



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND SIXTY-FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 October 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 had an excused absence, so **Vice-Chairperson Betz** 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. Jay Dwyer

**FOR THE LONG BEACH  
PILOT ORGANIZATION**

Capt. Mark Coynes  
(Jacobsen Pilot Service)

**FOR THE TANKER  
OPERATORS**

Capt. Mark Nielsen  
(Tesoro)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Capt. Jeff White

**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**

Absent

**FOR THE CALIFORNIA  
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL  
OPERATORS**

Capt. Rob McCaughey  
(Tesoro)

**FOR U.S. COAST GUARD  
SECTOR LOS ANGELES and  
LONG BEACH**

Capt. Charlene Downey

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

Absent (Vacant)

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

Mr. Gary Brown  
(Orange County Coastkeeper)

**FOR THE CDF&G/OSPR**

Mr. Mike Coyne

**FOR PASSENGER FERRY  
OPERATORS**

Capt. Ray Lyman  
(Catalina Express)

**FOR THE USACOE**

Absent

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**FOR THE CALIFORNIA  
STATE LANDS COMMISSION**  
Absent (Vacant)

**FOR THE NOAA/NOS**  
Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT  
ORGANIZATION**  
Absent

**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)**

**Vice Chairperson Betz** 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 Long Beach making their facilities available for this gathering. Since this was the first meeting since the summer, **Vice Chairperson Betz** read excerpts from the By-Laws for the Committee, noting that this was a public meeting, the agenda had been sent in advance, members of the public would be permitted to address the committee, attendees should sign in, and Committee members were reminded to vote only if they were a voting member.

**Vice Chairperson Betz** had all members introduce themselves and recognized and welcomed **OSPR Administrator Tom Cullen** in the audience.

Since this was the first meeting since the summer, **Vice Chairperson Betz** read the *Purpose* paragraph of the By-Laws of the Committee, and thanked all members for participating as volunteers on the Committee.

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

**Mr. Coyne** stated that there would be six appointments today. Two alternates were appointed Representing Tug and Barge Operators, **Carrie Meadow** (Foss Maritime) and **Brian Barton** (Westoil). **Capt. Jeff White** was appointed alternate representing the Los Angeles Pilots. **Mr. Rick Roberts** (Long Beach Yacht Club) was reappointed alternate representing Pleasure Boat Operators. **Capt. John Betz** (Cabrillo Beach Yacht Club) was appointed representing Pleasure Boat Operators. **Capt. Ray Lyman** (Catalina Express) was previously reappointed representing Passenger Ferry Operators and today will take the oath. **Mr. Coyne** administered the oath to all six appointees and reminded them to sign their oaths after the meeting adjourns.

**ACTION ITEMS:**

**ITEM I - APPROVAL OF MINUTES:**

**Vice Chairperson Betz** called for a motion to approve the minutes of the 160th Meeting on 1 June 2016. **Capt. Lyman** made a motion, seconded by **Capt. McCaughey**, to accept and approve the Minutes of the 160th Meeting. There were no comments or discussion. The motion carried unanimously by a voice vote from voting members present.

**ITEM II - OLD BUSINESS:**

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

- a. **Incidents:** There were 5 incidents since the last HSC meeting in June, which were the 8<sup>th</sup> through 12<sup>th</sup> incidents of the year. For comparison, there were 22 incidents as of this time last year (2015) and 21 the year before (2014), so there have been significantly fewer incidents this year. The 1<sup>st</sup> incident since June and the 8<sup>th</sup> for the year was an unsafe condition caused when approximately 10 racing speedboats came out of Queens Gate in dense fog at approximately 60 knots and cut across the bow of an inbound vehicle carrier with a pilot aboard at close quarters. There was no advance notice of the race. The Coast Guard later looked into the matter. The 9<sup>th</sup> incident was a container ship outbound to the North 6.5 miles South of Point Fermin after the pilot had disembarked. The vessel requested to move out of the traffic lanes to stop and change out a faulty injector. The Vessel Traffic Service (VTS) granted permission. Before the vessel moved out of the lanes it stopped in the lanes. The VTS warned other ships of the vessel drifting in the lanes and a tug was ordered. The ship repaired the injector and got underway and proceeded to Oakland before the tug arrived. The 10<sup>th</sup> incident was a container ship outbound to the North 7 miles South of Point Vicente with no pilot aboard that reported a missing crewmember. It was initially unknown if the crewmember missed movement, was aboard but unresponsive, or had fallen overboard. The vessel turned around, retraced its track, and proceeded to an inside anchorage per Coast Guard instructions. The VTS did broadcasts for vessels to keep a sharp look and provided a track replay of the ship to the Coast Guard. It was later determined that the crewmember had missed movement. The 11<sup>th</sup> incident was a tanker getting underway from anchorage F-8 with no pilot aboard which experienced engine issues and alarms. The vessel requested an anchorage and proceeded to anchor safely in anchorage F-11. The 12<sup>th</sup> and final incident for the calendar year thus far was a container ship inbound to Los Angeles 3 miles south of the Long Beach Pilot Boarding Area. The vessel stopped and the master reported fuel oil issues. A Los Angeles Pilot boarded and the pilot said the problem was air start issues. The vessel restarted its engine and proceeded into Los Angeles with 2 assist tugs.
- b. **Traffic Report: Capt. Louttit** referred to a handout and reported:
  - i. **Arrivals.** The range of arrivals was a low of 375 in September to a high of 405 in August. Of significance, even this low of 375 is 10 more ships per month than our projections for the year, and 405 ships in August is the highest ship count in a single month since August 2013. Arrivals from the North (Santa Barbara Channel) ranged from a low of 147 in September to a high of 162 in May, which is a range of 39-43%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) ranged from a low of 77 in May to a high of 97 in August, which is a range of 20-24%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) ranged from a low of 125 in June to a high of 140 in August, which is a range of 33-36%. The remainder were the range of 4 ships in July to 10 ships in May that arrived from the Chevron Offshore Terminal in El Segundo, which is 1-3%.
  - ii. **Departures.** The range of departures was a low of 350 in June to a high of 373 in August. Departures to the North ranged from a low of 145 in June to a high of 173 in May, which is a range of 39-48%. Departures to the West ranged from a low of 60 in May to a high of 82 in August, which is a range of 17-22%. Departures to the South ranged from a low of 113 ships in September to a high of 134 ships in August, which is a range of 31-37%. The remainder were the range of 5 ships in September to a high of 12 ships in July that departed to Chevron in El Segundo, which is a range of 1-3%.
  - iii. **Comparison:** Comparing 2015 to 2016 after 9 months:

1. There were 3,450 arrivals in 2016 during the 9 month period, 174 more than the same period in 2015.
2. Arrival percentages between the 3 approach routes remained roughly the same between 2015 and 2016. About 40% arrived from the North, 21-22% from the West, and 36-37% from the South.
3. However, departure percentages shifted slightly between the 2 years. Departures to the north went up from 39% to 42% and departures to the west decreased from 24% to 19%. We can't explain the shift. Departures to the South remained roughly the same between the 2 years at 35-36%.

c. **Final Updates:**

1. Regarding the new Panama Canal that opened in June, the Marine Exchange has not noticed a change in traffic patterns due to the new Canal.
2. Regarding the Dynamic Under Keel Clearance Project for the Port of Long Beach:
  - a. **Capt. Louttit** briefed the project at the Clean Pacific Conference in Seattle in June and the Prevention 1st Conference in Long Beach last week. There was good feedback and support of the project's objectives of increasing safety and efficiency, and reducing the emissions associated with large tankers entering the Port of Long Beach.
  - b. During the summer the project did 3 months of motion measurements of tankers entering the Long Beach with an on-board motion sensor called "Octopus." The purpose of the measurements is to compare the computer model prediction of motion with actual observed motion. The results pending but look promising.
  - c. The Dutch contractor is in town this week for a series of progress meetings.
2. HANJIN: The Hanjin Bankruptcy resulted in dozens of queries from the media and the Marine Exchange sending out information daily regarding where the Hanjin ships were and what they were doing. While there are tremendous repercussions of the bankruptcy, from a vessel traffic safety and security perspective there was nothing amiss and no incidents with any of the ships whether they were at anchor inside or outside the breakwater; drifting in U.S. waters, Mexican waters, or the middle of the Pacific; passing through VTS waters in innocent passage; or transiting in or out of the ports.
3. COAST PILOT REVIEW: At the request of NOAA (**Jeff Ferguson**), the Marine Exchange reviewed Coast Pilot 7 and found a number of items that were out of date or needed updating. Findings were sorted into 3

categories for review and appropriate action by the Coast Guard, NOAA, and LA/LB HSC, and findings were submitted to these organizations for action as appropriate. General Manager **Reid Crispino** did the work with a summer intern who is a law school student.

4. **WHALES:** At the request of the National Marine Fisheries Service VTS 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. Downey** reported:

- a. **Low Flying Helicopters:** During the past few months there have been instances of low-flying helicopters flying close to the water and in close proximity close to ships transiting the ports. The flights are for a variety of reasons. Personnel and organizations wanting to film vessels should ensure the Coast Guard, ports, and vessels are aware prior to the filming operation in order to ensure the safety of the waterways and users. The Coast Guard welcomes reports of operations that seem out of the ordinary including the use of helicopters, drones, and other means to film the transit of commercial vessels.
- b. **Hanjin:** The Coast Guard thanks all port partners including the Marine Exchange, ports and facilities for their work monitoring and distributing information regarding the Hanjin vessels after the firm declared bankruptcy.
- c. **Huntington Beach Air Show:** This air show will be from 21-23 October off of Huntington Beach. CG Sector LA/LB has been working with the air show organizers. A safety zone is being developed to encompass the aerobatics area. While vessel traffic in this area is traditionally minimal, it's important for mariners to be vigilant when transiting near the aerobatics area. Further information will be distributed by the Coast Guard.
- d. **Gantry Crane Delivery:** The Coast Guard thanks the pilots, facilities, agents, and all others who facilitated multiple gantry crane deliveries to both ports. These deliveries pose added challenges as the cranes restrict visibility from the bridge and affect vessel maneuverability. Due to thorough planning the deliveries were completed without incident and allowed facilities to keep up with the flow of commerce.
- e. **Marine Event and Filming Review:** Anyone considering a marine event, filming, or other activities on the water that may involve large numbers of people or otherwise pose a hazard to the waterway are reminded these events must be reviewed by the CG Sector LA/LB Waterways Management Division and when appropriate the Vessel Inspections Division. Notification to the Coast Guard should be made as early as possible to enable a thorough and safe review.
- f. **Holiday Boat Parade Season:** Applications and notifications for holiday boat parades have already started to arrive at Sector LA/LB. In recent years there have been more than a dozen annual parades with more than 800 participating vessels and more than 100,000 spectators, in addition to fireworks events on or near the water.
- g. **Cyber Risk Management in the Marine Transportation System:** October is Cyber Security Awareness Month. **RADM Paul Thomas**, USCG, the Assistant Commandant for Prevention Policy, expressed gratitude for the hard work on cyber security issues since the CG's Cyber Strategy was signed in June of 2015. The CG has worked to infuse Cyber Security into the Area Maritime Security Committee process and established Cyber-Security

Sub-Committees throughout the nation. The CG worked with the International Maritime Organization (IMO) to create interim guidelines for maritime cyber risk management for vessels, and increased partnerships with other government agencies in developing plans. The CG's Maritime Commons Blog will highlight the direction the CG will take to address cyber vulnerabilities in the maritime infrastructure, which will include recommended practices and how such practices can assist with the development of a strong cyber security and risk management program. The CG will forward a link to the blog (here it is: <http://mariners.coastguard.dodlive.mil/> ), and welcomes thoughts, questions, and concerns on the Blog or on their Twitter feed. **Capt. Downey** said that while this a meeting focused on safety rather than security, cyber issues can affect safety.

- h. **Los Angeles Fleet Week:** **Capt. Downey** thanked everyone involved in the Los Angeles Fleet Week activities. Everyone's efforts to make it a safe and enjoyable event in a very busy harbor are appreciated.

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

- a. **Capt. Tom Cullen**, the Administrator of OSPR, is attending the meeting.
- b. SB-414: **Mr. Coyne** thanked the Committee members who are working on the provisions of SB-414. There were several meetings during the summer. OSPR appreciates the ongoing work during the summer and looks forward to receiving the finished product.
- c. Inland Program: OSPR is going through the process to stand up their Inland Program and good progress is being made. Much work remains to be done.
- d. Two notable oil spills since the last meeting: The most current spill was in San Pablo Bay in San Francisco Bay. It started off as a mystery sheen and there were hundreds of calls to 911 reporting a mysterious odor in Vallejo. OSPR activated their field response team but it was after dark and by daylight there was only a sheen. An investigation is ongoing with partners such as the Coast Guard. Earlier in the summer, on 23 June, there was a pipeline failure in Ventura and luckily the oil did not make it to the water. This spill took a lot of OSPR resources through the summer and OSPR is still actively engaged with the local community.
- e. Training: **Mr. Coyne** took 2 courses at the California Maritime Academy during the summer, ECDIS and Maritime Leadership and Management Skills. Both were excellent
- f. **Administrator Cullen** addressed the Committee about the following:
  - i. Thanked all new members of the Committee for their volunteering to do this important work.
  - ii. The Prevention 1<sup>st</sup> Symposium overlapped with the BP Shipping and Alaska Tanker Company Triennial Tabletop Oil Spill exercise. It's gratifying that people from out of state comment on the remarkable cooperation and unity they see in both the oil spill protection community and harbor safety realm. It's volunteers such as you who make it happen.
  - iii. Thanks for taking the lead and stepping out on the SB-414 work.
  - iv. OSPR is working on implementing the Inland Program and developing regulations.

- v. **Administrator Cullen** said it is possible that the sheen and the smell were two separate events. Phillips 66 was adjacent and stood up their response plan and it was a great example of teamwork.
  - vi. **Administrator Cullen** thanked and complimented those working on the Protide Dynamic Underkeel Clearance Project, looks forward to showcasing the project at the California Leadership Symposium in the spring of 2017, and lauded the Project stepping out on adapting this program from overseas and taking steps to make the ports and waterways safer.
- (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. Office of Coast Survey: There was a change of command in Washington, D.C. and **Rear Admiral Shephard Smith** relieved **Rear Admiral Gerd Glang** on 28 August. **RADM Smith** will be at a conference in Redlands in early November and **Mr. Ferguson** will try to get **RADM Smith** to visit various partners such as the Marine Exchange and Pilots. Contact **Mr. Ferguson** if you want to request **RADM Smith** to visit your organization.
- (7) Update on Area Maritime Security Committee: **Capt. Downey** reported:
- a. Meetings: The last meeting was 3 August and the next meeting is 2 November.
  - b. Operation Dry-Water: The Long Beach Police Department and Coast Guard conducted 3 one-day operations targeting Boating While Intoxicated violations as well as compliance with equipment carriage requirements. 30 vessels were boarded and all were in compliance.
  - c. Copper Wiring Theft: \$500K of copper wiring was stolen in July in a carefully planned theft. The case is under investigation but points out the need to be vigilant regarding the safety and security of the ports.
  - d. Greenpeace Protest: On 30 July, Greenpeace and other environmental organizations conducted waterborne protests around some of the oil islands to express their displeasure about hydraulic fracking drilling methods. The protests were peaceful and no incidents were reported.
  - e. Active Shooter Training: The Long Beach Fire Department addressed tactical emergency medical services in active shooter incidents. The need for aggressive training regimes was discussed. A 3-phased training program including classroom, functional exercises, and teaching lessons will be implemented.
  - f. Seal Beach Pier Fire: The AMSC discussed the multi-agency response to the Seal Beach Pier Fire, in particular, mutual aid agreements between agencies such as the Long Beach Fire Department. Dispatch protocols and mutual aid agreements will continue to be reviewed and updated to capture best practices and lessons learned.

**ITEM III - NEW BUSINESS:**

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

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
  - i. The sub-committee did not meet over the summer. It will meet this afternoon at 1300 at the Tesoro Terminal 2 Facility by berths 77 and 78.
  - ii. The sub-committee will start working on the annual review of the Harbor Safety Plan.
- b. S/C #2 (Planning & Outreach) – No representative or report.
- c. S/C #3 (Tug Utilization Group (TUG)) – **Mr. Nault** reported that the sub-committee did not meet over the summer due to unavailability of subject matter experts, but the committee will meet and start to look at Bunker Best Practices.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative or report.

**ITEM IV – PUBLIC COMMENTS**

No public comment.

**Capt. Louttit** said that in follow-up to **Capt. Downey's** remarks about cyber, he recalled that the Annual National Harbor Safety Committee Conference in Portland in September spend several hours on the subject. Two other relevant items from the conference include RADM Smith mentioning the Protide project in his remarks, and a concern nationwide about paddleboard safety because people are paddling in unsafe locations such as busy harbors and waterways, but don't observe the rules of the road or traffic patterns.

**ITEM V - ADJOURNMENT:**

The next HSC meeting will be at the Port of Los Angeles building at 10:00AM Wednesday 7 December 2016.

With no further business to discuss, **Vice Chairperson Betz** called for a motion to adjourn. **Capt. Nielsen** made a motion, seconded by **Capt McCaughey**, and the adjourned at 10:46 after a unanimous voice vote.

Respectfully submitted,

//signed//

Capt. J. Kipling Louttit  
Executive Secretary



LA/LB HARBOR SAFETY COMMITTEE

October 5, 2016

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LA/LB HARBOR SAFETY COMMITTEE

October 5, 2016

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