



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FIFTY-FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 April 2015

The One Hundred and Fifty-Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los administration building. **Vice Chairperson Norman** called the Meeting to order at 9:58 a.m. **Chairperson Strong** had an excused absence. **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 U.S. COAST GUARD SECTOR LA/LB

Capt. Charlene Downey, USCG

FOR THE CDF&G/OSPR

Mr. Jon Victoria

FOR THE CALIFORNIA STATE LANDS
COMMISSION – MARINE FACILITIES
DIVISION

Capt. Laura Kovary

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

Ion Badea
Norton Lilly Intl.

FOR THE CALIFORNIA COASTAL COM
MMISSION

Mr. Jonathan Bishop

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

Absent

FOR PASSENGER FERRY OPERATORS

Absent

FOR THE NOAA/NOS

Jeffrey Ferguson

FOR THE U.S. NAVY

Absent

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX-SOCAL)

FOR THE LONG BEACH PILOT
ORGANIZATION

Absent

FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS

Capt. Marta Krogstad
(Chevron)

FOR PLEASURE BOAT OPERATORS

Absent

FOR MARINE OIL TERMINAL OPERATORS

Capt. Mark Nielsen
(Tesoro)

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

Mr. Garry Brown

FOR THE USACOE

Absent

FOR THE SHIP'S AGENT ORGANIZATION

Currently Vacant

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

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Vice Chairperson George welcomed everyone in attendance and thanked all for their interest in and participation on Harbor Safety Committee of Los Angeles and Long Beach Harbor. He thanked the Port of Los Angeles for making their facilities available for this gathering.

Vice Chairperson George recognized **Mr. Jon Victoria** (OSPR) for the swearing in of new or reappointed members. **Mr. Victoria** reported that there were none at this time.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Vice Chairperson George called for approval of the minutes of the 153st Meeting on 4 February 2015. **Capt. Christiansen** made a motion, seconded by **Capt. Craig Flynn**, to accept and approve the Minutes of the 153rd Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II - OLD BUSINESS:

(1) **Vice Chairperson George** called for an update on Marine Exchange vessel traffic service (VTS) activities from **Capt. Louttit**, who reported:

- a. **Incident Reports:** There were 5 incidents since the last meeting in February. Reportable incidents are only those that occur within the MX VTS area of responsibility outside the breakwater. The 1st was a container ship outbound in the Northern Lane 7 miles off Point Vicente which needed to stop to repair a fuel leak. The vessel moved out of the Northern Lane, drifted, made repairs, and continued. The 2nd was a tanker outbound in the Northern Lane 5 miles off Point Vicente that needed to stop to clear a fuel injector. Similar to the container ship in the 1st incident, the tanker moved out of the Northern Lane, drifted, made repairs, and continued. The 3rd was a tanker departing the Chevron offshore terminal in El Segundo which was taking on water in a ballast tank. There was no oil discharge. The vessel took a pilot and proceeded to a Long Beach inside anchorage for divers to make repairs. The vessel's drydock plug was repaired by divers with a new plug and torqued into place. No evidence of any damage to the surrounding area that caused the condition was reported. The 4th was a tug towing a barge and the tug lost one of its 2 engines. A second tug came and relieved the tow, and the 2 tugs and barge safely proceeded to Los Angeles. The 5th was a close-quarters situation between a roll-on/roll-off (ro-ro) ship inbound Long Beach with pilot aboard and a whale watch boat. The whale watch boat was the give-way vessel per the rules of the road. The ro/ro sounded the danger signal, the vessels conversed on channel 13, both vessels took evasive action, and there was no collision.
- b. **Traffic Report:** **Capt Louttit** referred to a handout.
 - i. **Arrivals.** There were 328 arrivals in February, which varied slightly from the usual pattern of being pretty evenly split between the 3 approach channels, North, West, and South. Arrivals from the North were the usual 33%, but arrivals from the West were down to 19% and arrivals from the South up to 46% as follows: arrivals from the North (Santa Barbara Channel) were 107 ships, which was 33%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 61 ships, which was 19%; arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 151 ships, which was 46%; and the remainder were the 9 ships that arrived from the Chevron Offshore Terminal in El Segundo, which was 3%.

- ii. **Departures.** There were a total of 254 departures in February, and as with arrivals, they varied from the usual roughly even split between the 3 departure channels. Departures to the North and West were down, and departures to the South were up, as follows: departures to the North were 70 ships, which was 28%; departures to the West were 55 ships, which was 22%; and departures to the South were 117 ships, which was 46%. The remainder were 12 ships that departed to El Segundo, which was 5% and a little higher than the usual 2-3%.
- iii. The Marine Exchange is presently unable to determine if the shift in the North, West, and South patterns is due to the Emissions Control Area extending from 24 miles to 200 miles on 1 January 2015, congestion, something else, or a mix of factors. The Marine Exchange will continue to watch, monitor, and report.
- iv. The traffic counts in 2015 are lower than 2014 thus far in the year.

c. Other notes:

- i. The Marine Exchange has been managing congestion since October. The highest congestion vessel counts were all in February. The highest total congestion count was 36 total vessels at anchor, the highest congestion container ship count was 28, and the highest congestion bulk ship count was 9. Other ship types were affected to lesser levels with the exception of passenger ships which never had a ship anchor. In addition to the congestion ships at anchor, there were 3-12 *more* ships at anchor every day for all of the usual reasons ships are at anchor, including bunkers, tank and hull cleaning, repairs, inspection, CG Captain of the Port hold, etc. Due to the close cooperation of the VTS, Pilots, and Coast Guard, there were zero incidents with these vessels, and the MX VTS continues to monitor and direct the traffic so the anchorages and ports continue to be incident free. The ships have been very cooperative, and everything is safe, secure, efficient, reliable, and environmentally sound.
- ii. At the request of the National Marine Fisheries Service, the MX VTS continues to advise all inbound and outbound ships that there are whales in Southern California waters and ships should take appropriate precautions.

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

- a. The Ports and Waterways Safety Assessment (PAWSA) of the Los Angeles and Long Beach port complex being planned, invitations are being sent, and contracting is being done. The survey and workshop phases are expected to be late summer 2015.
- b. With the congestion in the port declining, things are returning to normal.
- c. Containers falling into the water continue to be a concern, and all are requested to be alert to make container operations as safe as possible.
- d. There has been an increase in requests for permits for marine events.
- e. The Coast Guard issued Marine Safety Information Bulletin (MSIB) 03-15 following two incidents where aircraft towing banners collided with parasail rigs aloft that were being towed by small passenger vessels. Fortunately there were no passenger injuries, only property damage, but the incidents could have resulted in serious injury or a fatality. The MSIB outlines applicable regulations and provides guidance to promote safety of parasailing while

operating with passengers aloft in the vicinity of banner tows or other aircraft operations. More information is expected to follow.

- f. There is no over-water work on the Gerald Desmond Bridge replacement at this time.
- g. Work on the Commodore Heim Bridge will increase in June and it is expected that the bridge will be closed in July for removal. More details are in the Local Notice to Mariners.

(3) Update on OSPR Activities: **Mr. Jon Victoria** reported:

- a. There was a small bunker oil spill and all are encouraged to review the Bunker Video which can be found on the OSPR web site (<https://www.wildlife.ca.gov/OSPR/Marine-Safety>).

(4) Update on California State Lands Commission Activities: Bio-fouling regulations are out for comment. There will be a public hearing 14 May 2015 at the Port of Long Beach.

(5) Update on California Coastal Commission (CCC) Activities: Nothing to report.

(6) U.S. Army Corps of Engineers (ACOE): No representative or report.

(7) Update on NOAA/NOS: **Mr. Jeff Ferguson** reported:

- a. The NOAA Hydrographic Services Review Panel (HSRP) will be held in Long Beach 8-10 April. This is a public meeting and all are encouraged to attend.
- b. The NOAA Ship FAIRWEATHER's data from the fall 2013 bottom survey will be on new nautical charts soon. Advance copies will be sent to primary users/stakeholders for final review soon.

(8) Update on the Area Maritime Security Committee: **Capt. Downey** reported:

- a. The last AMSC meeting was on the morning of 4 February at the Port of Long Beach.
- b. Coast Guard Air Station Los Angeles will be relocating from its current location at Los Angeles International Airport to a forward operating base at Naval Base Ventura County at Point Mugu. Air station personnel will be transferred to San Francisco and deploy from there to Point Mugu on a rotating basis. The first aircraft will depart in July and the changeover will occur during the course of a year. There will still be response capability in this area.
- c. The U.S. Marine Corps will be conducting a pre-deployment certification exercise 17 April from 12-6 p.m. at the Ellen Oil Platform off Huntington. The Coast Guard will provide notice by radio broadcast and Local Notice to Mariners. There will be no impact to vessel traffic. This is part of a broader series of exercises in California and Arizona that place Marines in challenging and unfamiliar environments prior to deployment.

ITEM III - NEW BUSINESS:

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

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that the Sub-Committee met in March and is currently meeting every other month, which matches workload. The next meeting will be 6 May at the Marine Exchange.

- i. The annual Harbor Safety Plan (HSP) review is in progress. Chapter 5, “Harbor Depths, Channel Design and Proposed Construction and Dredging” has both substantive and non-substantive changes. Due the substantive changes it will require Committee vote and approval. **Cdr. Kane** drafted most of the changes, which largely include changing names of projects in the ports, and changes to the methodology for conducting soundings in the Ports.
 - ii. There has been a lot of work on updating approximately 6 other chapters of the HSP, but no changes/updates thus far are substantive. HSP Chapter Captains are requested to give any final recommended changes to **Capt. Betz** so they can be discussed at the 6 May Sub-committee meeting. With this action, the annual review can be completed at the June Committee meeting. PDF versions of the document will be posted to the Marine Exchange Web site, and Word versions will be maintained so changes can easily be made in the future, and configuration control can be maintained. Contact **Steve Chesser** at the Marine Exchange for more information.
 - iii. **Vice Chairperson George** called for a motion to approve the revision to Chapter 5. **Cdr. Kane** made a motion, seconded by **Capt. Christiansen**, to accept and approve the revision to Chapter 5. The motion carried unanimously by a show of hands from voting members present.
 - iv. **Vice Chairperson George** commented that the new annual update process to the HSP seems to be working effectively.
 - v. **Vice Chairperson George** is working on his review of the Vessel Operating Procedures and Acronyms sections of the HSP.
- b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Nothing to report and no meetings are planned at this time.
 - c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Doug Houghton**: Nothing to report and no meetings are planned at this time.
 - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative.
- (2) **Vice Chairperson George** queried **Mr. Victoria** for a status of the tug escort speed letter. **Mr. Victoria** said the matter was with **Mr. Mike Coyne** (OSPR).

(3) **ITEM IV – PUBLIC COMMENTS**

- (1) **None.**

ITEM V - ADJOURNMENT:

The next regular meeting for the HSC of LA/LB will be held on Wednesday, 3 June 2015, 9:30 a.m. gathering and 10:00 am meeting, at the Port of Long Beach building.

With no further business to discuss, **Vice Chairperson George** adjourned the 153rd Harbor Safety Committee meeting at 10:23 a.m.

Respectfully submitted,

//signed//

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

April 1, 2015

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April 1, 2015

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April 1, 2015

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