



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-THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 February 2017

The One Hundred and Sixty-Third 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 11:58 a.m. **Executive Secretary Kip Louttit** determined that there was a quorum present as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Dan Kane

**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**

Absent

**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 (L.A. Pilots)

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inland Boatman Union of Pacific)

**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**

Vacant

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

Absent

FOR THE CDF&W/OSPR

Mr. Mike Coyne

**FOR PASSENGER FERRY
OPERATORS**

Absent

FOR THE USACOE

Absent

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**

(Vacant)

FOR THE NOAA/NOS

Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT
ORGANIZATION**

Absent

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**FOR COMMERCIAL
FISHING**

Danny Strunk
(San Pedro Bait Co.)

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 welcomed OSPR Administrator Captain Tom Cullen and Mr. Steve Duboyce, Range Management Specialist, Point Mugu Sea Range.

Chairperson Strong 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, which is the 3rd alternate Representing Tug and Barge, **Capt. Ryan Stirewalt (Crowley)**. **Mr. Coyne** administered the oath to **Capt. Ryan Stirewalt** as 3rd alternate Representing Tug and Barge.

Chairperson Strong stated that since the meeting must end by 1300 due to another organization needing the room, he was going to move items requiring a vote first.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
 - a. **Capt. Betz** presented the “Assessment of Emergency Towing Capabilities in the Los Angeles-Long Beach Area of Responsibility.” This report was written under tasking from the **OSPR Administrator** under California Senate Bill 414. We’ve been working on it for approximately one year. SB-414 required us to look at our response capability in our area of responsibility off the ports of Los Angeles and Long Beach. A work group worked on the study and there was participation by quite a few people. Sub-Committee One looked at the report and is submitting it to the full Committee for vote. Sub-Committee One at this time offers the Los Angeles and Long Beach Harbor Safety Committee’s Assessment of Emergency Towing Capabilities in the Los Angeles-Long Beach Area of Responsibility, dated today, February 1, 2017. This report was prepared by the HSC SB-414 Work Group in response to our tasking from the **OSPR Administrator** under SB-414. **Capt. Betz** thanked all members of the Work Group and in particular **Capt. Louttit** and **Jonathan Bishop** who put in a lot of work on this, and **Mr. Mike Coyne** for his guidance and contributions throughout the process. It was definitely a committee effort. There were other people who participated such as from the tugboat companies who put in a lot of effort. The draft report has been submitted to all members via e-mail and therefore **Capt. Betz** has two motions. First, to approve this report as written and to submit the report to the Administrator in response to his SB-414 tasking to this committee, and second, to include this report, as approved, in the Harbor Safety Plan as an Appendix. **Capt. McCaughey** seconded the motion. **Chairperson Strong** said all had the opportunity to read the report and queried if there were any errors, changes, or

typos. The motion passed by unanimous voice vote by the voting members present. **Chairperson Strong** thanked **Capt. Betz**, **Capt. Louttit** and **Steve Chesser** at the Marine Exchange for handling all the data and paperwork, and **Jonathan Bishop** from the Coastal Commission and **Mike Coyne** from OSPR for handling the format putting the report into plain language for good understanding by both a maritime and non-maritime reader. **Chairperson Strong** again thanked **Capt. Betz** most of all for organizing the whole report and wrapping the whole package together and taking the entire expertise and knowledge of the HSC and reflecting it in the report. **Chairperson Strong** queried **Administrator Cullen** if he had a copy and **Administrator Cullen** said he did. This was the formal hand-off of the report and the HSC will await the Administrator's response.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for a motion to approve the minutes of the 162nd Meeting on 7 December 2016. **Capt. McCaughey** made a motion, seconded by **Capt. Dwyer**, to accept and approve the Minutes of the 162nd Meeting on 7 December 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:**

- i. There were 3 incidents since the last HSC meeting on 7 December. One was in December and 2 were in January. The incident in December was a container ship 1.5 miles south of the Los Angeles pilot boarding area with no pilot aboard that developed limited propulsion due to an oil leak. The vessel proceeded to a Golf anchorage outside the breakwater, repaired the leak in an hour, and departed for Oakland. 2016 therefore finished with a total of 18 incidents. By comparison, 2015 had 31 and 2014 had 21. 12 of the 18 incidents in 2016 were related to propulsion and none were related to electrical or steering. Of the 12 propulsion incidents, 11 of the ships resolved the problem themselves, and only one, a bulk ship with air start issues, needed towed to anchor. The other 6 incidents were a fire on a pleasure sailboat, mid-air collision of 2 planes last February, an oil spill last March, a close quarters situation in the fog between a ship and 10 racing speedboats, a crewmember missing from a ship (originally thought to be man-overboard but later determined he had missed movement), and a yacht broken down and anchored in the middle of the channel.
- ii. 2017: The 1st incident in January 2017 was the tragic helicopter crash on the evening of Wednesday 4 January. **Capt. Louttit** stated that he knew there were various investigations underway and after action reports being prepared, so he would address the crash only from the Vessel Traffic Service (VTS) standpoint. At 1743 4 January, a passenger aboard a cruise ship reported the helicopter crash. The VTS queried all vessels in the area but no vessel had seen anything. Search and rescue operations commenced. At 1830, the Coast Guard Captain of the Port closed Angel's Gate and the Flats between Los Angeles and Long Beach. 2 vessels were affected by the closure, plus one was sent to a Foxtrot anchorage rather than a closer Golf anchorage to keep it clear of the search and rescue operations. At 2215 the flats reopened. At 0800 the next morning, Thursday 5 January, dive operations commenced. At 1115 the helo was located was located West of Los Angeles light inside the breakwater, and

Angel's Gate was re-opened. The impact to shipping was 5 vessels inbound to Los Angeles passed through Queens Gate and across flats to Los Angeles. 2 vessels outbound Los Angeles departed through Queens Gate. 2 vessels bound for Golf anchorages were diverted to Foxtrot anchorages. The coordination between the ships, pilots, and VTS was outstanding and there were no issues or delays.

- iii. The 2nd incident in January was a tanker 0.5 miles south of the Long Beach pilot boarding area inbound for a Bravo anchorage which reported to the VTS that it had conducted a test of its engine astern that was unsuccessful. The pilot had not yet boarded. The pilot boarded and the vessel conducted more tests. The tests revealed that the engine was operating properly and had never lost astern propulsion. The problem was only an alarm issue. The Coast Guard granted permission for the ship to proceed to its anchorage with one additional tug, for a total of two.

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

- i. **Arrivals.** There were 388 arrivals in December. Arrivals from the North (Santa Barbara Channel) were 157 ships, which was 40%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 95, which was 24%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 125, which was 32%. The remainder were the 11 ships in that arrived from the Chevron Offshore Terminal in El Segundo, which was 3%.
- ii. **Departures.** There were 369 departures in December. Departures to the North were 160 ships, which was 43%. Departures to the West were 66 ships, which was 18%. Departures to the South were 131 ships, which was 36%. The remainder were the 12 ships that departed to Chevron in El Segundo, which was 3%.
- iii. **4 comments on ship count:**
 1. The total ship arrivals for 2016 was 4,607, which is 198 ships more than 2015 and reverses the downward trend that started in 2011. The 2016 level is close to the 2012 level.
 2. Regarding shipping patterns in the 3 shipping lanes. Arrival percentages in 2016 are within 1% of 2015. Departure percentages changed very slightly in 2016. 3% more ships departed to the north and 4% fewer ships departed to the west. Departures to the south are within 1%.
 3. Regarding the new Panama Canal that opened in June, we have noticed no change in traffic patterns due to the new Canal.

c. **2 final comments:**

- i. During January, the Marine Exchange replaced its 20-year old Universal Power Supply. 75% of the cost was a FEMA PSGP Grant. This required securing all power to the Marine Exchange building on 9 and 11 January for 6-8 hours for necessary wiring changes. Two items of very good news:
 1. First, the new UPS is great and it powers more critical systems and sensitive electronic equipment than the old UPS.
 2. Second, our backup VTS at the Port of Long Beach Joint Command Center performed perfectly on both days. We drilled our Business Resumption Plan

in July 2015 and September 2016, but doing it for real was terrific. We would like to pass our thanks to all port partners for their understanding and cooperation during the outages, and the fabulous personnel at the Port of Long Beach Joint Command Center where we stood the backup VTS watch, and at Jacobsen Pilot Service, whose sensors and equipment feed the backup VTS equipment.

- ii. **WHALES:** At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, we continue 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. Heavy weather continues to affect waterways and harbors. Temporary safety zones were established for Morro Bay and Channel Islands Harbors due to wind and sea states and unsafe navigational conditions. The Coast Guard greatly appreciates the efforts of the harbor masters for identifying unsafe conditions and assisting with outreach to mariners. Mariners are reminded to be cognizant of reports of severe weather and plan accordingly, and listen for broadcasts of safety zones and other safety information.
- b. The Coast Guard adds its appreciation to everyone for their excellent response to the downed helicopter that was briefed earlier. Managing the flow of traffic and ensuring that search and recovery operations were well-managed between organizations was well done. The lessons-learned from the crashes of the 2 planes last February were used in this incident. **Capt. Downey** thanked partners for their response and highlighted the Los Angeles Port Police, Los Angeles City and County Fire Departments, the Jacobsen and Los Angeles Pilot Services, and the Marine Exchange. While we hope to never have to respond to situations such as this, we know that our assets are ready and able to respond.
- c. The Coast Guard encourages the marine industry including marinas, marine filming industry, and law enforcement entities to continue to inform the Coast Guard of activities and events on the water. While marine events are required to be reported to the Coast Guard, the Coast Guard encourages notification regarding any on-water events such as agency training which adds a level of safety, awareness, and deconfliction with other port events and operations.
- d. The Coast Guard reminds everyone the importance of reporting suspicious activity on and near the port and waterways. Reporting of breaches of security suspicious activity to the National Response Center (NRC) is required by entities regulated by the Marine Transportation Safety Act, but in addition, the Coast Guard encourages everyone report suspicious activity to the NRC. The DHS "See Something, Say Something" campaign directs the public to contact local law enforcement via 911, which enables them to prepare suspicious activity reports and send them to an intelligence center or appropriate authority for follow-up and mutual coordination and deconfliction. Additionally, the NRC can be contacted at 1-800-424-8802.
- e. There is nothing significant to report from the Coast Guard District Eleven Bridge Branch.

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

- a. OSPR is co-sponsoring the California Maritime Leadership Symposium 15-16 February in Sacramento at the Citizen Hotel.

- b. **Mr. Coyne** recognized **OSPR Administrator Capt. Tom Cullen**, who addressed the committee as follows:
- i. Thanked the team that came together to produce the terrific SB-414 report. San Francisco is probably coming shortly, and then there will be probably be a joint briefing to **California State Senator Jackson**, who authored SB-414. The level of detail and analysis is impeccable and **Administrator Cullen** is very grateful. The report is 43 pages including the appendixes.
 - ii. It has been a very busy time at OSPR preparing various deliverables for the Legislature and Governor's Office including an update to the State Oil Spill Contingency Plan which is due every 4 years. It is a great document that describes the relationships necessary to respond to a spill that can be a model for other emergencies. OSPR also prepared a report on Best Available Technologies.
 - iii. SB-414 required the Technical Advisory Committee to do a study on vessels of opportunity that could assist in an oil spill, be it logistics or actual response in the oil.
 - iv. The Finances of OSPR were audited and there were only 4 recommendations, down from 13 recommendations 4 years ago.
 - v. Every 2 years OSPR and Chevron co-host the Oil Spill Response Technology Symposium/Workshop, which will be the week of 27 March.
 - vi. OSPR will be creating a team to look at the serious issue of abandoned and derelict vessels. California probably leads the country if not the world with respect to protecting the environment, but this is one area where California falls short. OSPR does not feel it should have the lead on this issue but is working to find a sponsor and will work with state agencies and the Coast Guard. An example is a paddlewheel vessel purchased for \$1,000 that rolled over. The National Pollution Funds Center has spent \$2 million cleaning up the spilled oil and the case is still not fully resolved. This is an extreme case but shows a cheap vessel can cause a big spill. They are a hazard to navigation and safety, and a haven for crime.
 - vii. **Chairperson Strong** said that the Port of Long Beach developed a program that got rid of a bunch of boats a number of years ago when Pier S was built and perhaps that could be a useful reference.

- (4) Update on California State Lands Commission Activities: The seat is vacant; no report.
- (5) Update on California Coastal Commission: No representative and no report.
- (6) Update on U.S. Army Corps of Engineers (ACOE) Activities: No representative and no report.
- (7) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
 - a. As part of the Dynamic Under Keel Clearance Precise Navigation Project, Coast Survey has created high-resolution ENC overlays called BI-ENCs. They have been posted on the NOAA Coast Survey web site for about a year. In December, 2016 the files were updated and the area expanded to include Seal Beach and some of the anchorages to the East, but more importantly, it includes data received from the U.S. Army Corps of Engineers and Port of Long Beach Survey Department. Since then, the Corps submitted additional Seal Beach data and Long Beach submitted additional data in the vicinity of piers S and T. The files have been updated again and should be

posted no later than Friday (3 February). **Mr. Ferguson** thanked the Corps and Port of Long Beach Survey Department for the updates in a timely manner and in a format that NOAA can easily ingest.

- b. **Chairperson Strong** queried if the Seal Beach data included the Naval Weapons' Station and **Mr. Ferguson** affirmed it did.

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

- a. There was an AMSC meeting on the morning of 1 February. **Capt. Downey** briefed information from the meeting on 2 November 2016.
- b. The draft After Action Report for the Port Protector 2016 Cyber Security Exercise has been completed and upon approval will be sent to participating organizations.
- c. Sector LA/LB hired a new Cyber Security specialist, **Mr. Chris Regan**. See any CG member for contact information.
- d. Several organizations are conducting **Cyber Penetration Testing** of their systems to detect vulnerabilities. A best practice is to ensure that all appropriate patches and updates are current.
- e. The Marine Transportation System Recovery Unit (MTSRU) will be meeting 2 February at the CBP Office in Long Beach. California OES will do a presentation on a Port Fuel Needs Study, and the City of Los Angeles Emergency Management Division will do a presentation on Supply Chain. See any CG member for more information.

ITEM III - NEW BUSINESS:

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

- b. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
 - a. The sub-committee met 2 times since the last HSC meeting in December and one of those meetings was this morning.
 - b. The SB-414 Work Group also met on numerous occasions.
 - c. The primary continuing work regards reporting suspicious waterborne activity, mainly looking at the differences between local reporting in the harbors of Los Angeles and Long Beach, and developing procedures that will work for both sides of the harbor.
 - d. The following chapters of the Harbor Safety Plan have been updated and all posted on the Web Site: Table of Maps, Table of Acronyms, Chapter 5 Harbor Depths, Chapter 6 Contingency Routing, Chapter 8 Communications, Chapter 13 Pilotage, and Appendix C3 History of HSC Tug Escort Reg. Thanks to Mr. Chesser for his work posting the changed chapters.
 - e. Yet to be updated this term are the Table of Contents, Table of Appendices, and Vessel Operating Procedures which will be updated at the end of the term after all changes have been made during the term. In short, all the changes have been made that we are aware of.

- f. **Capt. Betz** contacted **Mr. David Sulouff**, Chief, Bridge Section of Coast Guard District 11 in Alameda, CA and requested any changes to this chapter.
- g. The next meeting is at 1000 Wednesday 1 March at the Marine Exchange.
- a. S/C #2 (Planning & Outreach) – On hold pending appropriate work.
- b. S/C #3 (Tug Utilization Group (TUG)) –
 - i. **Mr. Nault** reported that the sub-committee met once since the HSC meeting in December. In early 2016 the HSC was asked by the Coast Guard to look into whether pre-booming while bunkering should be required. SC-1 started looking into the matter in May 2016 and SC-3 was asked to conduct a review of the Bunkering Best Practices Program. The review was thorough. The stakeholders favored strengthening the already robust program rather than putting in a costly pre-booming requirement across the whole industry. There was a lot of discussion and in the end there are four suggestions, (1) Send a letter to OSPR requesting assistance to engage a public service announcement effort to increase awareness, (2) the Marine Exchange place a link to the Bunkering Best Practices video on their web site, (3) Foss and Harley Marine both agreed to communicate with shipping customers through their agents to increase awareness, and (4) Harley added a link to the bunkering best practices video in the paperwork they exchange with their customers.
 - ii. **Mr. Coyne** pointed out that due to the Brown Act, the committee may not act and vote on an item that is not on the agenda other than in an emergency. Thus, since proposed letter was not specifically identified in the agenda, the vote on the draft letter would need to be deferred until the next meeting when it was specifically on the agenda. **Capt. Downey** and **Chairperson Strong** concurred. **Capt. Downey** thanked SC-3 for their work and recommendations.
- c. **Chairperson Strong** echoed **Capt. Betz's** comments regarding suspicious activity reporting and said he and **Capt. Dwyer** partnered to work on it. Security matters have been kept out of the Harbor Safety Plan thus far, but **Chairperson Strong** stated that due to the close relationship between safety and security, perhaps the HSP does need a chapter to introduce all users of the port to security and suspicious reporting.
- d. **Chairperson Strong** stated to **OSPR Administrator Cullen** that the committee stands ready to help in any appropriate way with next steps with respect to SB-414.
- e. **Mr. Bland** pointed out a concern by crane mechanics that tugs and vessels are passing under the cranes when the wires are hanging down, which could cause a hazard to the crane, tugs and vessels, and personnel. **Chairperson Strong** said that was a great issue and also includes ships now that the cranes are so high. It was agreed that **Mr. Bland** would take the lead and report to SC-1.

ITEM IV – PUBLIC COMMENTS

No public comment.

ITEM V - ADJOURNMENT:

The next HSC meeting will be at the Port of Los Angeles Wednesday 5 April, 9:30 AM gathering and 10:00-11:00 AM meeting.

With no further business to discuss there was a motion and second to adjourn, and the meeting adjourned at 12:38 PM.

Respectfully submitted,

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

LA/LB HARBOR SAFETY COMMITTEE

February 1, 2017

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February 1, 2017

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