

**MINUTES OF THE ONE HUNDRED AND FORTY NINTH MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, April 2, 2014**

The One Hundred and Forty Ninth 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 11:00 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 PORT OF LOS ANGELES

Capt. Bent Christiansen

FOR THE LONG BEACH PILOT ORGANIZATION

Capt. John Strong

FOR THE TANKER OPERATORSCapt. Norman George
(Crowley Petroleum Services)**FOR THE LOS ANGELES PILOT ORGANIZATION**

Capt. Craig Flinn

FOR THE OFF-SHORE TERMINALS' MOORING MASTERSKen Graham
(Chevron Shipping Co.)**FOR TUG & BARGE OPERATORS**Capt. Doug Houghton
(Harley Marine)**FOR DRY CARGO VESSEL OPERATORS**

(Absent)

FOR PLEASURE BOAT OPERATORS

(Absent)

FOR ORGANIZED LABOR

(Absent)

FOR THE CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

FOR MARINE OIL TERMINAL OPERATORSSean Marchant
(Valero Marketing and Supply Co.)**FOR U.S. COAST GUARD SECTOR LA/LB**

Capt. James Jenkins, USCG

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR SANTA MONICA BAYMr. Brian Meux
(Santa Monica Baykeeper)**FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR LA/LB**Ray Hiemstra
(OC Coastkeeper)**FOR THE CDF&G/OSPR**

Mr. Mike Coyne

FOR PASSENGER FERRY OPERATORSCapt. Ray Lyman
(Catalina Express)**FOR THE USACOE**

(Absent)

FOR THE CALIFORNIA STATE LANDS COMMISSION – MARINE FACILITIES DIVISION

Capt. Laura Kovary

FOR THE NOAA/NOS

(Absent)

FOR THE SHIP'S AGENT ORGANIZATIONIon Bada
(Norton Lilly)**FOR COMMERCIAL FISHING**

(Absent)

FOR THE U.S. NAVY

(Absent)

EXECUTIVE SECRETARYCapt. J. Kipling Louttit
(MX-SOCAL)**ALTERNATES, MEMBERS OF THE PUBLIC, and OTHER PARTIES (SEE ATTACHED LIST)**

Chairman Strong welcomed everyone in attendance and thanked 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. The meetings will continue to be held in the Port of Los Angeles facility for the foreseeable future until the Port of Long Beach builds a new facility. **Chairman Strong** thanked everyone for their flexibility when the time of the meeting was changed to accommodate another event in the port, and recognized the former Executive Director of the Marine Exchange, **Capt. Manny Aschemeyer** for his attendance.

ACTION ITEMS:

Chairman Strong recognized **Mr. Coyne** for the swearing in of new or reappointed members; there were none at this time.

ITEM I - APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 148th Meeting on February 5, 2013. **Mr. Norman George** made a motion, seconded by **Capt. Jim Jenkins**, to accept and approve the Minutes of the 148th Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II - OLD BUSINESS:

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

- a. **Incident Reports:** There were 4 incidents since the last meeting, 2 in February and 2 in March. All 4 were propulsion. The 1st was a container ship inbound Los Angeles with a pilot aboard that lost propulsion and had a starting air problem. The vessel restarted the engine, tests were satisfactory, and the vessel entered port with an additional tug (total of 2 tugs). The 2nd was a product tanker inbound Long Beach inner anchorage. The vessel lost dead slow ahead capability while outside the breakwater and before the Long Beach pilot boarded. The vessel turned around, proceeded to sea, made repairs, and entered port with 2 tugs. The 3rd was a bulk carrier inbound Long Beach with a pilot aboard. The vessel lost all propulsion and then regained ahead propulsion but not astern propulsion due to fuel oil issues. The vessel diverted to inside anchorage for engine tests. When tests were satisfactory, the vessel proceeded to berth using 2 tugs. This morning was the 4th incident. It was a tanker at the entrance to the Southern Lanes which lost propulsion while switching fuel. The vessel restarted its engine and proceeded safely to an outside anchorage. These 4 incidents plus the 3 incidents in January makes 7 total incidents for 2014. For comparison, there were 5 at this time in 2013 and 6 at this time in 2012, so incidents are one or two above the pace of the past.
- b. **Traffic Report:** Capt. Louttit summarized a handout: **Arrivals.** There were 337 arrivals in February and 378 in March, which followed the usual pattern of being pretty evenly split between the 3 approach channels (North, South, and West), with West a little low, and South a little high. Arrivals from the North (Santa Barbara Channel): 111 ships in February and 119 in March (33% and 31%). From the West (through the NavAir Ranges): 97 in February and 102 in March (29% and 27%). From the South (South America, Panama Canal, Mexico, and San Diego): 123 in February and 148 in March (36% and 39%). The remainder from the Chevron Offshore Terminal in El Segundo (6 in February and 9 in March (2% for both months)). These figures are generally consistent with the past, but when we look at the full 10 month period of June 2013 through March 2014, arrivals from the North were trending down but turned up in February and March. Arrivals from the West were steady and then turned down in February and March. Arrivals from the South were up from 31% to 39% during the 10 month period. **Departures.** There were a total of 323 departures in February and 358 in March, and as with arrivals, there was a pretty even split: To the North, 89 ships in February and 118 in March (28% and 33%). To the West, 100 ships in February and 89 ships in March (31% and 25%). To the South, 127 ships in February and 138 ships in March (39 percent both months). The remainder departed to El Segundo, 7 in February and 13 in March (4% and 2%). These figures were consistent with the past, but departures to the North were trending down but had a jump up in March; departures to the West continued down over

the 10 month period from 37% to 25%; and departures to the South were up from 29% to 39%.

- c. **Whale advisories:** At the request of the National Marine Fisheries Service (NMFS), Vessel Traffic Service Los Angeles/Long Beach continues to advise inbound and outbound vessels of whales in Southern California Waters.

(2) Update on USCG Sector LA/LB Activities: **Capt. Jenkins**, USCG reported:

- a. The Local Notice to Mariners for November 2013 listed 8 aids to navigation in the Channel Islands that were proposed for reduction. Due to the significant number of comments received, the Coast Guard will hold “Listening Sessions” with NOAA and the Army Corps of Engineers regarding the proposed reductions. The dates of the “Listening Sessions” are to be determined, tentatively between May and mid-June. Further information will be promulgated when available so members of the public can participate and their input heard.
- b. The Gerald Desmond Bridge replacement project was originally permitted for a height of 209 foot minimum vertical clearance above mean high water. After that, the designed bridge height was reduced to 204 feet. Therefore, the permitting process is being reviewed, the new height needs to be posted in the Local Notice to Mariners, and then the permit reissued.
- c. The Commodore Schuyler F. Heim Lift Bridge replacement project continues. Updates will be posted in the Local Notice to Mariners and interested parties can also get information from Cal Trans.
- d. There was an incident where a Foss Tug noticed that the M/V FEARLESS was apparently dragging anchor in the Bravo anchorages. This vessel is under a ‘control action,’ which is the procedure the CG uses for vessels that do not meet standards. The CG does welfare checks and works with the owners to ensure the vessel is in good shape. The Coast Guard determined that the vessel had not dragged anchor, but rather had repositioned while the owner raised the anchor to check it, and the vessel drifted to a new location while the anchor was off the bottom. The Coast Guard thanks Foss Tug for their pro-active reporting. The Coast Guard will work with the owner of FEARLESS to improve procedures during ground tackle checks. The Coast Guard also will work on its maritime domain awareness of the barges and other vessels in the Bravo anchorages.

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

- a. The OSPR administrator, **Capt. Tom Cullen** is devoting a lot of time at meetings and hearings associated with safely shipping Bakken crude oil by rail.
- b. The OSPR administrator will be attending and speaking at the Electronic Navigation Conference that will be held at the California Maritime Academy on 3 April. Many interesting new concepts will be discussed, and Harbor Safety Committee members are encouraged to attend. These electronic navigation concepts can enhance navigation, and one of the questions to be answered is how electronic navigation may be able to replace physical buoys.

(4) Update on California State Lands Commission Activities: **Capt. Laura Kovary** reported:

- a. There was no damage to any facilities due to the 28 and 29 March earthquakes.
- b. Nicole Dobroski and Senior Environmental Scientist Chris Scianni made a presentation regarding the bio-fouling of vessels and the in-water cleaning of the bottoms of commercial vessels in California. Following the presentation there was a question and answer period.

(5) U.S. Army Corps of Engineers: No representative.

(6) Update on NOAA/NOS: No representative.

- a. **Chairman Strong** reported on behalf of **Cdr. Gerry Wheaton** that NOAA will continue to make PDF versions of charts available for free on the Internet due to positive public feedback.

(7) Update on the Area Maritime Security Committee: **Capt. Jenkins** reported:

- a. The Port Hueneme Port Security Committee received a \$940,000 Port Security Grant in 2013 to purchase geo-locational and visual detection equipment, and specialized equipment to aid first responders.
- b. The Port Hueneme Maritime Advanced Systems and Technologies (MAST) lab was tested in a recent offshore platform security exercise.
- c. Port Hueneme is preparing for an upcoming security exercise called Coastal Trident in June 2014. Most participation and focus will be Ventura County assets.
- d. There is focus and activity and Cyber Security. Many people and organizations are working on the challenge. The California Maritime Security Council and California OES had a State Cyber Security Task Force meeting in January 2014 in Oakland with 110 people attending and will meet again on 10 April at California OES headquarters in Sacramento. The ports of Los Angeles, Long Beach, Coast Guard, FBI, and Secret Service are meeting as well on threats, threat vectors, and responses. A contractor is working on a cyber-security drill that is scheduled for later in the spring of 2014. Coast Guard headquarters hosted a cyber-security tabletop exercise that Coast Guard Sector Los Angeles/Long Beach attended.
- e. At the last Area Maritime Security Meeting, the Long Beach Fire Department briefed a new computer-based training program regarding Marine Firefighting for Land-Based firefighters. This will help bring land-based expertise to the water. The Los Angeles County, Los Angeles City, and Long Beach Fire Departments are using the training to enhance their marine firefighting capabilities.
- f. Two new Long Beach Fireboats are under construction and will be delivered later in 2014, one in June and the other in November. This will increase marine firefighting capabilities including more water and foam pumping capacity, and the ability to operate in a CBRNE (Chemical, Biological, Radiological, Nuclear and Explosives) environment.
- g. The Long Beach Fire Department is building 2 new fire stations. Station 15 will come on line in 2017 and Station 20 in 2018.

- h. Sector Los Angeles/Long Beach hosted a tabletop firefighting exercise with 3 scenarios, vessel moored, vessel at anchor, and vessel at sea. The exercise was successful and the Coast Guard will publish it's after action report.
- i. The Coast Guard is continuing to work on coordination to ensure the great capabilities that exist in the port complex are used effectively. The Sector Command Center has been conducting On-Scene-Coordinator training. Areas of emphasis include communications, reports, and how to send the appropriate number of assets to small incidents, and how to coordinate assets in a large incident.
- j. There will be a NPREP (National Pollution Response Exercise Plan) exercise at Conoco Phillips 30 April – 2 May.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** was absent.
 - i. **Chairman Strong** briefed that Chapter 5 (Harbor Depths) and Chapter 6 (Contingency Routing) of the Harbor Safety Plan were updated and provided as read-aheads to the meeting. **Chairman Strong** requested **Cdr. Kane** add comments since he participated in the updates. **Cdr. Kane** briefed that the ports took the opportunity to look at all construction projects in the ports, and provide hyperlinks in the Plan to the project on the Ports' web sites, and that NOAA also provided input. **Chairman Strong** said that visiting the web sites is the only way to keep up with the projects since they are so dynamic. **Chairman Strong** called for a motion to approve Chapters 5 and 6 of the Harbor Safety Plan. **Capt. George** moved and **Cdr. Kane** seconded the motion. The motion passed unanimously by voice vote.
 - ii. The HSC Sub-Committee 1 meeting scheduled for the afternoon of April 2, 2014 is cancelled.
- b. S/C #2 (Planning & Outreach) – **Capt. Christiansen**: Nothing to report and no meetings anticipated.
- c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Hendricks**: Nothing to report.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative.

(2) Other:

- a. **Articulated Tugs and Barges (ATBs)**: **Chairman Strong** reported that he participated in an ATB seminar in Seattle with Crowley Maritime; pilot groups from the Columbia River, Puget Sound, and San Francisco; and tug assist crews. They worked on issues such as the master/pilot exchange. The seminar revealed a discrepancy in the Tug Escort Regulations that result from the regulations being written before ATB's existed (there were some ITBs (Integrated Tugs and Barges) at the time). The regulations were written for tugs towing barges, which are limited to 4 knots inside the sea buoy. ATBs are considered barges by the regulations, but because of their construction, ATBs have been

handled as ships and subject to an 8 knot speed limit rather than the 4 knot speed limit for barges; 4 knots could be considered unsafe as it doesn't provide sufficient steerage-way for an ATB. However, ships require tethered tugs, which are not practical for many ATB tug stern designs. **Chairman Strong** requested **Capt. Hendricks** convene the **Tug Work Group** to develop recommendations for amended regulations; **Capt. Hendricks** agreed.

ITEM IV – PUBLIC COMMENTS:

- (1) **Ms. Elizabeth Petras** of the National Marine Fisheries service thanked the Marine Exchange for advising all ships of whales in Southern California waters by radio, and pushing out other updates by e-mail and Twitter. **Ms. Petras** said that the NMFS plans more frequent updates so awareness is maintained. Mariners are requested to provide feedback on the utility of the information. NMFS is working on developing better information. **Chairman Strong** queried if whale strikes are declining. **Ms. Petras** responded that the data is unclear, which could be due to a lack of reporting and because some species do not float after being struck. **Ms. Petras** said the whale strike numbers are estimated to be low, less than 10 strikes per year.

ITEM V - ADJOURNMENT:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the 4th of June at the Port of

With no further business to discuss, **Chairman Strong** adjourned the 149th Harbor Safety Committee meeting at 11:47 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

April 2, 2014

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April 2, 2014

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