



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-SECOND MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 December 2016

The One Hundred and Sixty-First Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los Angeles administration building. **Chairperson Strong** called the meeting to order at 09:59 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. 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**

Absent

**FOR TUG & BARGE
OPERATORS**

Mr. Andre Nault
(Harley Marine Services)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

**FOR PLEASURE BOAT
OPERATORS**

Capt John Betz (Cabrillo Beach
Yacht Club)

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inland Boatman Union of Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**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**

Absent

FOR THE CDF&G/OSPR

Mr. Mike Coyne

**FOR PASSENGER FERRY
OPERATORS**

Capt. Ray Lyman
(Catalina Express)

FOR THE USACOE

Mr. Jim Fields

FOR THE CALIFORNIA

FOR THE NOAA/NOS

FOR THE SHIP'S AGENT

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STATE LANDS COMMISSION

Absent (Vacant)

Mr. Jeffrey Ferguson

ORGANIZATION

Mr. Ron Kelly
(Transmarine)

**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 the Los Angeles/Long Beach Harbor Safety Committee. He thanked the Port of Los Angeles for making their facilities available for this gathering.

Chairperson Strong thanked **Vice Chairperson Betz** for chairing the October meeting.

Chairperson Strong had all members introduce themselves and when that was complete, asked all attendees to take a moment to reflect that today is the 75th Anniversary of Pearl Harbor.

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

Mr. Coyne stated that there would be one swearing in today. **Mr. Coyne** administered the oath to **Capt. Jay Dwyer** as representative of the Port of Los Angeles.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for a motion to approve the minutes of the 161th Meeting on 5 October 2016. **Capt. Betz** made a motion, seconded by **Mr. Farren**, to accept and approve the Minutes of the 161th Meeting on 5 October 2016. 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 5 incidents since the last HSC meeting in October, which were the 12th through 17th incidents of the year. For comparison, we had 28 incidents as of this time last year (2015) and 21 the year before (2014), so there have been fewer incidents this year than the past 2 years. The 1st incident since October and the 13th for the year was a yacht anchored in the middle of the Los Angeles channel between buoys 5 and 6. Two container ships had to maneuver around the yacht. A LA Pilot boat and a LA Port Police boat responded and escorted the yacht from the channel, which had a combination of engine and/or anchor problems. The 14th incident was an inbound container ship with pilot aboard that lost propulsion due to air start issues 1000 yards south of Los Angeles buoy 3. The vessel proceeded toward a Golf Anchorage under its own power with two assist tugs, then repaired the problem enroute to the anchorage and entered Los Angeles. The 15th incident was an articulated tug and barge with no pilot aboard which lost its port engine 7 miles south of Point Fermin. The vessel proceeded to a Golf anchorage on its starboard engine. The 16th incident was a container ship 22 miles north of Point Fermin inbound. The Vessel Traffic Service noticed that the vessel had stopped and inquired why. The vessel responded that it had high

exhaust gas temperatures. 10 minutes later the problem was resolved, the vessel got underway, and it proceeded to Los Angeles. The 17th and final incident thus far this year was a car carrier 1.5 miles south of the Long Beach pilot station outbound. The Vessel Traffic Service noticed that the vessel had stopped and inquired why. The vessel responded that it had a fuel leak. 12 minutes later the problem was resolved, the vessel got underway, and it proceeded to its next port.

- b. **Traffic Report:** Captain Louttit referred to a handout and reported.
- i. **Arrivals.** There were 385 arrivals in October and 384 arrivals in November which is about 20 ships per month greater than the average. Arrivals from the North (Santa Barbara Channel) were 157 in October and 140 in November, which was 41% and 36%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 87 in October and 91 in November, which was 23% and 24%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 135 in October and 143 in November, which was 35% and 37%. The remainder were the six ships in October and 10 ships in November that arrived from the Chevron Offshore Terminal in El Segundo, which is 2% and 3%.
 - ii. **Departures.** There were 357 departures in October and 352 departures in November. Departures to the North were 145 in October and 149 in November, which was 41% and 42%. Departures to the West were 78 in October and 73 in November, which was 22% and 21%. Departures to the South were 127 in October and 123 in November, which was 36% and 35%. The remainder were the seven ships in both months that departed to Chevron in El Segundo, which was 2% both months.
 - iii. **Comparing 2015 to 2016 after 11 months, 4 comments:**
 1. There were 199 more arrivals in 2016 than 2015 as of the end of November.
 2. The arrival percentages between the 3 approach routes remained roughly the same between 2015 and 2016. This is comparing yellow to yellow if you have a color copy of the handout.
 3. However, there was a slight shift in departure percentages. Departures to the North increased from 39% to 42%, departures to the West decreased from 24% to 20%. Departures to the South remained roughly the same. We can't explain the shift. This is comparing the orange to the orange if you have a color copy.
 - iv. **Regarding the new Panama Canal** that opened in June, we have noticed no change in traffic patterns due to the new Canal.
- c. **A few final updates:**
- i. **Chairperson Strong** granted permission for **Mr. Reid Crispino**, General Manager of the Marine Exchange, to speak. **Mr. Crispino** briefed that his review of Coast Pilot 7 was complete and recommendations for updates had been passed to the Coast Guard, NOAA, and the HSC for action. **Mr. Crispino** complimented **Mr. Ferguson** and NOAA for already taking action on their items.

- ii. **WHALES:** At the request of the NOAA at the Channel Islands National Marine Sanctuary, the 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. **Holiday Boat Parades** are scheduled throughout the month of December, culminating in New Year's Eve fireworks. 12 applications have been submitted and reviewed with more than 1,000 participating vessels, plus spectator boats. **Captain Downey** requested all port partners, and parade participants and spectators, to keep their eyes out for safety issues to help ensure the safe success of these busy high-profile events.
- b. **Heavy Weather and High Wind Awareness:** Last year, El Nino brought severe storms and sea conditions along the coast and many ports were impacted. The Coast Guard responded to reports of shoaling that directly affected the safety of vessels. Mariners are reminded be cognizant of reports of severe weather and plan accordingly.
- c. **Deeper Draft Tank Vessels** will be arriving in Long Beach. After a long, joint, and comprehensive review by Federal, State, and Local Port Partners, and key stakeholders, it has been determined that operations to bring in deeper draft tank vessels to the Tesoro Terminal in Long Beach can be done so safely and effectively. The Coast Guard would like to thank all of those involved in this process, and looks forward to continuing this joint and collaborative effort to ensure the safety of our ports and the environment. It is anticipated that deeper draft tank vessels will begin entering the Port of Long Beach in early 2017. **Captain Downey** said this was a big announcement and congratulated **Capt. McCaughey** and his team at Tesoro, the Marine Exchange, the Pilots, and many others who have been involved in this project who have done a phenomenal job. The Coast Guard appreciates the attention to safety and keeping the Coast Guard in the loop every step of the way. The Coast Guard looks forward to working on implementation.
- d. **Channel Closures and Restrictions:** There was a recent case of a barge sinking at Berth 68 in Channel 2 (Long Beach), and it serves as a reminder that the Captain of the Port can assist in closing or restricting access to any navigational channel under COTP authority or jurisdiction to support partner agency operations. If there is ever a need or a question about the services the Coast Guard can offer if such a situation arises, please reach out to the CG Sector LA/LB Waterways Management Staff or the Command Center. The Coast Guard can also set up a safety zone to ensure the personnel working in those areas are kept safe and protected from any ship traffic.
- e. **Captain Downey** echoed and amplified **Chairperson Strong's** comments regarding the 75th Anniversary of Pearl Harbor, and added that the events of that day illustrated our resolve as a nation, can-do attitude, resourcefulness, and unmatched commitment to the defense of freedom. The men and women who served that day serve as a continuing reminder of American resilience and determination.
- f. **Captain Downey** briefed that there was nothing significant to report from the Coast Guard District 11 Bridge Branch.
- g. **Captain Downey** introduced **LTJG Ryan Quarry, USCG** and **LTJG Ken Fuersinger USCG** to make a presentation on the capabilities of the Coast Guard's Navigation Center (NAVCEN) in Alexandria, VA. The two Coast Guard officers delivered the brief and

responded to questions. Highlights were that fifty percent of Automatic Identification System (AIS) units have errors regarding vessel information; if you experience a problem with the Global Identification System (GPS), please file a report with the NAVCEN; and Electronic Aids to Navigation (eATON) is here and will be growing. This has the potential to remove some physical aids to navigation such as buoys.

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

- a. OSPR is co-chairing the **California Maritime Leadership Symposium** 15-16 February in Sacramento. This is a great opportunity to meet with legislators in a symposium format. The content is maritime and port infrastructure focused, and topics will include potential funding mechanisms for projects. This conference is very interactive and has a higher level of participants than most conferences.
- b. OSPR has noticed an increase in the number of vessels entering California waters without having the required **California Certificate of Financial Responsibility (COFR) or Contingency Plan**. OSPR's approach is to try and attain compliance rather than fines, but occasionally fines are necessary.
- c. **Capt. Tom Cullen**, the Administrator of OSPR, arrived and **Chairperson Strong** invited **Capt. Cullen** to speak.
- d. **Administrator Cullen** addressed the Committee about the following:
 - i. Thanked all people who are participating in working groups to meet the requirements of SB--414 (California Senate Bill).
 - ii. Plans to contact **Capt. Louttit** regarding the Dynamic Underkeel Clearance Project and using it as an example of using best available technology.

(4) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported:

- a. Regarding the **breakwaters**, work continues on all 3 structures. 12 breaches were fixed immediately after Hurricane Marie. These were emergency repairs. There is \$18 million to repair additional sections of the Long Beach and Middle Breakwaters, and this work will continue until mid-summer or fall 2017. Work started today on the San Pedro Breakwater, and some of the rocks on the surface of the harbor floor will be recovered and reused since they are pre-cut and can be put back together and interlocked. This type of work has never been done before. Usually more stones are added, but doing it this way will bring reduce the cost from \$7 million to just over \$2 million. This work will take up to four months
- b. The **Port of Long Beach Navigation Improvement Project** is in the feasibility study phase. The intent of the project is to ensure the largest ships can call at the port. **Mr. Fields** referred to a chartlet. The entrance channel is included in the project, and deepening this channel to 80 feet, which enable ships with a 70-foot draft to be accommodated is being considered. 76 feet inside the breakwater where there is no swell should be adequate. The study is in the infancy phase and will take 3 years. It will determine the economic feasibility and the justification for particular depths, but the economic impact and benefit seems to be huge. Container traffic is also being considered, and the economics will determine if deepening to 53-55 feet is justified. A standby area inside the breakwater is being considered. The notion is that if heavy weather is predicted, a loaded, deep-draft tanker could be bought inside the breakwater ahead of the heavy weather and wait for the berth, rather than anchoring to wait outside the breakwater and potentially not being able to enter port during the heavy weather. Some areas inside the breakwater may be widened to help with the passing of ships using fewer tugs, and enable

lower ship speed. This was modeled using ship simulation and add to the quality of the project. If everything were done, 10 million cubic yards of material would be dredged. All material will be placed rather than disposed of, which is environmentally friendly. Project completion would be in the 2021-2022 time frame. In response to a question, Mr. Fields said the center of the standby anchorage is proposed for 79 feet, with 73 feet in the remainder of the anchorage.

- c. Work is being completed on the Seal Beach Jetty, and after the Jetty work is complete, the Coast Guard will replace the light on the jetty.
- d. Update on California State Lands Commission Activities: The seat is vacant but an **unknown speaker** responded and echoed Mr. Coyne's comments regarding the California Maritime Leadership Symposium.

(5) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. California King Tides are coming. For LA/Long Beach that means from December 12 through December 16th you can expect higher than normal high tides and lower than normal low tides. During that time, the predicted high tide is 7 feet above Mean Lower Low Water and the low tide will be almost 1.5 feet below Mean Lower Low Water (i.e. a negative tide). Consult your tide tables and/or visit the NOAA water level website at tidesandcurrents.noaa.gov to see the predicted and historic water levels in your area. The King Tides will repeat January 10th through the 12th. If strong surf or an extreme weather event coincides with these high tides, coastal flooding can be expected.
- b. NOAA Coast Survey has a new web service to allow users to see the latest updates to their nautical charts. The web site is available at: https://distribution.charts.noaa.gov/weekly_updates/ The web service allows users to see week by week which USCG Local Notice to Mariners or other information has been applied to the nautical chart in their area. This may assist users in determining when they need to download or purchase a new chart. Charts are updated weekly.
- c. If you have any questions or comments on the new web service or any NOAA Navigation Services, feel free to contact the California Navigation Manager, Mr. Jeff Ferguson at jeffrey.ferguson@noaa.gov.

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

- a. The last meeting was 2 November 2016.
- b. Several organizations are conducting **Cyber Penetration Testing** of their software in an effort to detect and resolve vulnerabilities. The Coast Guard appreciates these efforts.
- c. **Mr. Bill Walker**, Facility Security Officer (FSO) at the APL/Eagle Marine terminal was appointed chairperson of the FSO Sub-Committee, to succeed **Mr. Chris Dunlay** of Total Terminals International (TTI).
- d. The Long Beach Fire Department continues to break in their new fireboat and is working with other fire departments.
- e. The Coast Guard recently conducted a MARSEC attainment drill. The purpose of the drill was to test communications between the Coast Guard and FSOs in the event of an

event that would require raising the MARSEC level. The Coast Guard plans to meet with FSOs to review the results of the test and ways to improve communications.

- f. A Port Readiness Committee meeting was conducted last week to discuss the use of commercial ports to ship military cargo. The Port of Long Beach is considered a port for such purposes.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
 - a. The sub-committee met in October and November. **Capt. Betz** thanked **Capt. Louttit** for chairing the November meeting in **Capt. Betz's** absence.
 - i. The sub-committee continues to work on the report required by SB-414 regarding tugs being able to arrest the drift of a drifting ship in an emergency.
 - ii. The Harbor Safety Plan review is ongoing.
 - iii. The sub-committee will meet this afternoon at the Marine Exchange at 1330.
 - iv. The sub-committee is starting work on the work on the annual review of the Harbor Safety Plan.
 - v. **Capt. Betz** recommended the agenda item postponing the agenda item regarding Chapter V, Harbor Depths, so it could be reviewed by the sub-committee. **Chairperson Strong** concurred.
 - b. S/C #2 (Planning & Outreach) – No representative or report. **Chairperson Strong** and **Capt. Betz** noted that this subcommittee had no activity for the past several years, so it will be put on hold pending appropriate work.
 - c. S/C #3 (Tug Utilization Group (TUG)) – **Mr. Nault** reported that the sub-committee is looking to meet after the holidays to review bunkering best practices to determine how to get that information out to the shipping industry better.
 - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – **Capt. Betz** reported that no meetings had been held but he'd discussed ideas with Mr. Roberts.

ITEM IV – PUBLIC COMMENTS

No public comment.

ITEM V - ADJOURNMENT:

The next HSC meeting will be at the Port of Long Beach administration building at 12:00 PM Wednesday 1 February due to the AMSC meeting from 9:30-11:30 in the morning.

With no further business to discuss, **Chairperson Strong** called for a motion to adjourn. **Capt. Betz** made a motion, seconded by **Capt. Nielsen**, and the adjourned at 10:54 after a unanimous voice vote.

Respectfully submitted,

//signed//
Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

December 7, 2016

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