



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND SEVENTY-FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 October 2018

The One Hundred and Seventy-First 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**

Absent

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Absent

**FOR THE OFF-SHORE  
TERMINALS' MOORING  
MASTERS**

Capt Tom Osborne (non-voting  
guest)

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

**FOR DRY CARGO VESSEL  
OPERATORS**  
Capt. Jeff Cowan

**FOR PLEASURE BOAT  
OPERATORS**  
Capt. John Betz

**FOR ORGANIZED LABOR**  
  
Mr. Eric Bland  
(Inland Boatman Union of Pacific)

**FOR THE CALIFORNIA  
COASTAL COMMISSION**  
Absent

**FOR MARINE OIL TERMINAL  
OPERATORS**  
Capt. Sean Merchant  
Valero

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

Capt. Monica Rochester, USCG

**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. David Mighetto

**FOR PASSENGER FERRY  
OPERATORS**  
Absent

**FOR THE USACOE**  
  
Absent

**FOR THE CALIFORNIA  
STATE LANDS COMMISSION**  
Vacant

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

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

c/o Marine Exchange of Southern California  
P. O. Box 1949 • San Pedro • California 90733-1949  
Telephone (310) 519-3134 • Fax (310) 241-0300  
E-mail: [HSC@mxsocial.org](mailto:HSC@mxsocial.org)

**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 Long Beach for making their facilities available for this gathering. **Capt. Strong** had all members and alternates introduce themselves.

**ACTION ITEMS:**

**Mr. Mighetto** stated that there would be two appointments to be sworn in today. **Mr. Eric Bland** (Inland Boatman's Union of Pacific) was reappointed as member representing the Organized Labor and **Capt. Eric Morgan** (Sause Brothers) was reappointed as alternate member representing Organized Labor. **Mr. Mighetto** administered the oath to **Mr. Bland**. **Capt. Morgan** was not present.

**ITEM I: APPROVAL OF MINUTES OF LAST MEETING:**

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 170th Meeting on 6 June 2018. **Capt. Merchant** made a motion, seconded by **Capt. Dwyer**, to accept and approve the Minutes of the 170th Meeting on 6 June 2018. There was no comment 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 seven incidents since the last HSC meeting in June, for a total of 14 incidents this calendar year, which is 2 fewer than as of this date last year. The first incident this period and 8<sup>th</sup> of the year was a tanker 3 miles south of the Long Beach Sea Buoy inbound with no pilot aboard. The vessel reported a loss of astern propulsion. The vessel stopped, drifted, conducted repairs in an hour, and proceeded to anchorage G-4. The 9<sup>th</sup> incident of the year was a tanker entering the precautionary area from the south with no pilot aboard that reported an engine issue related to low sulfur fuel. The vessel initially said it would depart the area. The vessel then requested an outside anchorage. The vessel then turned around, departed the area, and returned 5 days later. The 10<sup>th</sup> incident was a container ship passing the Los Angeles breakwater outbound with pilot aboard that reported a fuel line leak. The vessel proceeded south of the precautionary area, drifted, and made repairs in an hour. Coast Guard Sector LA/LB directed the VTS to direct the vessel to an outside anchorage for class society inspection. The vessel then reported she needed to drift for another hour to change an injector. Just over an hour later the vessel reported repairs complete. The vessel got underway and safely anchored in anchorage G-5. The 11<sup>th</sup> incident was a close quarters situation between a southbound research sailboat and a northbound tanker in a meeting situation in the southern traffic lanes south of the oil platforms. The VTS observed the close quarters situation developing because the research sailboat was transiting southbound in the northbound traffic lane. The research sailboat did not respond to hails from the VTS on channels 13, 14, or 16 VHF-FM. The research sailboat finally responded and the watchstander said she would get the captain. The research sailboat then stopped responding to radio hails. The northbound tanker did a round turn to starboard which

resolved the situation with a closest point of approach of 0.45 miles, and both vessels resumed their voyages. The 12<sup>th</sup> incident of the year was the discovery of 2 flash bang grenades at Los Angeles berth 51 (SSA). The LA Port Police evacuated the terminal and called for the bomb squad. Investigation revealed the flash bang grenades had been moved from Los Angeles berth 240 (the former Southwest Marine), where they had been stored for months. Everyone stood down and traffic flow was never disrupted. The 13<sup>th</sup> incident of the year was a container ship 5 miles south of Point Vicente northbound with no pilot aboard that reported high fuel pressure. The vessel proceeded west of the lanes, drifted, made repairs in one hour, and resumed her voyage. The 14<sup>th</sup> and final incident was a tanker anchored in anchorage F-10 with no pilot aboard that reported her engine would not start. The vessel remained at anchor to resolve the problem.

- b. **Traffic Report:** Capt. Louttit referred to a handout and reported the following for the four-month June-September 2018 period:
- i. **Arrivals.** Monthly arrivals ranged from a low of 366 to a high of 384. Arrivals from the North (Santa Barbara Channel) ranged from 157 to 162 ships, which was 42-43%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) ranged from 76 to 80 ships, which was 20-22%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) ranged from 123 to 136 ships, which was 34-36%. The remainder were 5 to 7 ships per month that arrived from the Chevron Offshore Terminal in El Segundo, which was 1-2%.
  - ii. **Departures.** Monthly departures ranged from a low of 337 ships to a high of 373 ships. Departures to the North ranged from 147 to 167 ships, which was 44-45%. Departures to the West ranged from 67 to 72 ships, which was 18-21%. Departures to the South ranged from 112 to 129 ships, which was 33-35%. The remainder were the 6 to 11 tankers per month that departed to the Chevron Offshore Terminal in El Segundo, which was 2-3%.
  - iii. **2 Comments on ship count:**
    1. The percentages of ships using the 4 arrival and departure routes, East, West, North, and South, has been very consistent year to year and month to month since the emissions control area changed in 2015.
    2. Total ship count is down for the calendar year as follows. For the 9-month period January-September 2018, 160 fewer ships arrived than the same 9-month period in 2017 as follows: 60 fewer foreign tankers, 40 fewer vehicle ships, and 81 fewer ships calling for bunkers only. However, during the same 9-month period there were 8 more container ships and 13 more bulk ships. General cargo and cruise ships were even or nearly so.
- c. **4 Final Comments:**
- i. **Annual Vessel Traffic Control System Maintenance:** During the last 2 weeks of September annual maintenance on the Kongsberg Norcontrol C-Scope Vessel Traffic Computer System was performed. This is the common system used by the Marine Exchange, Los Angeles Pilots, and Jacobsen Pilot

Service (Long Beach Pilots). There were no issues and all systems were upgraded with the latest editions of C-Scope software, nautical charts, etc.

- ii. **3 FEMA Port Security Grants awarded to the MX:** The Marine Exchange was awarded 3 FEMA PSGP grants and will be executing them in the coming months. The 3 projects will double the number of security cameras at the MX, replace 3 Norcontrol Computers which will keep our system state of the market, and further harden our cyber security.
- iii. **Dynamic Under Keel Clearance Project:** As of 1 October, 47 tankers have safely entered port with drafts between 65' and 69', of which 7 tankers were at the maximum draft of 69 feet per the Harbor Safety Plan. The project continues to be successful in meeting its 3 goals of increasing safety, increasing efficiency, and reducing emissions associated with transporting oil into the Port of Long Beach.
- iv. **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 waters and vessels should take appropriate precautions.

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

- a. **Tank Vessel Megacore Philomena:** The tanker has been in our port since December 2017. The tanker is flagged in the Marshall Islands and was arrested by the U.S. Marshalls in March 2018. As of yesterday (2 October) the vessel was successfully sold to a Marshall Islands corporation and awaits official certificates and port state control exam by the U.S. Coast Guard.
- b. **Los Angeles Fleet Week:** The Annual Los Angeles Fleet Week was 31 August to 3 September. It's one of the largest public events in Southern California. It was an extraordinarily huge success in part due to the tireless efforts of 290 Active Duty, Reserve, and Auxiliary Coast Guard members. The Coast Guard showcased its assets to more than 250,000 military and civilian spectators, positively increasing community relations and further establishing an active presence in the local community while being able to work alongside our port partners to establish a security zone in the port with 24-hour a day security presence.
- c. **Gerald Desmond Bridge Replacement:** In early September the Coast Guard District Eleven Bridge Manager met with Gerald Desmond Bridge Project Officers, Long Beach Pilots, and key industry representatives to finalize details of the project. A traffic coordination team consisting of Coast Guard, Jacobsen Pilot Service (Long Beach Pilots), the Port of Long Beach, Long Beach Police and Fire Departments, and impacted port partners has been established to coordinate vessel movements and reduce impact to the waterways during the over-the-water phase of the construction, which is anticipated to commence in November of this year. The committee will be meeting weekly and then daily once the over the water work commences.
- d. **From the Area Maritime Security Committee:**
  - i. The CG Sector LA/LB Container Team found 3 containers onboard a Los Angeles facility containing 1.2B Explosives (detonating fuses) which arrived without a Captain of the Port Permit for Offload. Upon further investigation it was identified that the hazardous materials clerk for the facility was

unaware that a permit was needed for explosive loadouts. The Container Team gave the clerk the required information to be forwarded for explosives loadouts in the future. The facility was able to complete a permitted transfer on 17 September 2018.

- ii. CG Sector LA/LB received an anonymous report sent all the way to the Secretary of Homeland Security regarding TWIC and other security concerns at 2 facilities in the port complex. CG Sector LA/LB facility inspectors met with TSA counterparts, planned, and implemented a week-long operation. Unannounced security spot-checks were conducted at each facility, aimed at overtly observing security measures at access points and verifying the validity of each security guard's TWIC. There were no infractions at that time.

(3) Update on OSPR Activities:

- a. **Mr. Mighetto** stated that he will talk about the ETIP (Escort Tug Inspection Program) at the Sub-Committee 1 meeting this afternoon. ETIP is required for companies whose tugs are doing escort work for tank vessels.

(4) Update on California State Lands Commission Activities: The seat is vacant, but **Mr. Chris Beckwith** reported he had no report.

(5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** was absent; no report.

(6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. **NOAA SHIP RAINER Survey Work:** The ship and her launches spent a good part of September doing hydrographic survey work in the ports and approaches. The survey work is complete and included outside the breakwater, both entrance channels, both sides and in between, and offshore anchorages. Also, a little work inside the breakwater across the flats between the 2 gates. The data is being processed. Anything significant will be communicated immediately including Local Notice to Mariners and chart updates if needed. Otherwise, the data will go through the NOAA pipeline and the charts will be updated several months from now. Thanks to the Marine Exchange for their support and spreading the word about the survey work, and to the Coast Guard for berthing the Survey Launches during the 2<sup>nd</sup> half of the project at the Coast Guard Base.
- b. **Navigation Rules in Coast Pilot:** Coast Pilot 7 now includes the Navigation Rules in appendix B.

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

- a. **Capt. Rochester** stated she had nothing to add to her comments earlier.

(8) Other:

- a. **Capt. Dwyer** thanked NOAA and the Port of Los Angeles Engineering Department for their work that got the air gap sensor on the Vincent Thomas Bridge installed and operational.

**ITEM III - NEW BUSINESS:**

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

- a. S/C #1 (Navigation Safety) – **Capt. John Betz** reported the committee hadn't met since June. There will be a meeting at 1330 today at the Marine Exchange.
- b. S/C #2 (Tug Utilization Group (TUG)) – **Mr. Andre Nault** reported the committee hadn't met as it hasn't had an issue to work on. **Chairperson Strong** asked **Ms. Kariane Dill (formerly Meadow)** to introduce Foss's new General Manager, **Paul Hendricks**. **Mr. Hendricks** introduced himself. **Chairperson Strong** thanked the tug companies for being so proactive and being involved on the Harbor Safety Committee because their input is so critical to developing new processes and regulations such as tug escort in the past and working on emerging initiatives such as LNG.
- c. LNG Working Group- **Mr. Glenn Farren** thanked **Chairperson Strong** for his leadership in initiating the working group. Mr. Farren recognized and thanked **Mr. Reid Crispino, Steve Chesser, and Patrick Baranic** of the Marine Exchange for their great support thus far to get the working group off the ground. Two meetings were held thus far. The working group is structured with a core group who are members of the HSC, plus other members including business and service providers, and those interested and who desire to be part of the process and are providing subject matter expertise. A rough path has been developed. Relevant parties are being identified such as Port Authorities, Business, the Coast Guard, Fire and Police Departments, OSPR, and State Lands. The working group is looking for alignment between the 2 ports if possible. **Mr. Farren** gave a high-level brief on the work done thus far and way-ahead as it is known today. Pasha is involved. It's possible there will need to be an amendment to the Harbor Safety Plan. The goal is for the work to be complete in 2020. Contact **Mr. Farren** to be added to his e-mail address list.
  - a. **Mr. Mighetto** thanked **Mr. Farren** for inviting OSPR to the last meeting and queried if the work was for cargo operations, bunkering operations, or both. **Mr. Farren** clarified that the work, at present, is for bunkering (fuel for vessels) only.
  - b. **Chairperson Strong** queried if the Coast Guard was OK with this work. **Capt. Rochester** said her team was involved in the process, it's on a very good track, and she has personal experience with LNG fueling of vessels due to a prior assignment at Sector San Diego and experience with the Tote Vessels.

**(2) Brief:**

- a. **Update on Over-Water Construction for Gerald Desmond Bridge Replacement.** **Mr. Ken Blake**, Deputy Construction Manager did a presentation the replacement project including the construction of the bridge, waterway and traffic management, and work schedule 6 days a week (none on Sunday) roughly 0600-1800. The 2 main towers are complete. The plan to have barges in the channel has been changed; the only vessel in the channel in the new bridge construction plan will be a flagging boat. The anticipated duration for each "pick" of a bridge piece is 4 hours, and a certain number of bolts are required for the member to be structurally adequate to support itself and the channel to open. Tools, hard hats, and the like are tethered. A Waterways Traffic Management Plan has been developed. The contractor will provide a weekly schedule on Monday which will provide the schedule for the upcoming Friday until the following Friday. Anticipating construction schedule changes, there will be daily task force conference calls which will give the schedule for the following day so ship schedules and tide and air draft windows can be discussed and resolved. The over-water work is anticipated to start in November 2018 and be complete mid-to-late 2019. Each bridge segment is anticipated to take 3 weeks

to build. When a pick is only on one side of the bridge, the other ½ of the channel should be open and smaller vessels should be able to be routed around the bridge work by the flagging boat.

- b. **Chairperson Strong** stated that tankers will be a challenge due to their changing schedules and tidal windows. **Capt. Merchant** stated that a 4-hour lift could result in a 12-hour delay if a tidal window is missed. **Chairperson Strong** stated container ships have more regular schedules except perhaps on sailings. The pilots will be able to talk with a traffic manager on the bridge. **Mr. Andre Nault** said good communications with tugs and barges will be critical, especially petroleum barges. Non-VTS vessels such as sport boats and light tugs will be able to pass when only ½ of the channel is closed and perhaps will need to contact the traffic manager on the bridge; this will need pursued.

- (3) **Mr. Chesser Retirement:** **Capt. Louttit** reported that **Mr. Chesser** will be retiring from his full-time position at the Marine Exchange in January but will stay on in a part-time role to do his work for the Harbor Safety Committee.

#### **ITEM IV – PUBLIC COMMENTS**

None.

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

The next HSC meeting will be in Los Angeles on Wednesday 5 December, 9:30 AM gathering and 10:00-11:00 AM meeting.

**Chairperson Strong** called for a motion to adjourn. The motion was made by **Capt. Merchant**, seconded by **Capt. Dwyer**, and the meeting adjourned at 11:02 AM.

Respectfully submitted,

//signed//

Capt. J. Kipling Louttit  
Executive Secretary

26 November 2018



LA/LB HARBOR SAFETY COMMITTEE

LNG Working Group

October 3, 2018

NAME

E-MAIL / TELEPHONE

AGENCY

NAME	E-MAIL / TELEPHONE	AGENCY
JOHN BETZ	BETZJOHN@MAC.COM 310 463 3746	RET BOATS
Jeff Cowan	jcowan@vcnet.com	Day Cargo
Sean Marchant	SEAN.Marchant@Valero.com	Valero Refining
JEFFREY FERUSON	JEFFREY.FERUSON@NOAA.GOV	NOAA
JOHN L. DWYER	J.DWYER@PORTPOLB.ORG	LA TITLES/POLB
Paul Hendriks	phendriks@foss.com	FOSS Gerald Desmond Bridge
Ken Blake	ken.blake@gdbrproject.com	
DAVID MIGHTETTO	david.mightetto@wildlife.ca.gov	OSPR
Andre Nault	<del>sean</del> anault@harleymarine.com	Harley marine
Rebecca Ore	rebecca.e.ore@uscg.mil	USCG
Marshall Newberry	Marshall.E.Newberry@usig.mil	USIG
Darin Wright	darin.wright@polb.com	POLB
Mitch Popyazov	dimitar.popyazov@polb.com	POLB
ERIC BLAND	EBLAND640@ATT.NET	LABOR
Chul An Kou	chul.kou@polb.com	POLB

LA/LB HARBOR SAFETY COMMITTEE

LNG Working Group

October 3, 2018

NAME

E-MAIL / TELEPHONE

AGENCY

Capt Thomas S. Osborne OSTHC@CHERRM.COM ChouROM

CAPT Monica Rochester MONICA.L.ROCHESTER@USCG.MIL USCG

LCDR Isaac Mahar Isaac.D.Mahar@uscg.mil USCG

Mark Gynks MGYNKS@JACOBSENPILOT.COM

Kariane Dill Kariane@foss.com Foss

Jon Victoria JON.VICTORIO@WILDLIFE.CA.GOV CDFW

Robert Seidel rseidel@pob.com POLB