

**MINUTES OF THE ONE HUNDRED AND SEVENTY-FOURTH MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 3 April 2019**

The One Hundred and Seventy-Fourth 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 10:03 a.m. **Executive Secretary Kip Louttit** determined that a quorum was present as listed below:

FOR THE PORT OF LONG BEACH 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 Capt. Jeff White	FOR THE OFF-SHORE TERMINALS' MOORING MASTERS Absent
FOR TUG & BARGE OPERATORS Absent	FOR DRY CARGO VESSEL OPERATORS Absent	FOR PLEASURE BOAT OPERATORS Absent
FOR ORGANIZED LABOR Capt. Eric Bland (Sause)	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 Mr. Garry Brown Orange County Coastkeeper
FOR THE CDF&W/OSPR Mr. David Mighetto	FOR PASSENGER FERRY OPERATORS Capt. Ray Lyman (Catalina Express)	FOR THE USACOE Absent
FOR THE CALIFORNIA STATE LANDS COMMISSION Vacant	FOR THE NOAA/NOS Mr. Jeff Ferguson	FOR THE SHIP'S AGENT ORGANIZATION Mr. Ron Kelly
FOR COMMERCIAL FISHING Absent	FOR THE U.S. NAVY Absent	EXECUTIVE SECRETARY Capt. J. Kipling (Kip) 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.

ACTION ITEMS:

Mr. Mighetto stated **Capt. Joseph Mayer** had been appointed as alternate representing the Port of Los Angeles Pilot Organization in December and today, he would be sworn in. **Mr. Mighetto** administered the oath to **Capt. Meyer**.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 173rd Meeting on 6 February 2019. **Capt. White** made a motion, seconded by **Mr. Farren**, to accept and approve the Minutes of the 173rd Meeting on 6 February 2019. There was no comment, correction, 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 3 incidents since the last HSC meeting in February for a total of 4 incidents thus far in 2019, which is 1 fewer than as of this date in 2018. The first incident this period was a cruise ship 1-mile south of the Precautionary Area with no pilot aboard that reported its starboard rudder was stuck amidships. All other equipment was operating properly. Working with the Jacobsen Pilot Service (Long Beach Pilots), CG Sector LA/LB authorized the vessel to proceed to her berth in Long Beach. The pilot boarded and the vessel entered port and moored safely using 1 assist tug. The second incident this period was a container ship 7.5 miles south of Point Vicente with no pilot aboard that reported their Injection Control Unit (ICU) for the #1 Cylinder was offline, the vessel was experiencing a loss of RPMs, and the vessel was only able to make turns for ½ ahead and ½ astern. CG Sector LA/LB was notified and the Sector authorized the vessel to proceed into her berth in Long Beach and the vessel moored safely. The third incident this period, and 4th incident for the calendar year, was a container ship with no pilot aboard 1 mile south of the Long Beach sea buoy inbound Long Beach that notified the VTS they had an inoperable generator. The vessel requested an outside anchorage to make repairs. The VTS assigned a Foxtrot anchorage and the vessel anchored safely.
 - b. **Traffic Report:** **Captain Louttit** referred to a handout.

- i. **Arrivals.** Total arrivals were 355 in February and 372 in March. Arrivals from the North (Santa Barbara Channel) were 131 in February and 148 in March, which was 37% and 40%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 78 in February and 71 in March, which was 22% and 19%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 137 in February and 141 in March, which was 39% and 38%. The remainder were the 9 tankers in February and 12 tankers in March that arrived from the Chevron Offshore Terminal in El Segundo, which was 3% both months.
- ii. **Departures.** Total departures were 323 in February and 351 in March. Departures to the North were 135 in February and 155 in March, which was 42% and 44%. Departures to the West were 65 in February and 63 in March, which was 20% and 18%. Departures to the South were 105 in February and 123 in March, which was 33% and 35%. The remainder were the 18 tankers in February and 10 tankers in March that departed to the Chevron Offshore Terminal in El Segundo, which was 6% and 3%.

c. **Comments on ship count:**

- i. 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 2015. The exception were the 18 tankers that departed to the Chevron Offshore Terminal in El Segundo in February, which was double or triple the usual number.
- ii. There were 1,135 arrivals during the first 3 months of calendar year 2019, which was 14 ships below the target projection for this period, but 5 ships more than the same period in 2018. However, it was 62 ships fewer than the same period in 2017.

d. **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.

e. **Introductions:** **Chairperson Strong** went around the room and had everyone on the Committee introduce themselves.

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

- a. **Point Vicente Lighthouse:** Coast Guard Aids to Navigation Team and Sector Los Angeles/Long Beach completed the historically significant removal of the

original lens, which was put on display at the Point Vicente Interpretive Center, and installation of a new lens in the lighthouse. A ceremony to celebrate transfer of ownership will be at 11:00 Saturday 13 April. Details are on the Interpretive Center's web site.

- b. **Gerald Desmond Bridge Replacement:** The over-the-water phase of construction was to commence in March but is now scheduled for June. Sector LA/LB Waterways (**CDR Newberry** and **LCDR Mahar**) are working with the Coast Guard District 11 Bridge Branch to schedule a meeting in May with contractors and port partners, and details will be pushed out.
- c. **Port Coordination Team:** A Port Coordination Team is being established, which will be a stand-alone advisory working group that replaces the Marine Transportation System Recovery Unit that was under the Area Maritime Security Committee. The Port Coordination Team will serve as an advisory working group in accordance with USCG Navigation and Vessel Inspection Circular (NVIC) 04-18 to provide guidance to the Captain of the Port on recovery priorities and mitigation strategies for marine transportation system disruptions. The document is on the Coast Guard Web site. Points of Contact are **CDR Newberry**, **LCDR Mahar**, and **Mr. Albrough**. **Capt. Rochester** plans to deliver a framework at the next HSC Meeting.
- d. **Vessel Detention:** The U.S. flag container ship MAUNALAI was inspected and found to have hull fractures and cracks which indicated major structural failures potentially threatening to break the vessel in half and spilling 850,000 gallons of oil. Coast Guard inspectors prevented billions of dollars in damages from a potential environmental catastrophe. The Coast Guard oversaw vessel repairs and spurred Coast Guard oversight into whether similar issues affect the fleet of approximately 55 other vessels of similar design. The vessel is safe to sail, is in operation, and has a strict oversight protocol in place.
- e. **Fleet Week 2019:** Planning has begun for this event over Labor Day Weekend.
- f. **Chairperson Strong** complimented the Coast Guard regarding the Commandant of the Coast Guard's visit and the commissioning of CGC TERREL HORNE. There was a brief discussion regarding the commissioning ceremony and the circumstances of **Senior Chief Horne's** murder when the Coast Guard small boat he was in was rammed by a smuggling boat they were chasing. **Senior Chief Horne** pushed a fellow crewmember out of the way, which saved the crewmember's life.

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

- a. **Members with expiring terms:** The following positions and alternates have 3-year terms ending and as required by law **Mr. Mighetto** must advertise to the public the open positions on the LA/LB HSC. **Mr. Mighetto** asked the Marine Exchange to send the Announcement letter dated 3 April 2019 to their distribution list. The positions are Tug and Barge Operators, Port of Los Angeles, Passenger Ferry Operators, Off-Shore Terminals' Mooring Masters, Port of Long Beach, and California State Lands Commission – Environmental Protection Division. Qualified individuals who reside in the San Pedro Bay area

are encouraged to apply. Applications may be obtained on the California Department of Fish and Wildlife web site or contact **Mr. Mighetto**.

- b. **Escort Tug and Ship Assist Training Program:** **Mr. Mighetto** recognized Foss Maritime Co. for their Tanker Escort Qualification Training Manual. As discussed in past HSC meetings, tug companies that conduct tank vessel escorts must show they have trained crews and the right equipment. The LA/LB area has different requirements than San Francisco. **Henry Palmer**, General Manager of Foss Maritime in San Francisco and his team impressed **Mr. Mighetto** with the effort they made in developing the materials that together provide an outstanding training program. The program includes a Student Guide, Tug Captain Interim Training Program, Deck Officer Escort Training Program, Deck Hand Escort Training Program, and Escort Tug and Ship Assist Manual. The manual itself includes just about everything a person needs to be completely informed on the codes and methods of escort tugs and their abilities. The Foss representative present thanked **Mr. Mighetto** for the acknowledgment.
 - c. **Biennial National Harbor Safety Committee Conference:** The conference is 25-27 June in Houston, TX. **Capt. Strong** is attending.
 - d. **OSPR Jobs:** Oil Spill Prevention Specialist: This position is advertised and qualified applicants with oil spill and/or tanker experience would be good candidates. This job and others are on the Department of Fish and Wildlife's web site under OSPR, Jobs and Exams. The POC is Bernadette Fees at 916-323-4734 or Bernadette.Fees@wildlife.gov.
- (4) Update on California State Lands Commission Activities: The seat is vacant, and **Mr. Chris Beckwith** had nothing significant to report.
- (5) 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** briefed:
- a. NOAA is soliciting applicants for membership on the Hydrographic Services Review Panel, which is a federal panel that advises NOAA on needs of the Maritime Sector on the next generation of NOAA products and services. Nominations are due 1 May for term starting in 2020. Travel is paid by NOAA. There are 2 meetings a year. For details see the NOAA web site.
 - b. All 9 Coast Pilots now contain the "Rules of the Road" and carrying the *Coast Pilot* satisfies the requirement to carry the "Rules of the Road."
- (7) Update on Area Maritime Security Committee: **Capt. Rochester** reported:
- a. **MAST:** The 5th annual Maritime Advanced Systems and Technology laboratory will take place 10 April 2019 in Port Hueneme.
 - b. **Off-site, fence line gunfire incident in Port Hueneme:** This incident recently took place and a direct radio link between the Harbormaster and the Port Hueneme Police Department greatly assisted with making an arrest. The

Harbormaster was able to see the incident on cameras and provide a description to police department dispatch while officers were enroute.

- c. **Suspicious Device off port property in Port Hueneme:** A suspicious device with cell phones taped to it with wires protruding fell from a truck. Port Hueneme cameras were able to provide a description so officers could stop the truck and determine what was going on. The incident resulted in the terminal being closed for about 45 minutes due to proximity of the event to the gate.

(8) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** was absent but **Chairperson Strong** reported:
 - i. The Sub-Committee 1 minutes were sent. The Sub-Committee will meet this afternoon at 1:00 PM at the Marine Exchange.
 - ii. **Chairperson Strong** called on **Sean Merchant** to brief his issue regarding safety concerns related to emissions capture by barge from tank vessels, even though the technology works for container ships. **Mr. Merchant** briefed the concerns listed in a draft letter supported by those transporting oil. **Chairperson Strong** stated that the draft letter was sent out for review and will be discussed at the SC-1 meeting this afternoon. **Chairperson Strong** asked all to read the letter and help determine next steps. **Mr. Farren** said the Port of Long Beach supports the letter. **Chairperson Strong** queried if the Coast Guard had any comments; **Capt. Rochester** said she had not seen the letter and would need to review it with legal team. **Mr. Chesser** confirmed that the letter had already been sent to the entire HSC distribution list.

(2) Brown Act discussion regarding Subsidiary Bodies:

- a. LNG Working Group. **Mr. Glenn Farren** reported the working group had not met recently but had determined that there was a commercial side of LNG that would continue to meet, but until a plan is developed there isn't a role for the Harbor Safety Committee. Harbor Safety Committee members, who had previously been invited to the LNG Working Group meetings, would continue to be invited to the Commercial meetings. At the right time, there will be a valuable role for the HSC and its core competencies.
- b. **Chairperson Strong** briefed that there are obligations per the Brown Act on how matters are publicized and to ensure the public is involved. The LNG Working Group was established but there is no longer a role for it as it pertains to the Harbor Safety Committee. **Chairperson Strong** stated that when LNG is at an operational stage the Harbor Safety Committee is here to respond if needed at that time. It was suggested that **Mr. Farren** brief the HSC from time to time on progress, but at this time it's a commercial venture outside of the HSC. The HSC

wants to have full compliance with the Brown Act. Working Groups have time limits and Sub-Committees are standing don't have end dates. The LNG working group is ended. There is no need at this time, and it can be established, if and when needed, in the future.

- (3) **Other: Chairperson Strong** queried **Mr. Eric Bland** regarding his questions about manning levels on escort tugs and 2 vs. 3 person crews. **Mr. Brown** said he understands where we are at and he will be at the SC-1 meeting this afternoon to discuss it.

ITEM IV – PUBLIC COMMENTS

- a. **None.**

ITEM V - ADJOURNMENT:

Capt. Dwyer made a motion, seconded by **Capt. White**, to adjourn the meeting and the meeting adjourned at 10:42 AM.

The next HSC meeting will be in the Port of Los Angeles Wednesday 5 June with the usual 9:30AM pre-gathering and 10:00AM meeting time.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
28 May 2019

H/SC 174

4/3/19

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