



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-SIXTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 October 2015

The One Hundred and Fifty-Sixth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Chairperson Strong** called the meeting to order at 10:01 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,
Ret.)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Craig Flinn

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

Capt. Kenneth Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Capt. Paul Hendricks
(Foss)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

FOR PLEASURE BOAT OPERATORS

Mr. Dave Weil

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inlandboatmen's Union of the
Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. Sean Marchant
(Valero)

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

Capt. Charlene Downey, USCG

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

Absent

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

Mr. Garry Brown

FOR THE CDF&G/OSPR

Mr. Mike Coyne

**FOR PASSENGER FERRY
OPERATORS**

Capt. Ray Lyman

FOR THE USACOE

Mr. Jim Fields

**FOR THE CALIFORNIA STATE
LANDS COMMISSION -**

FOR THE NOAA/NOS

**FOR THE SHIP'S AGENT
ORGANIZATION**

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**MARINE FACILITIES
DIVISION**

Absent

Mr. Jeffrey Ferguson

Mr. Ronald Kelly
(Transmarine)

FOR COMMERCIAL FISHING

Absent

FOR THE U.S. NAVY

Mr. Albert Rosales
(NWS Seal Beach)

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 in and participation on the Harbor Safety Committee of Los Angeles and Long Beach Harbor. He thanked the Port of Long Beach for making their facilities available for this gathering, and had everyone in attendance introduce themselves.

Chairperson Strong commented that it had been a quiet summer other than the tsunami, and stated that this can be attributed, at least in part, to the good work of the Committee.

Chairperson Strong recognized **Mr. Mike Coyne (OSPR)** for the swearing in of new or reappointed members. **Mr. Coyne** administered the oath to **Mr. Eric Bland**, Representing Organized Labor.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for approval of the minutes of the 155th Meeting on 3 June 2015. **Capt. Christiansen** made a motion, seconded by **Capt. George**, to accept and approve the Minutes of the 155th Meeting. The motion carried unanimously by a voice vote from voting members present.

ITEM II - OLD BUSINESS:

(1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:

- a. **Incident Reports:** there were 13 incidents since the last meeting in June, which makes a total of 22 incidents for the calendar year. There were 21 total incidents in 2014, so we have had more incidents this year than last year. The 1st incident since the June HSC meeting was a tanker outbound in the Western lanes with no pilot aboard that developed controllable pitch propeller issues. The vessel drifted and attempted repairs that were unsuccessful. The vessel returned to an outside anchorage with 1 assist tug. The 2nd was an allision between an Articulated Tug and Barge (ATB), and a Derrick Barge with Dump Scow in Los Angeles harbor. The ATB moored safely. The 3rd was a wood chip carrier inbound Long Beach for an inside anchorage with a pilot aboard. A fuel pump issue limited the vessel to dead slow ahead and no astern propulsion. The vessel diverted to an outside anchorage for repairs. The 4th was a container ship inbound Los Angeles with a pilot aboard. The vessel had no astern propulsion. The vessel proceeded to berth with 3 assist tugs. The 5th was several mayday calls the MX VTS heard on VHF-FM channel 11. The MX VTS responded to the calls with no response. Sector LA/LB directed MX VTS to do Urgent Marine Information Broadcasts

(UMIBs) on Channel 11 for 3 hours and then suspended. The 6th was a general cargo ship inbound Los Angeles with a pilot aboard. The vessel lost astern propulsion and continued to berth using 3 assist tugs. The 7th was a container ship inbound Los Angeles without a pilot aboard. The ship lost its generator and propulsion. The pilot boarded, the ship made repairs, and the vessel proceeded to berth using 2 assist tugs. The 8th was a tanker inbound Long Beach with a pilot aboard that lost propulsion due to a cooling issue. The vessel made repairs and proceeded to berth using 2 assist tugs. The 9th was a motor yacht proceeding outbound in the inbound Northern Traffic lane. This is a violation of Rule 10 regarding traffic separation schemes. The MX VTS notified 2 inbound ships of the hazard that diverted. The MX VTS called the motor yacht on VHF-FM channels 13, 14, and 16 without response. This is a violation of the MX VTS User Requirements, where vessels more than 20 meters are required to maintain a listening watch on channel 14 and respond when hailed. The MX VTS requested CG Sector LA/LB hail the vessel. The vessel answered the Coast Guard's call and exited the traffic lane. The 10th was a bulk carrier outbound to the North with no pilot aboard. The vessel reported oil in the fuel pump, diverted from the traffic lanes, drifted, made repairs, and departed. The 11th was a tanker inbound Long Beach with no pilot aboard that lost astern propulsion. The vessel made repairs and was directed to an outside anchorage. The 12th was the tsunami of 16-17 September. The MX VTS worked with port partners to make notifications. Chevron sortied vessels from the offshore terminal in El Segundo and Catalina Express also sortied vessels. The MX VTS held up inbound traffic for 30 minutes per Coast Guard Captain of the Port direction during the arrival of the 6" tsunami and then traffic resumed normally. There were no incidents and all vessels performed magnificently. The 13th and final incident since June was a container ship outbound to the North with no pilot aboard. The vessel needed to replace a motor on the engine, diverted from the traffic lanes, drifted, made repairs, and departed.

i. *Executive Secretary Note: When preparing these minutes I determined that the 1st two incidents reported above were also reported at the June meeting and are in the minutes. Thus, there were 11 incidents, not 13, since the last meeting in June, but the total of 22 for the year is correct. Regret clerical double-count.*

b. **Traffic Report:** Capt. Louttit referred to a handout and summarized the 5 months of data:

i. **Arrivals.** Arrivals for May through September ranged from a low of 363 in September to a high of 384 in August. For comparison, the average arrivals per month is 365 ships. Arrivals from the North (Santa Barbara Channel) ranged from a low of 145 ships in June to a high of 164 ships in both May and July, which is a range of 39% to 45% and average of 40% for the year. This is a significant change from the average of 34% in both 2013 and 2014. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) ranged from a low of 74 ships in May to a high of 88 ships in August, which is a range of 20% to 23%. This is a decrease arrivals from the West from 31% in 2013 and 28% in 2014. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) ranged from a low of 116 ships in September to a high of 133 ships in June and August. The percentages ranged from a low of 32% in September to a high of 36% in June, which is roughly in line with the average of 33% in 2013 and 36% in 2014. The remainder were the 4-8 ships per month that arrived from the Chevron Offshore Terminal in El Segundo, which was 1% - 2%.

ii. **Departures.** Departures ranged from a low of 326 in September to a high of 358 in August. Departures to the North ranged from a low of 128 ships in June to a high of 159 ships in August, which is range of 38% to 44% and an average of 37%. By comparison, 31% departed to the North in 2013 and 32% in 2014, so more ships are departing to the North than before. Departures to the West ranged from 71 ships in

September to 95 ships in July. This is a range of 22% in August and September to 27% in May and July with an average for the year of 24%. Departures to the West are therefore down from 34% in 2013 and 30% in 2014. Departures to the South ranged from 109 ships in May to 117 ships in July. This is a range of 31% to 34% and an average of 37% for the year. This is roughly in line with 33% in 2013 and 36% in 2014. The remainder were the 4-7 ships that departed to El Segundo, which is 1%-2% and consistent with the past.

c. **Other notes:**

- i. At the request of the National Marine Fisheries Service, we continue 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. **Capt. Williams** sends her regards from Channel Islands.
- b. The season for holiday boat parades is approaching. The Coast Guard expects to permit 10 parades over a 3 week period, which will include 800 vessels and 100,000 spectators. The Coast Guard intends to spot-check vessels for violations such as unsafe general safety hazards including illegal charters, electrical systems (in particular related to holiday lights), number of passengers related to vessel capacity, 5 knot speed limits, and recreational vessels improperly carrying passengers for hire.
- c. Spiny lobster season is here and other fishing operations are taking place. Mariners are reminded to keep a sharp lookout for traps, pots, and other gear that may find its way into to transiting areas. The Coast Guard is working on safety bulletins and other outreach efforts to remind fishermen to be careful when placing gear, but they could still become obstructions.
- d. An interim rule was recently signed, which will be published for public comment, and ultimately become a final rule in the Code of Federal Regulations, establishing a 500 yard security zone around any vessel receiving an escort by one or more Coast Guard, state, or local asset within the Captain of the Port Zone of Los Angeles and Long Beach, CA. This rule is intended to provide response assets in the area the time necessary to adequately respond to security threats to vessels of interest, including but not limited to cruise ships, vessels carrying certain cargos, and any other transit requiring escort. The rule allows for passing traffic to transit through the zone, if needed, due to limited waterway maneuverability, and if proper arrangements are made through the Captain of the Port or their on-scene representative. Further updates will be provided once the rule has been published for the comment period, which is expected to be in the near future, once it has been posted to the appropriate docket.
- e. The next topic has been previously reported at previous meetings, but needs reporting again because, since 8 Oct 2014, there have been 6 incidents of containers falling into the water, the most recent incident being 16 September 2015. While there have been no reported injuries or significant pollution incidents associated with these mishaps, many have caused disruptions to vessel traffic while the containers are recovered. Facilities have reported that the primary factors seem to be operator error and equipment malfunction, primarily with locking equipment not disengaging properly. Terminals have begun modifying operating plans to reduce the risk of container stacks being knocked over. Additionally, if the terminal determines that the crane operator is at fault, the operator is banned from the facility. The Coast Guard is working with facility representatives to determine whether there are cooperation efforts among the ports' facilities.

- f. **Capt. Louttit** mentioned the tsunami; recently our port was under a tsunami advisory due to an earthquake off Chile. The Coast Guard thanks our port partners, in particular the Marine Exchange, Los Angeles Pilots, and Jacobsen Pilot Service (Long Beach Pilots), for their quick action and cooperation in preparing arriving and departing vessels for the potential impact. The Coast Guard understands that this happened on a busy traffic day during the peak morning traffic hours. Ultimately the effects were minimal, but it was a great exercise in planning and cooperation for future incidents.
- g. Beginning on 29 October 2015 and continuing through 8 November 2015, the Navy will be conducting a minesweeping exercise outside the waters of Alamitos Bay and Seal Beach. This exercise will involve multiple naval vessels simulating minesweeping missions at various times during the day. The Coast Guard will be establishing a safety zone to protect commercial and recreational traffic during the operations. The Orange County Sheriff's Department will be on scene while the zones are in place to assist boaters transiting the area. Impact to commercial traffic is expected to be minimal but there are potential impacts to recreational vessels, in particular those heading to and from Huntington Harbor and Seal Beach. The Navy is working with the Coast Guard and Orange County Sheriff's Department regarding public outreach.
- h. Coast Guard Sector LA/LB, with the support of Coast Guard Headquarters and the project contractor, Econometrica, Inc., held a Ports and Waterways Safety Assessment (PAWSA) workshop at the Renaissance Hotel in Long Beach on 19-20 August 2015. There was great representation of various maritime stakeholders in attendance, including Jacobsen Pilot Service (Long Beach Pilots), Los Angeles Pilots, OSG Ship Management, Matson, Army Corps of Engineers, NOAA, Harbor Breeze Cruises and Whalewatching, recreational boaters, Crowley Marine, Harley Marine, Coast Guard Station Los Angeles/Long Beach, Coast Guard Aids to Navigation Team Los Angeles/Long Beach, Princess Cruises, Catalina Express, and Marine Exchange. The workshop evaluated baseline risk, mitigation effectiveness, and proposed mitigation ideas for the following risk categories: vessel conditions, traffic conditions, navigational conditions, waterway conditions, immediate consequences, and subsequent consequences. I'm happy to report that the workshop found that the majority of our risk categories are being addressed to the best of our abilities, bringing the risk level to green. Areas of concern were related to commercial fishing vessel quality, small craft quality, waterway dimensions, and economic impact of a major port incident. The final report is still under development by the contractor, but once it is completed it will be provided to workshop participants and then it will be available to the public. Lieutenant Commander Brandon Link, USCG, will also provide a presentation on the workshop and its results once the report has been finalized, hopefully for the next Harbor Safety Committee meeting in December.
- i. From the Coast Guard Eleventh District (Alameda) Bridge Branch:
 - i. Regarding the Shuyler Heim Bridge replacement project, CALTRANS plans to remove the existing draw span starting this month. The Coast Guard District Bridge Branch will send a letter to CALTRANS, copying the Sector LA/LB Waterways Office, approving the schedule and temporary impacts to navigation. On 12 October 2015, CALTRANS plans to cut power to the draw span, which will leave the span in the closed to navigation position, leaving approximately 30 feet of vertical clearance at mean high water. From 25 October to 25 November 2015, CALTRANS will install falsework from bank to bank. The falsework will provide approximately 5 feet of vertical clearance at mean high water. The falsework will be marked at night with steady burning red lights.

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

- a. OSPR is making final plans for the West Coast Harbor Safety Committee Summit, which will be held 21-22 October 2015 at the Declan Suites Hotel in San Diego. The Summit brings together the chairs of the West Coast Harbor Safety Committees, including Washington State, Oregon, and Hawaii. It's an open meeting, there is no fee, it's open to the public, and anyone who would like to attend is invited. The focus will be prevention of oil spills and enhancing of navigational safety.
- b. For the first time in OSPR's history, they have been called to help with California's wildland fires. Due to the number of major fires, OSPR personnel have been called to help supplement the workforce, which is a testament to OSPR's development as a response agency.
- c. **Chairperson Strong** commented that he would be representing the LA/LB Harbor Safety Committee at the West Coast HSC Summit, and if anyone has input they would like **Chairperson Strong** to include in his report, send it to him.

(4) Update on California State Lands Commission Activities: No representative or report.

(5) U.S. Army Corps of Engineers (ACOE): **Mr. Fields** reported that:

- a. The initial emergency repairs to the breakwater were completed in February, 2015, and on 30 September 2015, the USACOE awarded the next breakwater repair contract, which will address the next set of most severe repairs to be addressed. The contract was awarded to Connolly Pacific, a local contractor, for a little over \$9 million so far. This contract has an additional \$7 million that can be awarded for repairs. This will bring the breakwater to almost original condition. The repairs will address the Middle and Long Beach Breakwaters. The part that has been awarded so far is near the bend of the Middle Breakwater and the head of the Long Beach Breakwater. The biggest repairs will be started first.
- b. Maintenance dredging at the Port of Los Angeles and LA River Estuary was completed. 150,000 cubic yards of material was removed from the POLA high spots and the channel is now registered at 53 feet or deeper. The LA River Estuary was deepened to minus 25 feet to minus 21 feet depending on the section. This was almost a complete clean out of the entire channel, except for 2 spots the Corps could not dredge because it didn't have anywhere to put contaminated material.
- c. The USACOE awarded the contract for the repair of the head of the Seal Beach Naval Weapons Station East Jetty. The repairs are scheduled to start in the spring of 2016. This is intended to let any movement due to winter storms happen, and then repairs will take place. The Navy is looking for addition additional funds to repair additional damage to the structure. The contract was awarded to Curtin Maritime.

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

- a. The AMSC last met 12 August 2015. The committee voted to commission a Cyber-Security Sub-committee. Both the Coast Guard and FBI will lead the group, and further information will be provided as the work of the committee progresses.
- b. FY-2015 FEMA Port Security Grants awards were announced. 46 projects were submitted which totaled \$17.2M. They were vetted and prioritized by the AMSC Grant Sub-Committee and then the AMSC. This port complex was awarded \$10.2 million, the second largest award nationally, behind the port complex of New York and New Jersey. This was very good news.
- c. The AMSC held its annual Port Protector Exercise from 15-17 September. The exercise included 4 events preceded by an equipment display. Events featured breaches of security at

Wallenius Wilhelmsem Auto Importers, Tesoro Petroleum, National Gypsum, a railcar-based IED Bomb Squad Event, and interdiction of 2 inbound rogue vessels carrying chemicals of illegal mass destruction precursors. During this period there was an actual bomb threat in the POLB that was properly responded to by all of the right people. Lessons learned are being developed and drafted, and will be finalized at an upcoming after-action conference. **Chairperson Strong** stated that he had not heard of any commercial impacts to the port...well done.

- (7) Update on NOAA/NOS: *Mr. Ferguson was skipped over in the meeting sequence and actually spoke after public comment.* **Mr. Jeff Ferguson** reported:
- a. The Channel Islands National Marine Sanctuary Advisory Council continues to explore shipping management options around the Channel Islands to reduce the risk of strikes on whales while maintaining safe passage around the islands. **Capt. Louttit** is on the working group, which is meeting today and tomorrow.
 - b. Electronic nautical chart for LA/LB Harbor was updated a few months ago. The raster product lagged behind and some people noted differences between the 2 charts, such as depths. Chart 18751 was updated and should be available the end of this week. Chart 18749 will follow a week later. If you see any problems, notify **Mr. Ferguson**.
 - c. The new version of Coast Pilot Seven will come out in December, which will clean up all page numbers and formatting issues in the electronic version. If you have any changes that should be incorporated, contact **Mr. Ferguson** before 1 November.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that the next Sub-Committee meeting will be at the Marine Exchange at 1330. The agenda was sent a week ago. The 2015-2016 Harbor Safety Plan review process will be started at the meeting, with chapter assignments.
- b. S/C #2 (Planning & Outreach) – **Capt. Christiansen**: Nothing to report.
- c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Jeff White** reported the TUG group was working on language for OSPR and the California Code regarding Articulated Tugs and Barges. The TUG group plans to work on this with SC #1 as well. **Chairperson Strong** added that OSPR's feedback was that more specifics need to be developed. The draft letter in the meeting package will be discarded and not voted on. **Chairperson Strong** thanked **Capt. White** for his efforts.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – **Mr. Weil** reported that he had participated in the PAWSA workshop and that it was very productive, and commented that he appreciated that the NTSB in town doing work with respect to mixed-use waterways.

ITEM IV – PUBLIC COMMENTS

Mr. Barry Strauch (NTSB) stated that he and **Mr. Larry Bowling** (NTSB) were in town as part of a "thought-gathering" mission regarding mixed-use waterways and associated safety. There will be a follow-up meeting on 22 March 2016 in Washington, D.C. that will be webcast. They are doing similar work in Chicago.

Mr. Coyne noted that there were several members in the audience who had been previously appointed but had not taken their oaths. **Mr. Coyne** administered the oath to **Mr. Garry Brown**, Representing the Non-Profit Environmental Protection Organizations for LA/LB Harbor, and **Capt. Mark Coyne**, Alternate Representing the Long Beach Pilot Organization. **Mr. Coyne** requested these individuals see him to sign their oaths.

ITEM V - ADJOURNMENT:

Capt. Louttit stated that due to room availability, the December 2015 HSC meeting will also be in Long Beach. The next regular meeting for the LA/LB HSC will be held on Wednesday 2 December, 2015, 9:30 a.m. gathering and 10:00 am meeting, at the Port of Long Beach building.

The February 2016 HSC meeting will be in the Port of Los Angeles building at 12:00PM so as to not conflict with the Area Maritime Security Committee Meeting, which is 9:30-11:30 AM.

With no further business to discuss, **Chairperson Strong** adjourned the 156th Harbor Safety Committee meeting at 10:40 a.m.

Respectfully submitted,

//signed//

Capt. J. Kipling (Kip) Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

October 7, 2015

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October 7, 2015

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LA/LB HARBOR SAFETY COMMITTEE

October 7, 2015

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