

**MINUTES OF THE ONE HUNDRED AND FIFTY-FIRST MEETING  
OF THE LA/LB HARBOR SAFETY COMMITTEE  
Wednesday, 1 October, 2014**

The One Hundred and Fifty-First Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the new Port of Long Beach administration building. **Chairperson Strong** called the Meeting to order at 10:08 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 OPERATORS**

Capt. Norman George  
(Crowley Petroleum Services)

**FOR THE LOS ANGELES PILOT ORGANIZATION**

Capt. Craig Flinn

**FOR THE OFF-SHORE TERMINALS' MOORING MASTERS**

(Absent)

**FOR TUG & BARGE OPERATORS**

Capt. Paul Hendricks

**FOR DRY CARGO VESSEL OPERATORS**

Capt. Sam Jabanathan  
Metro Ports

**FOR PLEASURE BOAT OPERATORS**

(Absent)

**FOR ORGANIZED LABOR**

(Absent)

**FOR THE CALIFORNIA COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL OPERATORS**

Capt. Mark Nielsen  
(Tesoro)

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

Capt. Jennifer Williams, USCG

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

(Absent)

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

(Absent)

**FOR THE CDF&G/OSPR**

Mr. Jon Victoria

**FOR PASSENGER FERRY OPERATORS**

Capt. Ray Lyman  
(Catalina Express)

**FOR THE USACOE**

Mr. Jim Fields

**FOR THE CALIFORNIA STATE LANDS COMMISSION – MARINE FACILITIES DIVISION**

Capt. Laura Kovary

**FOR THE NOAA/NOS**

(Absent)

**FOR THE SHIP'S AGENT ORGANIZATION**

Ion Badea

**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 and participation of Harbor Safety Committee of Los Angeles and Long Beach Harbor. He thanked **Vice Chairperson Norman George** for standing in as the Chairperson for the June 2014 meeting and expressed the Committee's appreciation and thanks to the Port of Long Beach for making their facilities available for this gathering.

**ACTION ITEMS:**

**ITEM I - APPROVAL OF MINUTES:**

**Chairperson Strong** called for approval of the minutes of the 150th Meeting on 4 June 2014. **Capt. Norman George** made a motion, seconded by **Cdr. Dan Kane**, to accept and approve the Minutes of the 150th Meeting. The Motion carried unanimously by a show of hands from voting members present.

**ITEM II - OLD BUSINESS:**

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

**Incident Reports:**

- a. There were 9 incidents since the last meeting, 4 in June, none in July, 3 in August and 2 in September. 8 were propulsion and 1 was the fire on pier 177 in Los Angeles. The 1<sup>st</sup> was a tanker inbound Long Beach with a pilot aboard. The vessel lost both generators due to an air conditioning issue. There was a 3 minute delay in the emergency generator starting. The vessel restored power to all 3 generators and entered port with escort tugs. The 2<sup>nd</sup> was a container ship inbound Los Angeles with pilot aboard that had no engine response due to a hydraulic issue. Propulsion was restored and the vessel entered port with 3 escort tugs. The 3<sup>rd</sup> was a container ship outbound Los Angeles with pilot aboard that had limited propulsion due a lube oil alarm. The vessel replaced a filter and proceeded to anchor. The 4<sup>th</sup> was a bulker outbound Long Beach with a pilot aboard. The vessel had a temporary loss of propulsion and was directed to an outside anchorage. The 5<sup>th</sup> was a container ship in the Northern Lane, 8.5 miles from Point Vicente, inbound to Los Angeles without a pilot aboard. The vessel lost both generators which resulted in a loss of propulsion. The cause of the generator casualty was a clogged strainer on one generator. The cause of the main engine failure was a "sticky" fuel pump. The vessel turned out of the lanes, drifted, made repairs, restored power, and entered port with 3 escort tugs. The 6<sup>th</sup> was a container vessel outbound Los Angeles, 4 miles offshore, after the pilot disembarked. The vessel lost propulsion due to a loss of lube oil to a cylinder. The vessel drifted offshore to make repairs, but the agent arranged for a pilot and 3 tugs that towed the vessel to outside anchorage. The 7<sup>th</sup> was a bulker proceeding to outside anchorage with no pilot aboard. The vessel improperly anchored between 2 anchorages. VTS directed the vessel to move to a proper anchorage. The vessel said it could not start its engine. The vessel said they had never operated on low sulfur fuel before. The vessel's agent arranged for a tug to assist the vessel to a proper anchorage location. The 8<sup>th</sup> incident was the pier fire that started on the evening of 22 September at pier 177 in Los Angeles, which is the Pasha break bulk cargo facility. The VTS worked with the Coast Guard and Los Angeles pilots to facilitate do an emergency dispersal of 3 ships (2 bulkers and a container vessel) that were near the fire and firefighting operations. The vessels were placed at outside anchorage. The VTS provided vessel schedules to the Coast Guard, assisted with development of the security zone, and informed vessels of the security zone. The VTS diverted ships to anchor that could not go to their berths due to the fire, and brought those ships into port when the berths were available. The 9<sup>th</sup> and final incident was a container ship inbound a Long Beach anchorage and the VTS noticed the vessel had stopped. VTS inquired and the vessel responded that it had propulsion issues. The vessel anchored, but too close to another vessel; VTS reassigned the other vessel to a different anchorage at a safe distance. While at anchor, the vessel with propulsion issues lost all power later in the evening. These 9 incidents, added to the 12 incidents reported

in June, makes a total of 21 incidents for 2014. For comparison, we had 22 at this time last year and 19 at this time in 2012, so we have 1 fewer than at this time last year, and 2 more than 2 years ago.

b. **Traffic Report:** Capt. Louttit summarized a handout he provided.

- i. **Arrivals.** There were 362 arrivals in June, 377 in July, and 374 in August, which followed the usual pattern of being pretty evenly split between the 3 approach channels (North, South, and West). Arrivals from the North (Santa Barbara Channel) were 141 ships in June, 140 ships in July, and 132 ships in August. This is 39% in June, 37% in July, and 35% in August. From the West (through Naval Air Ranges, also known as the Pacific Missile Test Range): 95 arrivals in June, 109 in July, and 104 in August. This is 26% in June, 29% in July, and 28% in August. From the South (South America, Panama Canal, Mexico, and San Diego): 120 ships in June, 121 in July, and 127 in August. This is 33% in June, 32% in July, and 34% in August. The remainder arrived from the Chevron Offshore Terminal in El Segundo, 6 ships in June, 7 in July, and 11 in August for 2% in June and July, and 3% in August. These figures are generally consistent with the past.
- ii. **Departures.** There were a total of 337 departures in June, 348 in July, and 351 in August, and as with arrivals, there was a pretty even split: To the North, 129 ships in June, 99 in July, and 123 in August. This is 38% in June, 28% in July, and 35% in August. To the West, 93 ships in June, 124 in July, and 94 in August. This is 28% in June, 36% in July, and 27% in August. To the South, 113 in June, 116 in July, and 127 in August. This is 34%, 33%, and 36%. The remainder departed to El Segundo, 2 in June, 9 in July, and 7 in August, which is 1% in June, 3% in July, and 2% in August.

c. **Other notes:**

- i. The waves and swells from Hurricane Marie in August disrupted the movements of 2 tankers and cargo handling operations at 2 terminals. Cruise ships in Long Beach would have been affected but there happened to be no cruise ships in port during the highest swells; the ships would have diverted to Los Angeles, whose cruise ship terminals are protected from the swells. The hurricane caused several breaches in the breakwater.
- ii. At the request of the National Marine Fisheries Service, the VTS continues to advise all inbound and outbound ships that there are whales in Southern California waters.
- iii. There was a whale entangled in a net on 2 September in the precautionary area. The VTS diverted an APL ship around the whale while disentangling operations were in progress. The ship was very cooperative and to be commended.

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

- a. Holiday boat parades are upcoming and marine event applications are being submitted. The Coast Guard expects to permit more than 10 parades over a 3 week period, with 800

different vessels and more than 100,000 spectators. The Coast Guard will deploy inspectors from its Prevention Department to parade venues to spot check for safety hazards for all of the boat operations. The Coast Guard looks for safety hazards, overloading, illegal charters, and unsafe electrical systems due to the Christmas lights. Recreational vessels are not authorized to charge for carrying passengers; doing so could result in a fine. A speed limit of 5 knots will be strictly enforced during the parades.

- b. The Eleventh Coast Guard District issued Marine Safety Bulletin #14-01 "Preventing Losses of Propulsion and Improving Fuel Switching Safety on 9 September 2014. The bulletin's purpose is increase awareness of recent loss of propulsion cases, provide general guidance based on lessons learned, and help prevent future cases. The bulletin is based on extensive analysis. The leading causes are general mechanical issues, lack of general maintenance, and air start problems including lack of sufficient air pressure.

(3) Update on OSPR Activities: **Mr. Jon Victoria**, standing in for **Mr. Mike Coyne**, reported:

- a. The West Coast Harbor Safety Committee Summit will be 28 October in Napa, CA.
- b. OSPR plans to host a Spill Prevention and Response Day on 4 November at a location to be determined in Southern California. A similar event was held in Richmond, CA and was very successful.

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

- a. **Capt. Kovary** introduced her new Assistant Division Chief, **Deborah French**.
- b. The "Prevention First" symposium will be 7-8 October. Topics include Tsunamis, MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards), Ballast Water and Bio-fouling, and Oil and Gas related topics. All are encouraged to attend.
- c. Article 5.0 is nearing the end of revisions and a draft is expected to be released for public comment in November. Bio-fouling regulations should be released for public comment about the same time, November or December. A Ballast Water Biennial report is due in January 2015 and that should be released as well.

(5) U.S. Army Corps of Engineers (ACOE): **Mr. Jim Fields** reported on damage to the breakwaters and dredging:

- a. **Mr. Fields** presented slides regarding damage to the Long Beach and Los Angeles Breakwaters due to the waves and swells from Hurricane Marie in August. A contract to repair the damage was awarded and work will begin shortly. There was damage to both the front and back sides of the breakwater. Repair will involve taking sections of the breakwater adjacent to the damage apart and rebuilding the sections so the rocks that comprise the breakwater are properly interlocked. Rocks that fell off the breakwater will be left where they lie at the bottom of the harbor to help stabilize the base of the breakwater and ensure more damage isn't done. The rocks range in size from 10-15 tons and some are as many as 30 tons. This is the worst damage in the breakwater's 80 year history. The biggest breach is on the Long Beach side of the middle breakwater and many new rocks will be required. Essentially all of the rocks on the front side of the breakwater adjacent to Los Angeles lighthouse are gone. Side Scan Sonar will be used to find rocks that fell to the bottom to ensure they are not a hazard to navigation. 5 firms

were offered the opportunity to bid on the contract, 4 firms submitted bids, and Conolly was awarded the contract for an amount up to \$12 million. There is further damage which will be left for now; repairs pending a future potential contract and funding. The letters written to the Army Corps of Engineers by local entities including the ports, Pacific Merchant Shipping Association (PMSA), and members of Congress helped the ACOE understand that repairing the breakwater was truly an emergency situation. During questions and answers it was confirmed that the timeline for the first phase of breakwater repair is approximately 3 months and during this time there will be some additional barge traffic with rocks coming from Catalina Island. It was clarified that a quick survey had been done for rocks displaced for the breakwater, and various options for additional Side Scan Sonar surveys were being discussed. **Mr. Fields** thanked the Coast Guard for their support by providing a helicopter overflight to view the breakwater at low tide soon after the storm. **Capt Williams** echoed **Mr. Fields'** comments that the letters sent to the ACOE helped get the contracting and repair process properly moving.

- b. Regarding dredging, high spots in the Port of LA and the LA River Estuary (which is critical to Catalina Express) will be dredged, but other work may slip due to funding limitations.

(6) Update on NOAA/NOS:

- a. **Chairperson Strong** reported that **Cdr. Gerry Wheaton** had retired and was being relieved by **Mr. Jeff Ferguson**. **Capt. Louttit** passed that **Cdr. Wheaton** had expressed his appreciation to the Committee for their support of his work on the Electronic Coast Pilot, and for the wonderful work of Sub-Committee #1.
- b. **Chairperson Strong** introduced **Mr. Sean Herron**, California Sea Grant Fellow at the Channel Islands National Marine Sanctuary, which is part of NOAA. **Mr. Herron** provided a brief on the "Vessel Speed Incentive Trial Program for the Santa Barbara Channel." The trial program ran from 1 July – 31 October 2014 and incentivized participating vessels \$2,500 per transit with the intent of slowing vessels down for cleaner air and whale protection. 32 ships from 7 shipping lines participated; there were more applicants than there was funding. Funding for the incentive was provided by the Ventura and Santa Barbara Air Pollution Control Districts, and private sources. **Mr. Herron** said it was hoped the program would continue. **Mr. Herron** showed a new "Whale Alert" mobile app for reporting whale sightings, and said that a new "Marine Shipping Working Group" that will report to the Channel Islands National Marine Sanctuary Advisory Council will be starting up after the end of 2014. **Ms. Elizabeth Petras** (NMFS) said that the "Whale Alert" app is the Pacific Ocean version of the successful app that is already in use in the Atlantic Ocean. The app is only available for iPhones at this time.

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

- a. There was an AMSC meeting on 8 August. At the meeting, the FBI announced the launch of a program called "Cyberhood Watch," which is similar to a neighborhood watch programs.
- b. There are still problems with UAVs flying in and around the ports. The City of Los Angeles has an ordinance that prohibits use; the City of Long Beach is working on developing a similar ordinance.

- c. A working group has been chartered to work on crewmember desertions, in particular from cruise ships.
- d. There has been a rise in the number of cases of Gypsy Moths to several a month. The cases are being handled by the Coast Guard and Customs and Border Protection.

**ITEM III - NEW BUSINESS:**

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

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that S/C #1 met in June and the next meeting will be 1 October 2014 at 1330 at the Marine Exchange.
  - i. The next meeting will discuss the Eleventh Coast Guard District’s Marine Safety Bulletin #14-01 that was discussed above, and the case of a container falling onto a bunker barge. **Mr. Herron** will discuss the Santa Barbara Channel voluntary speed incentive program.
  - ii. The question was raised if the Committee should discuss the fire at Pier 177 (the Pasha terminal). It was decided to defer discussion of the fire until a future meeting.
- b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Nothing to report and no meetings are planned at this time. As the Port of Los Angeles representative to the committee, **Capt. Christiansen** lauded the response to the Pier 177 fire and expressed thanks to all of those who fought and contained the fire.
- c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Paul Hendricks** reported that S/C #3 was still working on potential changes to standards of care regarding articulated tug and barge escorts as it relates to approach speeds and escort requirements. **Chairperson Strong** stated that the San Francisco Harbor Safety Committee was looking at the same issue.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative. **Chairperson Strong** stated that **Mr. Welch** retired from the Committee and thanked him for doing an excellent job. A replacement is being sought.

**ITEM IV – PUBLIC COMMENTS:**

- (1) **Ms. Petras** (NMFS) briefed that it was a very unusual summer and warmer water was bringing whale and turtle species to this area that are normally only seen in tropical waters. It does not appear that a strong El Nino will develop. NMFS held a science meeting 2 weeks ago and discussed matters such as whale locations along the West Coast and whale strike issues.
- (2) **Chairperson Strong** stated that he and **Mr. Chris Hogan** of Coast Guard Sector Los Angeles - Long Beach attended the Nationwide Harbor Safety Committee Conference Philadelphia, PA in August. **Chairperson Strong** said the conference was very valuable and recommended more members of the Committee attend. The next Nationwide HSC meeting will be in Portland, OR. **Chairperson Strong** said that many HSCs are now following what the stronger HSCs such as LA/LB, NY/NJ, and Houston are already doing, which improves safety nationwide. Other highlights of the Nationwide HSC Conference include:

- i. VHF-FM radio works when all else fails in an emergency situation, such as Super Storm Sandy.
  - ii. VADM Michel, Deputy Commandant for Operations, USCG, briefed that plans need to be “socialized” so industry, regulatory agencies, and the Coast Guard are integrated.
  - iii. The LA/LB HSC won HSC of the year in 2009. The San Francisco Bay HSC won this year, in part because of their safety and security work associated with the America’s Cup, and actions taken in wake of 2 bridge allisions.
  - iv. The upcoming West Coast HSC 28 October in NAPA, CA will be very beneficial and Committee members are encouraged to attend.
- (3) **Chairperson Strong** gave a brief overview of the Under Keel Clearance Study that is in progress with the Port of Long Beach, OSPR, Jacobsen Pilot Service (JPS), and Tesoro and Pier 121 users. NOAA, Scripps, and the Integrated Ocean Observing System (IOOS) have taken an active role in what they see as a national issue. Scripps will deploy a new wave buoy later in October to support the program. The new buoy will be placed at the North end of the separation zone of the Southern Traffic Lanes. The intent of the Under Keel Clearance program is to increase safety and reduce the chance of a vessel grounding by using science and technology. Wave, swell, and ship information will be entered into a computer model that can predict the pitch, roll, and resulting under keel clearance of large ships entering the Port of Long Beach.
- (4) **Capt. Christiansen** briefed that there was a meeting on air gap sensors with NOAA and Cal Trans on 17 October. It is expected that an air gap sensor will be installed on the Vincent Thomas Bridge.

**ITEM V - ADJOURNMENT:**

The next regular meeting for the HSC of LA/LB will be held on Wednesday, the 3 December 2014 at the Port of Los Angeles.

With no further business to discuss, **Chairperson Strong** adjourned the 151th Harbor Safety Committee meeting at 11:14 a.m. The meetings will return to the former practice of alternating between the Port of Los Angeles and Port of Long Beach now that both ports have facilities.

Respectfully submitted,

*Capt. J. Kipling Louttit*  
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

October 1, 2014

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October 1, 2014

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