORT OF LONG BEACH

Cdr. Dan Kane

FOR THE TANKER OPERATORS

Capt... Norman George
(Crowley Petroleum Services)

FOR TUG & BARGE OPERATORS

Capt... Doug Houghton
(Harley Marine)

FOR ORGANIZED LABOR

(Absent)

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

Capt... Jim Jenkins, USCG

FOR THE CDF&G/OSPR

Mr. Mike Coyne

FOR THE CALIF. STATE LANDS
COMMISSION -
MARINE FACILITIES DIVISION

Robert Chatman

FOR COMMERCIAL FISHING

(Absent)

FOR THE PORT OF LOS ANGELES

Capt... Bent Christiansen

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt... Craig Flinn

FOR DRY CARGO VESSEL OPERATORS

Capt... Sam Jebananthan
(APL)

FOR THE CALIF. COASTAL COMM.

Mr. Jonathan Bishop

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

Mr. Brian Meux

FOR PASSENGER FERRY OPERATORS

Capt... Ray Lyman
(Catalina Express)

FOR NOAA/NOS

(Absent)

FOR THE U.S. NAVY

(Absent)

EXECUTIVE SECRETARY

Capt... J. Kipling Louttit
(MX-SOCAL)

FOR THE LONG BEACH PILOT
ORGANIZATION

Capt... John Strong

FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS

Mr. Dave Selga
(Chevron)

FOR PLEASURE BOAT OPERATORS

Mr. Dave Weil

FOR MARINE OIL TERMINAL OPERATORS

Capt... Mark Nielsen
(Tesoro)

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

(Absent)

FOR THE USACOE

(Absent)

FOR SHIP'S AGENT ORGANIZATION

Ron Kelly
(Transmarine)

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

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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 called on **Mike Coyne** to swear in two new primary members who were appointed by the Administrator: representatives for Tanker Operators and Recreational Boating; and for the Alternative Non-Profit Environmental member representing Orange County. The alternate for Tanker Operators remains vacant and applications are solicited. **David Weil** introduced himself as the Recreational Boating representative. **Mr. Coyne** asked **Mr. Weil**, **Capt. Norman George**, and **Mr. Raymond Heimstra** to stand and be sworn in. **Mr. Coyne** conducted the swearing-in ceremony and all three members answered the oath in the affirmative.

Chairman Strong had all members of the committee introduce themselves.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 145th Meeting on June 5, 2013. **Capt. Norman George** moved, seconded by **Mr. David Selga**, to accept and approve the Minutes of the 145th Meeting. The Motion carried unanimously by a show of hands from voting members present.

Capt. Louttit confirmed that a quorum was present.

ITEM II – OLD BUSINESS:

- (A) **Chairman Strong** called for subcommittee reports and briefed that he had received word from **Mr. Gerry Wheaton** that NOAA was unable to attend due to the federal government shut-down. **Chairman Strong** discussed that the NOAA Survey Ship FAIRWEATHER had been conducting a bottom survey of the harbor in response to the Committee's concern about underkeel clearance. **Chairman Strong** asked if the Coast Guard or Marine Exchange had any further information. **Capt. Louttit** reported that the Commanding Officer of FAIRWEATHER had reported to him that the ship been recalled to homeport due to the government shutdown, that the survey was incomplete, and that what was surveyed would undergo a quality assurance process by NOAA that would continue into 2014. It is unclear if FAIRWEATHER will be able to return to complete the survey after the shutdown is over. **Chairman Strong** said that his organization had contacted NOAA and requested FAIRWEATHER return to complete the survey.
- (B) **Chairman Strong** asked for an update on USCG Sector LA/LB Activities: **Capt. Jim Jenkins**, USCG reported:
- a. The Coast Guard continues its activities despite the federal government shutdown, in particular national security, and maritime safety and security activities. Some civilian employees were furloughed. Some training was postponed but port operations continue largely as before.
 - b. Work on Port Coordination initiatives continues so activities are conducted in the most efficient and effective manner possible, including the role of the first agency on-scene, the "on-scene coordinator," and how to work with agencies that follow to an incident.
 - c. There are technological initiatives such as the Virtual Ports program, funded by the Port Security Grant Program. This is important because there is no physical interagency operations center for the port complex. Virtual Ports will help share the common operating picture.
 - d. **Capt. Jenkins** reported on aids to navigation that had been discontinued.

(C) **Chairman Strong** called for an update on vessel traffic activities from **Capt. Louttit**, who reported:

- (1) There was 1 incident, 1 near miss, and 4 other incidents since the last meeting in April. None had a pilot aboard. The incident was a supply vessel that collided with an anchored tanker in the outside anchorages in clear weather during daylight. The near miss was a bulk carrier proceeding to outside anchorage through a fleet of fishing vessels anchored or drifting in the precautionary area during daylight but dense fog. This resulted in close quarters. The fishing vessels had to move out of the way; some had to weigh anchor to do so. There were 4 other incidents; all propulsion. 3 of these incidents were inbound LA and one outbound LB. The causes included an incorrect cam shaft position, loss of astern propulsion, need to replace a gasket, and fuel switching. It was common that vessels entering port were required to proceed to anchorage or have an extra tug standing by. These 6 incidents plus the previous 16 add to a total of 22 incidents in 2013. For comparison, there were 30 total in 2011 and 29 total in 2012, so we are on pace with the past.
- (2) **Capt. Louttit** provided a handout to accompany his traffic report since he covered 4 months of traffic. There were a total of 1,535 arrivals during June, July, August, and September, which were split pretty evenly between the 3 approach channels; 35% from the North (Santa Barbara Channel), 31% from the South (Panama Canal, Mexico, South America and San Diego), and 32% from the West through the Pacific Missile Test range. There were no highlights or anomalies, and these figures were consistent with April and May. There were a total of 1,490 departures during the 4 month period, and as with arrivals, there was a pretty even split; 31% from the North, 34% from the West, and 32% from the South. The only highlight was departures to the North were 5% higher than in April/May (27% average April/May and 32% June through September).
- (3) Regarding Navy Plead Ops: There are Plead Ops 3-4 days a week in the Pacific Missile Test Range. The Vessel Traffic Service has been working with the pilots and traffic to adjust traffic movement based on the Navy's operations.
- (4) At the request of NOAA, the Vessel Traffic Service has been advising inbound and outbound ships of whales in the area.
- (5) The narrowing of the traffic separation zone in the Santa Barbara Channel on 1 June 2013 didn't seem to have an effect on traffic patterns. Furthermore, there were no problems implementing this change and traffic is flowing smoothly using the new lanes.

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

- (1) The summer was quiet and uneventful.
- (2) There will be a West Coast Safety Summit 29-30 October 2014 in Napa, CA. HSC Committee Chairs including Columbia River, Puget Sound, and Hawaii will participate. Significant topics will be avoiding whale strikes and LNG bunkering, and there will be presentations by Chevron and Harley Marine respectively on these subjects. The new OSPR Administrator is interested in what technology exists to prevent oil spills and enhance safety of navigation. **Chairman Strong** will be attending and the committee is encouraged to provide him with any input.
- (3) The Tug and Barge Operations committee seat expires in December and OSPR hopes to receive an applications; announcement is forthcoming.

- (E) Update on California State Lands Commission Activities: **Capt. Laura Kovary:** Nothing significant to report.
- (F) Update on U.S. Army Corps of Engineers: No representative.
- (G) Update on NOAA/NOS: No representative.
- (H) Update on the Area Maritime Security Committee: **Capt. Jenkins** reported:
- 1) Regarding FEMA Port Security Grant awards, 9 local entities received a total of \$7.1 million in the 2013 Grant Round. Information as of this date includes LAPD for Port Security Trade Resumption Training and Exercise Program; LACOSD for CBRNE, vessel maintenance, and maritime training; LBPD for Training and Exercise Program; Lbfd for Night Vision Devices and Fireboat HazMat and CBRNE Detection and Telemetry; LB Container Terminal for Access Control, Communications, and Surveillance Systems; POLB for MDA system maintenance, CCTV enhancements, Cyber Security upgrades, electrical assessment and sonar equipment; and the Marine Exchange for MDA, Cyber, AIS, Security Fence and Lighting, Emergency Power, and Drills.
 - 2) The Coast Guard has an ever increasing focus on MTS Recovery Activities following Superstorm Sandy. An exercise and senior leadership seminar was held. Ongoing items include determining minimum capabilities to operate, such as power. Assessments will be done regarding power and pier faces.
- (I) Update on the California Coastal Commission: **Mr John Bishop** reported:
- a. There are two new clean boating videos posted at www.boatingcleanandgreen.com. Marina operators are requested to review the videos and add links to their web sites.
 - b. There is a new guidance document oriented toward oil and gas development applications. It provides information on requirements for proposals for oil and gas exploration onshore and offshore. Copies were provided and it is posted at www.coastal.ca.gov.

ITEM III - New Business:

(A) Sub Committee Reports:

- (1) S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
- (a) It was a quiet summer and Sub-Committee #1 will meet at 1330 Wednesday 2 October at the Marine Exchange.
- (2) S/C #2 (Planning & Outreach) – **Capt. Christiansen:** Nothing significant to report; did not meet and no meetings planned.
- (3) S/C #3 (Tug Utilization Group (TUG)) – Nothing to report; did not meet.
- (4) S/C #4 (Recreational Boats & Commercial Fishing Vessels) – Nothing to report; did not meet.

ITEM IV – NEW BUSINESS:

Chairman Strong commented that all matters were properly handled during the summer.

A question was asked regarding the collision between the supply vessel and anchored tanker. **Capt. Jenkins** responded that the investigation is ongoing and the Coast Guard will share more when it can at a future time and date. **Capt. Jenkins** said this incident reinforced the need to communicate following an incident so all appropriate assets and agencies respond at the right level, striking the right balance between response to the incident and diversion from other areas/missions/activities that might result in those areas being left unprotected.

Chairman Strong commented that the incident between the bulk carrier and the fishing vessels reminded him that the commercial fishing vessel seat is open. **Cdr. Ryan Manning** said the Coast Guard Commercial Fishing Vessel Safety Officer, **Mr. Mark Winn**, was advertising the vacancy, and **Mr. Winn** and the Coast Guard in Santa Barbara can push information to the commercial fishing fleet. **Chairman Strong** inquired of **Capt. Louttit** what actions the VTS took with respect to fishing vessels. **Capt. Louttit** responded that the VTS advised inbound/outbound participating vessels of smaller, non-participating vessels when appropriate.

Chairman Strong updated the committee on the Harbor Safety Plan Review Process. The process is documented and chapter custodians have been assigned. The intent is to create a living document on the web, making changes as they happen. There is a different process for substantive and non-substantive changes, with chapter custodians having the lead. For non-substantive changes such as phone number changes, chapter custodians will forward proposed changes to **Chairman Strong**, who will gain approval from **Mr. Mike Coyne**. For substantive changes, the process will follow the annual formal process.

Chairman Strong invited more New Business; there was none.

Public Comments:

None.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the Fourth of December, 2013 at the Port of Long Beach at 10:00 a.m. **Chairman Strong** thanked everyone for their work that made for a very productive year.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 146th Harbor Safety Committee meeting at 10:35 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

October 2, 2013

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