



# 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-SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 2 December 2015

The One Hundred and Fifty-Seventh 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 9:59 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,  
retired)

**FOR THE LOS ANGELES PILOT  
ORGANIZATION**

Capt. Craig Flinn

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

Capt. Kenneth Graham  
(Chevron)

**FOR TUG & BARGE  
OPERATORS**

Mr. Andre Nault  
(Harley)

**FOR DRY CARGO VESSEL  
OPERATORS**

Absent

**FOR PLEASURE BOAT OPERATORS**

Mr. Rick Roberts

**FOR ORGANIZED LABOR**

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

**FOR THE CALIFORNIA COASTAL  
COMMISSION**

Absent

**FOR MARINE OIL TERMINAL  
OPERATORS**

Capt. Sean Marchant  
(Valero)

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

Cdr. Tim Grant, USCG

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

Absent (Vacant)

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

Absent

**FOR THE CDF&G/OSPR**

Mr. Mike Coyne

**FOR PASSENGER FERRY  
OPERATORS**

Capt. Ray Lyman

**FOR THE USACOE**

Absent

**FOR THE CALIFORNIA  
STATE LANDS**

**FOR THE NOAA/NOS**

**FOR THE SHIP'S AGENT  
ORGANIZATION**

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**COMMISSION – MARINE  
FACILITIES DIVISION**

Absent (Vacant)

Mr. Jeffrey Ferguson

Mr. Chris Wilson  
(Norton Lilly)

**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 in and participation on 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.

**Chairperson Strong** recognized **Mr. Mike Coyne (OSPR)** for the swearing in of new or reappointed members.

**Mr. Coyne** congratulated **Capt. Norman George** on his retirement and thanked **Capt. George** for his many years of service on the Committee representing Tanker Operators. The new primary representative for Tanker Operators will be **Capt. Mark Nielsen** (Tesoro) and the alternate will be **Capt. Eric Cooper** (Polar Tankers) (reappointed).

The primary representative for Tug Operators will be **Capt. Jeffrey White** (Foss), and the alternate will be **Mr. Andre Nault** (Harley).

The appointment of **Capt. Nielsen** to represent Tanker Operators left a vacancy to represent Marine Terminals (alternate); **Capt. Rob McCaughey** is appointed to this position.

**Mr. Coyne** administered the oath to **Capt. Nielsen**, **Capt. Cooper**, **Mr. Nault**, and **Capt. McCaughey**, welcomed them to the Committee, and requested these 4 new members of the Committee to see him after the meeting to sign paperwork.

**Chairperson Strong** thanked **Capt. George** for his service on the Committee.

**ACTION ITEMS:**

**ITEM I - APPROVAL OF MINUTES:**

**Chairperson Strong** called for approval of the minutes of the 156th Meeting on 7 October 2015. **Capt. Christiansen** made a motion, seconded by **Capt. Graham**, to accept and approve the Minutes of the 156th Meeting. There were no comments or discussion. 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. There were 6 incidents since the last meeting on 7 October, which makes a total of 28 incidents for the calendar year. There were 21 total incidents in 2014, so we have had 7 more incidents in 11 months than we had in 12 months last year. The 1<sup>st</sup> incident since the October HSC was a bulk ship inbound Los Angeles that lost steering before the pilot boarded. The vessel regained steering in non-follow-up mode and the pilot boarded. The pilot assessed the situation and the vessel entered port safely in non-follow-up mode. The 2<sup>nd</sup> incident was a general cargo ship with pilot aboard that experienced a reduction in propulsion while shifting from anchor to a berth in Los Angeles. The vessel proceeded south and did tests that determined that ½ power was available. The pilot assessed the situation and the vessel entered port safely. The 3<sup>rd</sup> incident was a container ship inbound Long Beach with pilot aboard that lost propulsion. On-scene wind was gusting to 26 knots. The pilot had the vessel drop anchor where she was (near anchorage SF-4) until repairs were made. 2 assist tugs stood by. The 4<sup>th</sup> was an unmanned barge that broke loose from its mooring buoy in the Delta Anchorages in Long Beach. Multiple vessels including life guards, police, and Long Beach fireboat responded. The barge was drifting toward platform Esther and the platform was evacuated. Vessels pushed the barge away from the platform. Tugs responded and towed the vessel to a safe berth in Long Beach. The 5<sup>th</sup> was a capsized 20' pleasure craft that was reported to the VTS by an anchored ship near it in the F-15 anchorage. The VTS directed the ship to maintain a visual watch on the vessel and called CG Sector LA/LB. Long Beach Rescue Boat #2 responded, took 4 people safely onboard, and took the vessel in tow. The 6<sup>th</sup> was a container ship outbound Los Angeles after the pilot disembarked. The vessel lost propulsion due to a leak in the #8 cylinder. The vessel drifted, made repairs, and continued on its way to Oakland.
- b. **Traffic Report:** Capt. Louttit referred to a handout and reported new information for October and November.
  - i. **Arrivals.** There were 359 arrivals in October and 385 in November. The average is 365 ships per month. Of note, the 77 ship deficit in January and February 2015 has been erased and we finished November 5 ships above where we should be on that date in the year. Arrivals from the North (Santa Barbara Channel) were 145 in October and 143 in November, which is 40% and 37% respectively. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 83 in October and 81 in November, which was 23% and 21% respectively. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 122 ships in October and 154 ships in November, which was 34% and 40% respectively. The remainder were the 9 ships in October and 7 ships in November that arrived from the Chevron Offshore Terminal in El Segundo, which was 3% and 2% respectively.
  - ii. **Departures.** There were 339 departures in October and 363 departures in November. Departures to the North were 141 in October and 145 in November, which was 42% and 40% respectively. Departures to the West were 82 ships in October and 74 ships in November, which was 24% and 20% respectively. Departures to the South were 106 ships in October and 132 ships in November, which was 31% and 36% respectively. The remainder were the 10 ships in October and 12 ships in November that departed to El Segundo, which is 3% for both months.
  - iii. Looking back to 2013, arrivals and departures were pretty evenly split 1/3, 1/3, and 1/3 between the North, West, and South channels. Please see the green cells on the handout. In 2015, as shown by the yellow cells, arrivals from and departures to the North are up 3-13%. In contrast, arrivals from and departures to and from the West are down 10-14%. We are currently unable to determine if the shift is due to the industry trend to fewer, larger ships; the Emissions Control Area change from 24 to

200 miles on 1 January 2015; or something else; or if the change is temporary or permanent.

c. **Other notes:**

- i. The Kongsberg Norcontrol Traffic Control System used at the Marine Exchange Vessel Traffic Service (VTS) and in the port complex was new in 2013 and will receive annual maintenance and software upgrade for two weeks in January. This includes the systems at the Marine Exchange VTS, Los Angeles Pilots, Jacobsen Pilot Service (Long Beach Pilots), Coast Guard Sector LA/LB, and Port of Long Beach Joint Command Center, which are all networked into one common operating picture. This routine maintenance is part of our collective ongoing effort to ensure safest, most secure, most efficient, most reliable, and most environmentally sound maritime transportation system possible, by providing world class Vessel Traffic Services using state of the market equipment that is well maintained and used by well-trained operators. The way the maintenance is structured, port partners and the maritime community will see no effect on service during the maintenance.
- ii. The following is an update on the Dynamic Underkeel Clearance project, which was briefed previously. In October, the project team briefed the West Coast Harbor Safety Committee Summit in San Diego, and then **Capt. Williams** and her staff. The project team includes the Port of Long Beach, California Office of Oil Spill Prevention and Response, Tesoro and Pier 121 users, and the Jacobsen Pilot Service (Long Beach Pilots), supported by NOAA, Scripps, the Interagency Ocean Observing System, and the Southern California Ocean Observing System. The Marine Exchange serves as Project Manager. **Capt. Louttit** stated that he will fly to Seattle this afternoon to brief the project to the *Electronic Navigation* Conference tomorrow. The project continues to show promise to increase the safety, increase the efficiency, and reduce the emissions of bringing large tankers into the Port of Long Beach by using science and technology to predict the movement of tankers ships in the swells and calculate resulting underkeel clearance so ships aren't delayed unnecessarily and potentially ships with deeper drafts can be brought safely into port when the seas are calm. The project started a phase where 24 test runs are being done and the actual movement of the ship, as measured by a portable, on-board motion sensor, is being compared with the computer model predictions. On the 5<sup>th</sup> of November, for example, the tanker Chloe entered port with a 64.9 foot draft, and the actual ship movement measured by the onboard sensor was well within the *ProTide* computer model prediction. Other runs have been done and are being analyzed. NOAA and Scripps continue to be great partners. Their weather, wave, and swell *predictions*, and *actual* buoy measurements are critical inputs to both the long range, 3 day out prediction, and 2 hour out go/no decision to enter port. We'll continue to keep the Committee advised of progress.
- iii. At the request of the National Marine Fisheries Service, the Marine Exchange Vessel Traffic Service continues to advise all inbound and outbound vessels that there are whales in Southern California's waters and that vessels should take appropriate precautions.

(2) Update on USCG Sector LA/LB Activities: **Cdr. Grant**, USCG, Chief of Prevention for CG Sector LA/LB reported:

- a. **Capt. Williams** and **Capt. Downey** send their regards.
- b. The Coast Guard extends its thanks to many port partners, especially the Los Angeles Pilots, Jacobsen Pilot Service, Long Beach Police Department, Los Angeles Port Police, and Los

Angeles City and County Fire Departments for their continued support to port safety and security.

- i. **Cdr. Grant** highlighted the case of the M/V ZEN HUA 19 which brought new gantry cranes under the Vincent Thomas Bridge to the West Basin Container Terminal in September. The Los Angeles Pilots were instrumental in ensuring a safe transit and passage under the bridge. The Los Angeles Port Police provided 3 assets during the transit to manage waterway traffic.
- ii. **Cdr. Grant** also highlighted the case of the M/V ZEN HUA 24 which brought new gantry cranes to the Long Beach Container Terminal in the late October to early November timeframe. **Cdr. Grant** thanked the Jacobsen Pilot Service for safely navigating the vessel to the terminal, and to the Long Beach Police Department for quickly providing security despite the vessel's numerous schedule changes, and providing assets on the water to provide security during the vessel's critical transit.
- iii. The Coast Guard received a report in early November of a tug and tow hitting a NOAA weather buoy South of San Francisco. The buoy became lodged in the barge's tow bridle and remained in place as the vessel transited South to Los Angeles where it could be retrieved. However, when the vessel arrived in Los Angeles, there was a report of 2 buoys and possibly chain and sinkers off the APM terminal. It was determined that these items were associated with the NOAA weather buoy's anchoring system. All items were eventually retrieved and the Los Angeles Fire Department quickly responded to a request to use their side scan sonar capability to ensure there were no other obstructions to hinder the passage of large deep-draft vessels in the main channel.
- iv. Partner agencies have assisted the Coast Guard with marine casualties, incidents, and cases of containers in the waterway, a variety of safety and security zone operations, and countless other activities. The Coast Guard thanked all port partners for their cooperation, assistance, and continued support.
- v. The season for holiday boat parades is approaching. Preparations are in final phases. The first parade is on Saturday 5 December and there will be many more through the month. 13 parades have been reviewed. The Coast Guard anticipates there will be 800 vessels and 100,000 spectators. The Coast Guard requests all port partners, parade participants, and spectators keep a sharp eye out for safety and security during these busy high-profile events.
- vi. The incident of the barge breaking loose from its mooring and drifting toward an offshore platform, as briefed by **Capt. Louttit** in his report, serves as a reminder of the hazards of high winds and heavy sea state, especially with the predictions of a strong El Nino during the coming months. Mariners are advised to review the guidance in the Harbor Safety plan as well as their own company procedures for dealing with heavy weather, including but not limited to doubling and tripling lines, bring engines on line, and having additional anchors ready.

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

- a. Regarding Sub-Committee work on Articulated Tug and Barge regulations, the regulations unit reviewed the work thus far and feels that we are on track to having good regulations. There are going to be edits such as "shall" to "must" and "must" to "shall," but there are no roadblocks to the regulations. **Mr. Coyne** queried whether this would be discussed during the afternoon meeting of Sub-Committee One and **Capt. Betz** confirmed it would be.

- b. The West Coast Harbor Safety Committee Summit was held in San Diego in late October. There were representatives from each of the West Coast Harbor Safety Committees with the exception of Lower Columbia River. There were very meaningful discussions and many takeaways. Among the topics discussed were:
    - i. PORTS (Physical Oceanographic Real-Time System). NOAA provided a dynamic presentation about funding of PORTS around the country, which led to a discussion about funding mechanisms for the West Coast. **Mr. Coyne** stated that expected there would be consensus about an optimal funding mechanism, but conversely, there were many opinions among the Chairs. Therefore, the matter was tabled. The British Columbia States intends to take it up later, and perhaps an answer is a regional rather than local approach to funding PORTS.
    - ii. Wave buoys. Wave buoys were a big discussion in this port in the early fall and it was a big issue during the Summit. In other states, the buoys are funded by the U.S. Army Corps of Engineers, but in California, they are funded by the Department of Boating and Waterways and a conglomerate of other funding sources. There are various ways to fund the wave buoys and various funding options should be explored.
    - iii. Sub-Chapter M Regulations: The Coast Guard briefed on the new inspection regime of uninspected tugboats being inspected and coming under the regime similar to other vessels.
    - iv. The 2016 Summit will be in Portland, OR around the time of the National Harbor Safety Conference.
    - v. **Mr. Coyne** invited **Chairperson Strong** to comment on the Summit. **Chairperson Strong** said that much of what discussed comes down to money. **Chairperson Strong** said that the great brief on the Dynamic Underkeel Clearance Project opened many eyes in the other committees. Regarding funding for PORTS, **Chairperson Strong** articulated pros and cons of Federal funding for PORTS, which can be great but may not be dependable year to year due to the federal budget process and priorities. Conversely, local or private funding may yield greater consistency and dependability of the sensors and data which are now so critical to safe ship movement.
    - vi. **Mr. Coyne** introduced **Mr. Bob Chatman**, new supervisor of OSPR's Inland Program. **Mr. Chatman** previously worked at California State Lands, has more than 20 years of State service, and prior to that worked in the tug and barge industry. **Mr. Chatman** introduced himself.
- (4) Update on California State Lands Commission Activities: No representative or report.
- (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** was absent but sent a report by e-mail which **Chairperson Strong** read. The report included:
- a. Repairs to the Middle and Long Beach breakwaters will begin late this week or 1<sup>st</sup> thing next week.
  - b. Repairs to the Seal Beach East Jetty will be in the spring/April time frame.
  - c. The USACOE is ready for El Nino.
- (6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Jeff Ferguson** reported:

- a. The San Diego Harbor Safety Committee requested an addition to Coast Pilot 7, Chapter 3, regarding the California regulation requiring vessels over 300 gross tons to have an oil response plan.
- b. The new charts for Los Angeles and Long Beach Harbors, 19751 and 18749, came out in October and are available on-line and through print-on-demand (POD) vendors.

(7) Update on Area Maritime Security Committee: **Cdr. Grant** had nothing significant to report.

**ITEM III - NEW BUSINESS:**

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

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that the committee was meeting every month. 2 issues are being worked. The first is the tank vessel escort regulations. New language has been drafted which will be reviewed at the afternoon Sub-Committee meeting. The second is the requirement of SB 414 to review and assess the capability, ability, presence of tugboats to respond to a vessel casualty offshore. The annual update to the Harbor Safety Plan is underway. The Sub-Committee meeting will be today at the Marine Exchange at 1330.

**Chairperson Strong** added that he and **Capt. Betz** had communicated and proposed forming a working group to address the requirements of SB 414. The group will meet after the Sub-Committee meeting this afternoon. Both said that **Mr. Jonathan Bishop** intends to participate and he had done this sort of work before. **Chairperson Strong** closed by saying that participation of the tug companies was critical.

- b. S/C #2 (Planning & Outreach) – **Capt. Christiansen:** Nothing to report.
- c. S/C #3 (Tug Utilization Group (TUG)) – Nothing to report.

**Chairperson Strong** commented that final steps to reopen El Segundo Anchorage #2 were being taken and the Coast Guard is expected to give their approval tomorrow. **Chairperson Strong** stated to **Capt. Marta Krogstad** (Chevron) that the El Segundo anchorages were not in the Harbor Safety Plan and they could be added if Chevron desired.

- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – Nothing to report.

**ITEM IV – PUBLIC COMMENTS**

None

**ITEM V - ADJOURNMENT:**

**Chairperson Strong** thanked everyone for their hard work and said that there was much work left to do.

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, **Capt. Christiansen** made a motion, seconded by **Capt. Graham**, and **Chairperson Strong** adjourned the 156<sup>th</sup> Harbor Safety Committee meeting at 10:29 a.m.

Respectfully submitted,

//signed//

Capt. J. Kipling (Kip) Louttit  
Executive Secretary



LA/LB HARBOR SAFETY COMMITTEE

December 2, 2015

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LA/LB HARBOR SAFETY COMMITTEE

December 2, 2015

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