MINUTES OF THE ONE HUNDRED AND SIXTY-SEVENTH MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 6 December 2017

The One Hundred and Sixty-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 10:00 a.m. Executive Secretary Kip Louttit determined that a quorum was 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. Rob McCaughey (andeavor, formerly Tesoro)

FOR THE LOS ANGELES PILOT ORGANIZATION
Capt. Jeff White

FOR THE OFF-SHORE TERMINALS’ MOORING MASTERS
Capt. Kenneth Graham (Chevron)

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 Morgan (Inland Boatman Union of Pacific & Sause)

FOR THE CALIFORNIA COASTAL COMMISSION
Mr. Jonathan Bishop

FOR MARINE OIL TERMINAL OPERATORS
Capt. Sean Merchant (Valero)

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
Mr. Garry Brown

FOR THE CDF&W/OSPR
Mr. David Mighetto

FOR PASSENGER FERRY OPERATORS
Absent

FOR THE USACOE
Mr. Jim Fields

FOR THE CALIFORNIA
FOR THE NOAA/NOS
FOR THE SHIP’S AGENT

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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 Long Beach for making their facilities available for this gathering.

ACTION ITEMS:

Mr. Mighetto stated that there would be one member sworn in today. Mr. Garry Brown (Orange County Coastkeeper) was reappointed as member representing the Non-Profit Environmental Protection Organizations for LA/LB Harbor. Mr. Mighetto administered the oath to Mr. Brown.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

(1) Chairperson Strong called for a motion to approve the minutes of the 166th Meeting on 4 October 2017. Capt. Rob McCaughey made a motion, seconded by Capt. Sean Merchant, to accept and approve the Minutes of the 166th Meeting on 4 October 2017. There were no comments, corrections, 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 was 1 incident since the last HSC meeting on 4 October. This brings us to a total of 16 incidents for the calendar year 2017, which is one fewer than as of this date last year.

The one incident during this period was container ship inbound Los Angeles 4.5 miles south of Los Angeles Light. The vessel reported losing electrical power and propulsion in very broken English. The pilot was already enroute and boarded the vessel while she drifted. Two tugs proceeded to the vessel and towed her to safely anchor in G-4 anchorage.

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

i. Arrivals. There were 402 arrivals in both October and November. Arrivals from the North (Santa Barbara Channel) were 166 in October and 155 in November, which is 41% and 39%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 103 both months, which was 26%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 128 in October and 136 in November, which was 32% and 34%. The remainder were the 5 ships in October and 8
ships in November that arrived from the Chevron Offshore Terminal in El Segundo, which is 1% and 2%.

ii. **Departures.** There were 371 departures in October and 369 departures in November. Departures to the North were 151 in October and 149 in November, which is 41% and 40%. Departures to the West were 80 in October and 85 in November, which is 22% and 23%. Departures to the South were 135 in October and 132 in November, which is 36% both months. The remainder were the 5 ships in October and 3 ships in November that departed to the Chevron Offshore Terminal in El Segundo, which is approximately 1% each month.

iii. **2 Comments on ship count:**

1. Overall, the percentage of ships using each of the arrival and departure routes is within one to three percent of the past 2 years.

2. 4,037 ships arrived during the first 11 months of 2017, which is 129 more ships more than the same period last year in 2016.

c. **3 Final Comments:**

i. **Dynamic Under Keel Clearance Project:** The Dynamic Under Keel Clearance Project continues to be successful and is meeting its 3 goals of increasing safety, increasing efficiency, and reducing emissions of tankers entering the Port of Long Beach. As of today, 7 tankers have entered port with 66' draft, 11 tankers entered with 67' draft, and 3 tankers with 68' draft have safely and smoothly entered port and moored at T-121. 4 more tankers with 68' draft are scheduled to arrive by the end of the calendar year. The project continues to move forward and will increase draft to the final limit of 69 feet per the Harbor Safety Plan in the coming weeks of first quarter of 2018, with corresponding rising tide. There have been no issues and computer model predictions continue to be validated by the on-board motion sensor.

ii. **Regarding SB-414** and the Assessment of Towing Capabilities work and report we did last year, Capt. Louttit drove to San Diego last Wednesday and briefed their Harbor Safety Committee on the process we followed and results we reported. San Diego is starting their SB-414 work.

iii. **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. **Gerald Desmond Bridge Replacement:** The Gerald Desmond Bridge Replacement Project "Topping Out" ceremony was yesterday and the project will be moving to the over-water phase. This will result in more work between the Coast Guard, Harbor Safety Committee, and port partners.
b. **Dynamic Under Keel Clearance (UKC) Project:** Capt. Downey referred to Capt. Louttit’s remarks regarding the Dynamic UKC Project and thanked all for their continued teamwork including andeavor, Jacobsen Pilot Service, and Marine Exchange. The Coast Guard appreciates the great work and Sector LA/LB is working with Coast Guard Headquarters on an article for an upcoming issue of *Proceedings of the Marine Safety Council* magazine highlighting the project and its great work.

c. **Holiday Boat Parades:** Holiday boat parades are well underway. There are 14 permitted parades and 5 fireworks events in December. There are an additional 5 fireworks events New Year’s Eve. The Coast Guard will be issuing marine broadcasts and providing safety support vessels together with port partners for these events. The Coast Guard looks forward to a safe and festive holiday season.

d. **Alternative Energy Projects:** Capt. Downey briefed:
   
i. **LNG Bunkering:** Several firms have approached the Coast Guard to discuss LNG Bunkering due to expected future increase in LNG powered vessels. The Coast Guard has received one letter of intent which starts the minimum 1-year clock before any construction can take place and/or operations can commence. This and other potential projects are in the early stages but represent a significant development for alternative energy development.

   ii. **Offshore Wind Farms:** The second project, on which the committee received a brief on several meetings ago, is offshore wind farms. Coast Guard Sector LA/LB Waterways Management personnel are working with BOEM and port partners to address possible navigation and safety concerns related to the possible addition of wind farms along the Southern California coast, but which is an important part of developing alternative energy sources.

e. **Waterways Analysis:** The Coast Guard is conducting a waterways analysis for the Newport area, specifically looking at the potential removal of Coast Guard maintained aids to navigation and replacing with private aids. Comments can be submitted on-line or through the Coast Guard Sector LA/LB Waterways Management Division.

f. **Regulated Navigation Areas (RNA):** Over the years there have been discussions between Sectors and Coast Guard District Eleven in Alameda regarding the creation of RNAs, specifically in the Northern Part of Sector San Francisco’s area of responsibility (AOR) (Crescent City, Humboldt Bay, and Noyo River), and Morro Bay, which is in Sector LA/LB’s AOR. The goal is to streamline the rulemaking process and provide long-term consistency for the maritime public. The Coast Guard expects the proposed rule to be published soon, following the 30-day public comment period.

g. **Pacific Seacoast System Study:** The Coast Guard is soliciting input by mariners to a study regarding navigation requirements in the Pacific Seacoast System. The Waterways Analysis and Management System (WAMS) Study will review the short-range aids to navigation system from the Canadian Border to the Mexican Border, and Alaska, Hawaii, and the Marianas Islands. There is a web-site to take a survey which Capt. Downey will send to Mr. Chesser for forwarding to the Committee. The survey will be available until 31 March 2018. In addition to the survey input, the system-wide study will cover international requirements, environmental concerns, user capability, available technology, and available resources. The study is part of the Coast Guard’s future navigation initiative, which is a multi-year effort to analyze, optimize, and modernize the navigation systems that safely guide millions of mariners and trillions of dollars of trade to U.S. Ports. The initiative is managed by the Office of Navigation Systems and maintained by Coast Guard buoy tenders and aids to navigation.
teams. We recognize the importance of aids and the Coast Guard looks forward to receiving good input.

Chairperson Strong commented that the Long Beach Pilots have experienced ships whose ECDIS system is programmed to take the ships inbound and outbound through the deep-water channel when they aren’t deep draft ships. This means the non-deep draft ships are proceeding outbound in the inbound traffic lane and leaving the sea buoy on the wrong (starboard) side. However, if the ship proceeds outbound in the outbound lane and leaves the sea buoy on the correct (port) side, the ECDIS sounds an alarm that in some cases calls the home office. The note on the electronic chart regarding use of the deep-draft channel is not easy to find in the ECDIS systems. Chairperson Strong asked Capt. Downey if these sorts of issues would be covered by the study. Capt. Downey said she did not know, but that input regarding this issue would be valuable.

Mr. Reid Crispino commented that the Vessel Traffic Service has observed this behavior and has had to remind ships how to properly depart Long Beach and leave the sea buoy on the correct side.

Mr. Rick Roberts queried if a study similar to Newport regarding replacing Coast Guard maintained aids to navigation with privately maintained aids was planned for Los Angeles and Long Beach. Capt. Downey responded that it’s possible, but not in the immediate future, and that a difference between LA/LB and Newport is the large amount of commercial traffic in LA/LB.

(3) Update on OSPR Activities: Mr. Mighetto reported:

a. West Coast Harbor Safety Committee Summit: The event was held 25-26 October aboard Queen Mary in Long Beach and went very well. The next summit will be 2 years from now.

b. Open LA/LB HSC Positions: Mr. Mighetto reported that several positions and alternates remain open and applicants are requested to apply.

c. Mr. Mighetto, on behalf of the California Office of Fish and Wildlife, thanked the full Harbor Safety Committee, the Sub-Committees, and the public in the audience for their attendance and participation in Harbor Safety Committee matters, and wished everyone a happy and safe holiday season.

(4) Update on California State Lands Commission Activities: The seat is vacant but Mr. Chris Beckwith reported that planning phase work on the Prevention First symposium will start in the next month. The symposium will be held 24-25 September in Long Beach.

(5) Update on U.S. Army Corps of Engineers (ACOE) Activities: Mr. Fields was absent but separately had reported to Chairperson Strong that he had nothing significant to report and repairs to the breakwater would continue for the next year.

(6) Update on National Oceanographic and Atmospheric (NOAA) activities: Mr. Ferguson was absent due to the wildfire in the Santa Barbara area but reported separately to Capt. Louttit that he had nothing significant to report.

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

a. The 1st AMSC Cyber Sub-Committee Seminar was held 8 November at Banning’s Landing in the Port of Los Angeles. It was a full day of discussions regarding the challenges posed by cyber adversaries, and potential solutions. The seminar was
attended by 100 professionals, informal and formal feedback was very favorable, and
the Coast Guard anticipates holding the seminar again.

b. **Two Awards:** The **Rear Admiral Richard D. Bennis** award for Excellence in
Maritime Security and **Rear Admiral William M. Benkert** award for Excellence in
Environmental Protection are both open and application deadlines are in January
2018. Applying for the awards enables firms to highlight the great work they are
doing in these two areas.

**ITEM III - NEW BUSINESS:**

(1) Sub-Committee Reports:

   a. **S/C #1 (Navigation Safety)** – **Capt. John Betz** reported: The sub-committee met in October and
will meet at 1330 today at the Marine Exchange. There will be a presentation by Catalina Sea
Ranch. The annual update to the Harbor Safety Plan will begin.

   b. **S/C #3 (Tug Utilization Group (TUG))** – **Mr. Andre Nault** reported that the committee had not
met and that he had nothing significant to report.

(2) **Chairperson Strong** reported that he was contacted by a group in Massachusetts he believes is called
the Safe Estuaries Committee. They plan a major convention in Long Beach next year and there may
be some interaction with the Harbor Safety Committee. **Chairperson Strong** had passed **Mr. Garry
Brown’s** contact info to the Safe Estuaries Committee.

**ITEM IV – PUBLIC COMMENTS**

None.

**ITEM V - ADJOURNMENT:**

The next HSC meeting will be at the Port of Los Angeles Wednesday 7 February at 1200 PM due to the Area
Maritime Security Meeting that same morning in the same location.

With no further business to discuss, Chairperson Strong wished everyone happy holidays and the meeting
adjourned at 10:22 AM.

Respectfully submitted,

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

29 January 2017
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