



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND SIXTIETH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 June 2016

The One Hundred and Sixtieth 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 10:00 a.m. **Executive Secretary Kip Louttit** determined that there was a quorum present as listed below:

**FOR THE PORT OF  
LONG BEACH**  
Mr. Glenn Farren

**FOR THE PORT OF  
LOS ANGELES**  
Capt. Bent Christiansen &  
Capt. John Betz

**FOR THE LONG BEACH  
PILOT ORGANIZATION**  
Capt. John Strong  
(Jacobsen Pilot Service)

**FOR THE TANKER  
OPERATORS**  
Capt. Mark Nielsen  
(Tesoro)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**  
Capt. Craig Flynn

**FOR THE OFF-SHORE  
TERMINALS' MOORING  
MASTERS**  
Capt. Eric Osen  
(Chevron)

**FOR TUG & BARGE  
OPERATORS**  
Mr. Andre Nault  
(Harley Marine Services)

**FOR DRY CARGO VESSEL  
OPERATORS**  
Absent

**FOR PLEASURE BOAT  
OPERATORS**  
Mr. Rick Roberts  
(Long Beach Yacht Club)

**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 LOS ANGELES and  
LONG BEACH**  
Capt. Jennifer Williams

**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**  
Absent

**FOR THE USACOE**  
Absent

**FOR THE CALIFORNIA  
STATE LANDS COMMISSION**

**FOR THE NOAA/NOS**

**FOR THE SHIP'S AGENT  
ORGANIZATION**

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Absent (Vacant)	Mr. Jeffrey Ferguson	Absent
<b>FOR COMMERCIAL FISHING</b>	<b>FOR THE U.S. NAVY</b>	<b>EXECUTIVE SECRETARY</b>
Absent	Absent	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 Los Angeles/Long Beach Harbor Safety Committee. He thanked the Port of Los Angeles 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** stated that **Capt. Bent Christiansen** had submitted his resignation as representative for the Port of Los Angeles effective upon swearing in of the new representative for the Port of Los Angeles. **Capt. John Betz** has been designated by the Port of Los Angeles to fleet up from being the alternate representative to being the primary representative. **Chief Tom Gazsi** (Los Angeles Port Police) has been designated as the alternate representative for the Port of Los Angeles. **Mr. Coyne** administered the oath to **Capt. Betz** and **Chief Gazsi**.

**Capt. Christiansen** and **Capt. Betz** changed chairs and **Capt. Betz** took his seat on the dais.

**Chairperson Strong** thanked **Capt. Christiansen** for his outstanding service on the Harbor Safety Committee. **Capt. Williams**, USCG, presented **Capt. Christiansen** with a plaque of appreciation and noted that **Capt. Christiansen** had served on the committee since 1998.

**Chairperson Strong** recognized and thanked **OSPR Administrator Tom Cullen** for attending the meeting.

**ACTION ITEMS:**

**ITEM I - APPROVAL OF MINUTES:**

**Chairperson Strong** called for a motion to approve the minutes of the 159th Meeting on 3 February 2016. **Capt. Flynn** made a motion, seconded by **Capt. Betz**, to accept and approve the Minutes of the 159th 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. **Incidents:** There were 2 incidents since the last HSC meeting in April, which were the 6<sup>th</sup> and 7<sup>th</sup> incidents for the year. For comparison, there were 11 incidents as of this time both last year (2015) and the year before (2014), so there have been 4 fewer incidents this year than either of the past 2 years. The 1<sup>st</sup> incident since the last HSC in April was a bulk ship inbound Long Beach with pilot aboard. The vessel lost propulsion 1 mile south of the Long Beach sea buoy. The pilot believed the problem to be an air start issue, but due to a language barrier, the nature of the casualty could not be determined. The vessel was towed to a safe anchorage by one tug. The 2<sup>nd</sup> incident was a container ship outbound Long Beach 1.5 miles south of the Long Beach sea buoy after the pilot disembarked. The vessel requested to change out a faulty

exhaust valve. The ship stopped, drifted, made repairs in about 20 minutes, and continued on its voyage to Oakland.

b. **Traffic Report: Capt. Louttit** referred to a handout and reported:

- i. **Arrivals.** 382 ships arrived in March, which is 17 above the monthly average for the past few years of 365 per month. 391 ships arrived in April, which is 26 above the average and is particularly good because April is short, 30 day month. Overall for the 1<sup>st</sup> 4 months of the year, January through April, 1,525 ships arrived, which is 64 ships above the average and 304 ships more than the same period last year when we had congestion. Arrivals from the North (Santa Barbara Channel) were 141 ships in March and 158 ships in April which is 37% and 40% respectively. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 76 in March and 77 in April which is 20% for both months. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 155 in March and 147 in April, which is 41% and 38% respectively. The remainder were the 10 ships in March and 9 ships in April that arrived from the Chevron Offshore Terminal in El Segundo, which is 3% and 2% respectively.
- ii. **Departures.** There were 352 departures in March and 367 departures in April. Departures to the North were 135 ships in March and 152 ships in April, which was 38% and 41% respectively. Departures to the West were 72 ships in March and 71 ships in April, which is 20% and 19% respectively. Departures to the South were 135 ships in March and 139 ships in April which was 38% both months. The remainder were the 10 ships in March and 5 ships in April that departed to El Segundo, which was 3% and 1% respectively.

c. **Capt. Louttit briefed 2 final items:**

- i. The Dynamic Under Keel Clearance Project continues in the Port of Long Beach. The goals of the project are to increase the safety and efficiency, and reduce emissions, associated with large tankers entering the POLB. 20 test runs were conducted in fall of 2015, and the Protide computer model predictions are being compared to the actual motion of each ship as measured by a sensitive motion sensor called Octopus. 10 more test runs using Octopus will be conducted in July and August of 2016 when the project hopes there will be significant southerly swells during this period, which are the conditions that cause the most motion of concern (pitching) to under keel clearance for the large tankers. **Capt. Louttit** will brief the "Clean Pacific" conference in Seattle on the project later in June.
- ii. At the request of the National Marine Fisheries Service MX VTS LA/LB continues to advise all inbound and outbound vessels that there are whales in Southern California's waters and that the vessels should take appropriate precautions.

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

- a. **Gantry Crane Best Practices:** The Coast Guard recently released a Marine Safety Information Bulletin (MSIB) regarding Gantry Crane Best Practices during the berthing and un-berthing of vessels. Highlights include that prior to the arrival of a vessel the cranes should be placed close together amidships, idle cranes over empty berths should be topped up when

not in use, cranes should not be moved while a vessel is moving, and no personnel should be aloft in a gantry crane during the mooring or unmooring of a vessel.

- b. **Inaccurate Coast Pilots:** NOAA issued a notice and the Coast Guard issued a MISB regarding NOAA's notice regarding incomplete and otherwise inaccurate U.S. Coast Pilots that were offered for sale. Mariners are urged to ensure their Coast Pilots are complete and accurate.
- c. **4<sup>th</sup> of July Events:** CG Sector LA/LB's Waterway's Management Division, led by **Lcdr. Brandon Link**, has received notice of approximately 20 on-water events during the 4<sup>th</sup> of July Holiday Weekend. All are reminded to be extra vigilant during these periods of increased boating traffic. Once all of the notices have been received and reviewed for safety, the Coast Guard will issue a consolidated events list to the Harbor Safety Committee e-mail distribution list.
- d. The Coast Guard District Eleven Bridge Branch provided updates regarding the removal of the Commodore Schuyler F. Heim vertical lift bridge piers over the Cerritos channel. Cal Trans has begun installation of turbidity curtains lining the navigational channel and the area around the bridge. Divers, dive boats, and support personnel will be on scene conducting operations as part of the removal process. The Coast Guard Sector LA/LB Command Center will issue a broadcast when notified of dive operations, and vessels transiting the area shall contact the dive vessels at least 30 minutes before their transit via VHF-FM channel 13, 16, or 80A.
- e. **Change of Command:** There was a change of command at Aids to Navigation Team Los Angeles Long Beach. **BMC Casey Curry** was relieved by **BMC Ian Eady** as Officer in Charge. Contact either **Chief Eady** or **Lcdr. Link** with any issues.
- f. **Capt. Williams** said this was her final public meeting and appearance, and that her change of command will be Tuesday 21 June. **Capt. Williams** regrets the difficulty with the electronic invitation distribution system, so if HSC members did not receive an invitation, please contact **Capt. Williams** or a member of her staff to get an invitation. **Capt. Charlene Downey**, the present Deputy Commander, will be the new Commander. Please come and celebrate with all of the port partners.

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

- a. **Mr. Coyne** recognized **Capt. Tom Cullen**, the Administrator of OSPR, who was in attendance.
- b. **Capt. Cullen** thanked **Capt. Betz** and **Capt. Strong** for their leadership in taking action on the provisions of SB 414 with the LA/LB HSC, and stated that he looked forward to attending the working lunch and meeting this afternoon.
- c. **Mr. Coyne** stated that the term of the HSC member representing Pleasure Boat Operators will expire this October and an advertisement soliciting applicants will be sent in the coming week. The alternate representative for the Los Angeles Pilots is also open, and an advertisement soliciting applicants will be sent in the coming week for that seat also.
- d. There was an increase (two cases in two weeks) in vessels arriving in California ports that did not comply with OSPR regulations, such as not having either a Certificate of Financial Responsibility (COFR) or California Contingency Plan. Analysis revealed this tended to be vessels arriving on a weekend. All vessels are requested comply with all regulations for all arrivals to avoid fines. **Capt. Williams** requested more information, and **Mr. Coyne** reported

that the problem was with the COFR and Contingency Plan required by the state, not the federal government.

- (4) Update on California State Lands Commission Activities: No representative or report.
- (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: No representative or report.
- (6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
  - a. In follow-up to **Capt. Williams**' comment regarding bad U.S. Coast Pilots, the problem seems to be vendors selling through Amazon. There does not seem to be a problem with Coast Pilots purchased through certified print-on-demand vendors or reputable marine supply sources. The Coast Pilots are published on-line, so mariners are encouraged to cross-check their paper Coast Pilots with the on-line coast pilots to verify completeness. Lawyers at NOAA are determining what action to take against these vendors, and Coast Guard Inspectors will closely check Coast Pilots as a part of their inspections.
  - b. **Chairperson Strong** stated that the pilots were looking at new Portable Piloting Units and queried whether the BIENC electronic charts are available to all vendors. **Mr. Ferguson** said yes, the high resolution overlays to electronic charts in BIENC format are available on-line to any vendor, but LA/LB is a test case and is the only port with these charts at this time.
- (7) Update on Area Maritime Security Committee: **Capt. Williams** reported:
  - a. Applications for FEMA Port Security Grants in 2016 were submitted to FEMA in Washington D.C. and word on approval should come the last week of June. The money tends to get smaller every year so we need to spend wisely.
  - b. The next Area Maritime Security Committee Meeting is 3 August
  - c. **Chairperson Strong** and **OSPR Administrator Cullen** presented **Capt. Williams** with a plaque thanking her for her outstanding and selfless service as Sector Commander and Captain of the Port.

### ITEM III - NEW BUSINESS:

- (1) **SB-414**: **Capt. Louttit** presented a PowerPoint brief on the work of the SB-414 Working Group thus far. There is a SB-414 Working Group meeting afternoon at the Marine Exchange. Most of the data and information gathering and initial analysis is done. The next steps are refining the analysis and developing conclusions for submission to OSPR. **Chairperson Strong** solicited for comment on the brief and if something in the brief did not seem right; there were no comments or input.

#### (2) **Sub-Committee Reports:**

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
  - i. The committee met twice since the last HSC meeting and discussed topics such as:
    1. **Pre-positioned oil boom around ships while bunkering**. There was a discussion of pros and cons, and a working group will be formed to look at the bunkering safety practices that were developed a few years ago with an eye for any improvements that would be appropriate.

2. **Crane safety:** The Subcommittee looked at Chapter N of the Harbor Safety Plan (HSP) and revised the Crane Safety Reporting Form. A draft was included in the pre-meeting packet. **Capt. Betz** requested the e-mail addresses on the bottom of the form be checked. This form complements the Coast Guard's Marine Safety Information Bulletin (MSIB) and provides a reporting mechanism. **Capt. Betz** said that as a pilot, he has noticed an improvement in the terminals placing the cranes where they should be per the MSIB.
3. This will be the last update to the Harbor Safety Plan this year. The pending item regarding appendix C-3 and Articulated Tugs and Barges will be carried over to next year as it goes through the California State Process.
4. **Capt. Betz** made a motion to approve the revised Appendix N to the HSP. **Capt. Flynn** seconded the motion. **Chairperson Strong** called for discussion and noted that the words "must," "shall," and "should" have been reviewed and changed in the final version to be the appropriate words for this issue recognizing all inputs and viewpoints. The motion was approved by unanimous voice vote. **Chairperson Strong** complimented **Capt. Betz** on the fine work of his working group. **Capt. Betz** requested **Mr. Chesser** post the change to the Marine Exchange Web site and **Mr. Chesser** affirmed he would.
5. **Mr. Coyne** announced that with the retirement of **Capt. Christiansen**, the Vice-Chairperson seat on the HSC was vacant. **Capt. Betz** was appointed the new Vice-Chairperson
  - b. S/C #2 (Planning & Outreach) – No report.
  - c. S/C #3 (Tug Utilization Group (TUG)) – No report.
  - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No report.

#### **ITEM IV – PUBLIC COMMENTS**

**Administrator Cullen** complimented **Capt. Williams** for her leadership, stamina, and "fantastic job" as Federal On-Scene Coordinator for the Refugio Oil Spill during the summer of 2015.

#### **ITEM V - ADJOURNMENT:**

**Chairperson Strong** thanked everyone for their good work.

The next HSC meeting will be at the Port of Long Beach building at 10:00AM Wednesday 5 October 2016.

An Emergency Meeting will be called if required during the summer.

SC-1 and the SB-414 Working Group will continue to work through the summer.

With no further business to discuss, **Chairperson Strong** adjourned the meeting at 10:50 am.

Respectfully submitted,

//signed//

Capt. J. Kipling Louttit  
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

June 1, 2016

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