



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND EIGHTY-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 December 2021

The One Hundred and Eighty-Fifth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened by video teleconference using “Zoom” Technology due to COVID-19 protocols preventing an in-person meeting. **Chairperson Strong** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined that a quorum was present as listed below:

**FOR THE PORT OF
LONG BEACH**
Mr. Chu Kow

**FOR THE PORT OF
LOS ANGELES**
Capt. Jay Dwyer
(LA Pilot Service)

**FOR THE LONG BEACH
PILOT ORGANIZATION**
Capt. John Strong
(JPS)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Jankovich)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Joshua Knight

**FOR THE OFF-SHORE
TERMINALS’ MOORING
MASTERS**
Absent

**FOR TUG & BARGE
OPERATORS**
Brian Vartan
(Centerline)

**FOR DRY CARGO VESSEL
OPERATORS**
Absent

**FOR PLEASURE BOAT
OPERATORS**
Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR

Absent

**FOR THE CALIFORNIA
COASTAL COMMISSION**
Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**
Capt. Thomas Mackrell
(Marathon)

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

Capt. Rebecca Ore, USCG

**FOR THE NON-PROFIT
ENVIRONMENTAL
PROTECTION
ORGANIZATIONS FOR
SANTA MONICA BAY**
Vacant

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

Garry Brown

FOR THE CDF&W/OSPR

Mr. David Mighetto

**FOR PASSENGER FERRY
OPERATORS**
Mr. Erik Bombard
(Catalina Express)

FOR THE USACOE

Mr. Jim Fields

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Vacant

FOR THE NOAA/NOS
Mr. Jeffrey Ferguson

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

**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. The Committee thanks the Jacobsen Pilot Service for making their "Zoom" Technology account available for this gathering. **Chairperson Strong** and **Executive Secretary Louttit** reviewed "Zoom" virtual meeting protocols, took attendance, and validated a quorum was present.

ACTION ITEMS:

Mr. Mighetto announced **Mr. Eric Bland** was reappointed as Member representing Organized Labor; **Mr. Eric Morgan** was reappointed as Alternate Member representing Organized Labor; **Mr. Garry Brown** was appointed as Member representing Non-Profit Environmental Protection Organizations for LA/LB; and **Mr. Mike Sitts** was appointed as Alternate Member representing Pleasure Boat Operators.

Mr. Bland and Mr. Morgan were not present.

Oath of Office: Because we were not meeting in person, **Mr. Mighetto** had been instructed to administer the California Oath of Office via remote means. **Mr. Mighetto** read the California Oath of Office to **Mr. Sitts** and **Mr. Brown**. **Mr. Sitts** and **Mr. Brown** each affirmed he had raised his right hand and responded "I do" to **Capt. Louttit** and **Ms. Joyce Kaplan** (MX Staff). **Mr. Mighetto** instructed **Mr. Sitts** and **Mr. Brown** to sign the oath documents that were provided, scan, and return them. When **Mr. Mighetto** receives the signed oaths, he will have each recorded at the Secretary of State Office in Sacramento. Congratulations!

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 184th Meeting on 2 June 2021. **Capt. Betz** made a motion, seconded by **Capt. White**, to accept and approve the Minutes of the 184th Meeting on 2 June 2021. There were no comments, corrections, or discussion. The motion carried by a unanimous voice roll vote from voting members present.
- (2) **Chairperson Strong** read the mission of the Harbor Safety Committee from the Harbor Safety Plan, reminded the Committee to stay focused on the mission, and stated that it was a credit to the volunteers on the Committee that the harbor is so safe.

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 18 incidents since the last Harbor Safety Committee Meeting on 2 June, for a total of 21 in 2021. For comparison, we only had 11 incidents as of this date in 2020. While the number of incidents was about double, we had many more vessels in our AOR during the period.

The 4th incident of the year and 1st of the period was a container ship at the LB sea buoy inbound with pilot aboard that lost pilothouse control of the engine followed by unable to maintain engine RPMs. The pilot safely anchored the vessel in B-8 anchorage rather than proceed to assigned berth.

The 5th incident of the year was a ferry 1 mile SW of the LB sea buoy outbound that reported a man overboard. Several vessels diverted to help. A cruise ship stopped to search. The VTS provided screen shots of ferry location & track. The LB Pilots altered arrival/departure routes for several vessels via LA gate to remain clear of area. CG assets searched with negative results.

The 6th incident of the year was a tanker 3.6 NM S of LA buoy #1 inbound with no pilot aboard that experienced an AIS failure. The vessel's AIS failed between VTS check-in at 25 miles and precautionary area. The vessel recycled AIS with negative result. Sector LA/LB cleared vessel to proceed. The pilot safely anchored vessel in anchorage B-8.

The 7th incident of the year was a container ship at LA buoy #3 inbound with pilot aboard that found its anchor was found with wire upon getting underway from anchorage G-10. Attempts to clear were unsuccessful. The vessel returned to G-10 anchorage and safely re-anchored.

The 8th incident of the year was a tanker inbound to anchorage F-5 with no pilot aboard that was unable to drop its anchor due a hydraulic issue. The vessel proceeded outside the precautionary area, repaired an automatic airlift valve, and, and proceeded to anchor safely in anchorage F-5.

The 9th incident of the year was a container ship in the northern traffic separation scheme outbound with no pilot aboard that experienced a loss of propulsion due to a valve issue. The vessel stopped, drifted, repaired the valve, and the vessel was cleared to resume voyage to its next port of call by CG Sector LA/LB.

The 10th incident of the year was a container ship 4 miles south of Point Fermin with no pilot aboard that experienced limited propulsion due to a high oil pressure alarm. The vessel returned and safely anchored in G-7 to troubleshoot.

The 11th incident of the year was a container ship 10 miles south of Point Dume outbound with no pilot aboard that experienced a loss of propulsion due to a hydraulic pipe leak. The vessel departed the traffic lanes, made repairs, and the vessel was cleared to resume its voyage to its next port of call by CG Sector LA/LB.

The 12th incident of the year was a tanker 4 miles south of Point Vicente outbound with no pilot aboard that experienced a loss of propulsion due to a failed inlet turbocharger compensator. The vessel departed the lanes, made repairs, and the vessel was cleared to resume its voyage to its next port of call by CG Sector LA/LB.

The 13th incident of the year was a tanker 1 mile south of the LB sea buoy inbound with pilot aboard that experienced limited propulsion due to an aggressive lube oil leak. The vessel safely returned to its anchorage in SF-11.

The 14th incident of the year was a container ship inbound from anchorage F-8 with no pilot aboard that experienced AIS failure. The vessel recycled its AIS without success. The VTS issued a deviation for Time Constraint Casualty and the vessel proceeded into the POLB safely.

The 15th incident of the year was a bulk ship 6 miles south of the POLB with no pilot aboard that experienced limited propulsion due to an injector issue. The vessel safely returned to its anchorage in F3. I note the vessel intended on a 24-hour voyage to sea and return to clean its hull, which is just one of many examples of vessels doing odd movements due to the length of time they were anchored or loitering.

The 16th incident of the year was a container ship at LA buoy #3 inbound with pilot aboard that experienced limited propulsion due to intermittent issues believed to be with a sensor. The pilot safely towed the vessel back to anchorage G-6 by 2 tugs already alongside.

The 17th incident of the year was a container ship 1 mile west of the LB sea buoy inbound with pilot aboard that experienced failure of 1 of its 4 steering motors. Only 2 steering motors are required to steer the vessel. The vessel was cleared to proceed to a berth in the POLA by CG Sector LA/LB.

The 18th incident of the year was a general cargo ship 4 miles SW of the Precautionary Area with no pilot aboard that experienced limited propulsion due to an oil leak. The vessel repaired the leak while underway and safely entered the POLA.

The 19th incident of the year was a container ship at the LB sea buoy inbound with pilot aboard that experienced a loss of engine control in all 3 modes (pilot house, engine room, & local). The vessel requested an outside anchorage. 3 assist tugs were enroute. The vessel was assigned bailout anchorage F-1. The vessel regained engine control and was cleared to proceed to a berth in the POLB by CG Sector LA/LB.

The 20th incident of the year as a bulk ship 1 mile south of LA buoy #1 outbound with no pilot aboard that experience a loss of propulsion. The vessel dropped anchor to conduct repairs in precautionary area. A pilot boarded and towed vessel to anchorage D6 using 3 tugs after coordination with CG Sector LA/LB.

The 21st and final incident of the year and 18th of the period was a container ship in anchorage HB-3 with no pilot aboard that experienced failure of its anchor windlass and dragged anchor. The vessel had attempted to get underway from anchor and go to sea due to 45-50 knots of wind Thanksgiving Eve. The vessel was unable to heave up its anchor due to a windlass problem. The VTS recommended the vessel have a tug stand by, which arrived. The vessel started dragging anchor into precautionary area & dropped its 2nd anchor. The vessel stopped dragging anchor. Day 2 & 3 the vessel worked to replace failed windlass motor. On day 4 repairs were complete and the vessel re-anchored in HB-3. Sector LA/LB then authorized tug release.

- b. **Traffic Report: Captain Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in June is light blue.
 - i. **Arrivals:** For the 5-month period June-October, every month was over the “normal” expected arrivals of 380/month. The range was 395 in June and 418 in July, for a total of 124 vessels over “normal” in the 5-month period. Regarding routes, on average, arrivals from the North via the Santa Barbara Channel were slightly down to 49%, arrivals from the West through the Naval Air Ranges were steady at 16%, arrivals from the south were steady at 32%, and arrivals from the Chevron Offshore Moorings in El Segundo were steady at 2%.
 - ii. **Departures:** Regarding departures, departures to the South were down to 44%, to the West steady at 22%, to the South Down to 32%, and to Chevron steady at 2%.
- c. **Comment on shipping:** Ship Backup: Regarding the backup of ships at anchor and loitering, we set many all-time records. Full brief later in the meeting. Port Partners are doing a great job managing the situation.
- d. **Final Comments:**
 - i. **COVID-19:** The Marine Exchange continues to work under our COVID-19 but with most of the workforce vaccinated we have more members working on site. We resumed on-site meetings for port partners such as HSC-SC-1, but not the public.
 - ii. **Los Angeles Port Police Radio Tower:** Work continues on the Los Angeles Port Police’s new 100’ radio tower and communications hut. A new electrical line was run to the MX without securing our power. Next step is to connect electricity to the tower and hut. We are happy to support the LA Port Police getting their new communications capability operational.
 - iii. **Annual Maintenance of our Norcontrol Vessel Traffic Computer System:** 2 weeks of annual maintenance and software upgrades were performed on this shared system at all 5 sites, the MX, LA pilots, LB pilots (Jacobsen Pilot Service), Port of Long Beach Joint Command and Control Center, and Coast Guard Sector LA/LB Command Center. The maintenance was performed remotely from Norway by the Vendor, Kongsberg due to COVID-19 travel restrictions. There were no issues and we’re good to go for another year.
 - 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.
 - v. **Personnel Change:** Chief Casey Robert retired from the CG and his job as CG VTS Director in June, and we hired him as our new MX VTS Operations and Training Manager. **Mr. Robert** was relieved by Chief **Ray Sablan**, who is our new CG VTS Director.

(2) Update on USCG Sector LA/LB and AMSC activities: **Capt. Ore** combined her Sector and AMSC Reports due to the virtual format:

- a. **Captain Ore** thanked **Chairperson Strong** for reminding the Committee of its purpose and stated how impressive it was that this committee had cooperation and could get things done at the lowest level.
- b. Regarding the ongoing oil spill, about 65% of beach segments have been signed off and on a good glide path to declaring beaches clean. At the peak, 1,800 people were in the organization.
- c. Well done to the Pacific Maritime Association, Pacific Merchant Shipping Association, and Ocean Carriers for designing and deploying the new system of queuing for labor that replaced the 100-year-old system. Well done to **Captain Louttit** for the media messaging. Loitering vessels are down by 2/3, which is great. Well done to the Marine Exchange for their work managing the backup and risk management.
- d. The Port Access Route Study (PARS) for the Pacific Coast from Washington to California is ongoing. Members and the public are encouraged to submit comments through 25 January 2022.
- e. Several MISBs were promulgated regarding heavy weather, operations in and around the Point Mugu Sea Range, and marine events.
- f. Marine Events are on the increase as things return to normal.
- g. Regarding physical and cyber security at MTSA regulated facilities, cyber annexes are required. **LCDR Maria Wiener** is the Sector LA/LB point of contact.
- h. The Sector is hosting an International Marine Transportation Cyber Security Symposium 22-25 Feb. This is the third year a three-year effort of the event, co-chaired by the U.S., Denmark, and The Netherlands.
- i. The Sector is involved with ongoing space operations such as security and safety zones associated with launches, certification of associated barges, and ensuring the Space-X facility meets MTSA regulatory requirements.
- j. There was a multi-agency strike force operation regarding containers for safety and security in September 2021 throughout the port. In general, there was a high standard of safety and security, and a few expired TWIC cards, so overall the state of safety and security is quite strong.
- k. There are 5 lighted aids on Catalina Island which are hard to access for maintenance. The Coast Guard plans to solicit comments and input on alternatives and need.
- l. Nothing further on Area Maritime Security matters.

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

- a. **Mr. Mighetto** thanked past HSC members **Mr Glenn Farren** (representing the Port of LB) and **Rick Roberts** (Representing Pleasure Boat Operators) for their service.

- b. The roster for the LA/LB HSC is pretty much filled but some vacancies remain. If members have ideas for potential members, please advise **Chairperson Strong**.
- c. OSPR is still under COVID-19 restrictions with offices largely closed and travel restricted.
- d. AB-148 is the bill that raises the fee per barrel by \$0.02 from \$0.065 to \$0.085 plus an annual cost of living adjustment based on California consumer price index. The bill also amends the definition of oil to include renewables.
- e. The ATB Working Group completed their work, which is now under review and only minor changes were recommended by the OSPR legal staff. It is hoped it can be accomplished within the coming year.
- f. **Mr. Mighetto** invited **Mr. Ted Mar** (OSPR) to speak. **Mr. Mar** recognized **Mr. Mighetto** for his service at OSPR and retiring at the end of the Month. **Mr. Mar** announced that **Mr. Jon Victoria**, Prevention Branch Supervisor for Southern California, will be acting as the LA/LB HSC Liaison. **Mr. Amir Sharifi** joins OSPR's Executive Team as the Assistant Deputy Administrator. He will be overseeing our Financial and Administrative Branch (FASB), Prevention Branch, and the Regulations and Public Information/Outreach Units.
- g. **Mr. Mar** invited **Administrator Tom Cullen** to speak. **Administrator Cullen**:
 - i. Regarding the oil spill, commented on the remarkable response, there have been several hearings, the fishery closure was lifted, and very little oil debris is being recovered recently. It is likely we will be asked what more can be done, such as better detection capability at night. An off-cycle Spill-Workshop co-hosted with Chevron may be held early in 2022 to address this matter.
 - ii. MSRC will be taking the 2 offshore response vessels California Responder and Pacific Responder out of service today because they cannot meet forthcoming CARB requirements for low-sulfur fuel. **Administrator Cullen** is meeting with MSRC to ensure the required capability exists. MSRC said they will fill the capability gap with other resources to fill Area Contingency Plan requirements. California Responder recovered 5,500 gallons of oil from the water before it hit the beach where it's more difficult to clean up. It is "troublesome" to lose this asset. **Administrator Cullen** will report back to the Committee on his findings.
 - iii. Thanked the Marine Exchange, Vessel Traffic Service, and Coast Guard for their actions during the significant wind event last week and vessel movements to from anchor to loitering.
 - iv. Thanked all new and existing members of the HSC, and to **Mr. Mighetto** for his service at OSPR and both the San Francisco and LA/LB HSCs.
 - v. **Mr. Mighetto** said it was an honor to work with the Committee, and thanked **Administrator Cullen**, **Mr. Mar**, his OSPR colleagues, and the committee. HSC matters will go to **Mr. Jon Victoria**. ETIP matters will go to **Mr. Mike Coyne** in Sacramento.

- (4) California State Lands Commission (CSCL) activities: The seat is vacant; no report.
- (5) U.S. Army Corps of Engineers (ACOE) activities: **Mr. Fields** reported the following projects are complete: rock work on the breakwaters, and dredging work on the LA River Estuary and POLB approach channel. The next project is the navigation improvement project for the POLB, deepening channels, increasing capacity, and modifying limits. The project is a few years out but OK to move ahead was received, perhaps in 2024. The next project is the East San Pedro Ecosystem Restoration Study, which is moving forward and there is no longer an option to modify the Breakwaters.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported
 - a. Regarding the sunset of NOAA Raster Charts, Week 47 of the D11 Local Notice to Mariners shows 7 charts listed as last edition, which starts a 6-month clock for discontinuance of the raster chart. For example, chart 18754 for Newport Bay is on the list and will cease to exist in April-2022. There is a process on the NOAA web site to convert ENC to PDF, but NOAA recommends mariners use the ENC because they are most current, and PDFs don't meet carriage requirements. The sunset and phase out of NOAA Raster Charts should be complete in January 2025.
 - b. The new channel for recreational boaters to Huntington Harbor that bypasses the Navy Base is in use and depth data has been received by NOAA from the Navy. The data should be on the chart in the next month.
 - c. An Air Gap Sensor has been placed on the New Gerald Desmond Bridge, but the data will not be made public to avoid confusion because the Old Gerald Desmond Bridge is still in place and lower. Contact Mr. Ferguson if you want data for the new bridge for research purposes.
 - d. The Voluntary Vessel Speed Reduction Zone for Santa Barbara Channel was scheduled to end on 15 November, but due to whale sightings, it has been extended until 15 December. Stay aware in case it's extended again due to whale sightings. NOAA has a whale alert app that shows previous sightings and mariners can add new sightings.
 - e. The largest tide ranges of the year will be 4-5 Dec and 2-3 Jan. These are commonly called King Tides. High tide will be higher than 7 feet, and low 1.5 feet. Beware and be prepared.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported:
 - i. S/C #1 met last month, there are no ongoing items, and preps are being made for the annual Harbor Safety Plan review.

- (2) **Mr. Casey Robert**, Operations and Training Manager of the Marine Exchange VTS, briefed the protocols for loitering vessels which started in January 2020 when the anchorages filled.

Protocols were changed through the year and now include vessels loitering 3 miles from shoal water, the traffic lanes, and any other vessel. The system is first-come, first-served to shift to an anchorage when one becomes available. The record was 62 loitering vessels. It was amazingly busy but was handled well by Marine Exchange and VTS. The new PacMMS system is working and today there are only 17 ships loitering. Due to larger vessels arriving, 300-400 meters long, the Marine Exchange spread out the uncharted contingency anchorages to 7 cables apart, which is the distance requested by the ships, but are unable to modify the charged Federal Anchorages. We are working with the Coast Guard, NOAA, and pilots to modify the Federal Anchorages to accommodate the industry trend to larger ships.

- (3) **Mr. Steve Duboyce**, briefed Navy and Department of Defense Activities on the Point Mugu Sea Range. This is the only range of its kind in the world, it's also used by International Partners, and it's critical for National Defense. Instrumentation and Sensors enable triangulation, it is a pristine environment free of interference from TV and Cell towers, and it's used 6 days a week. Concerns are offshore wind projects and shipping through the area.
- (4) **LTJG Nicholas Buch**, USCG, briefed the Pacific coast Port Access Route Study (PAC-PARS). The focus is California to Washington and Sea Buoy seaward, not in ports, and is a 3-5-year effort.
- (5) **Captain Louttit** briefed the new queuing system for labor in the ports of Los Angeles and Long Beach for Container Ships. The old system was queuing based on arrival and crossing the 20-mile line from the ports, which incentivized ships to race across the Pacific, cross the line, and then loiter and/or anchor for long as 2 weeks waiting for a berth. This led to the high 62 vessels loitering discussed earlier. The new system, started on 16 November, made possible by satellite AIS, telephones, and e-mail, queues the ships based on departure from the last port of call and a calculated date and time of arrival. This enables ships to slow speed steam and/or loiter outside a designated "Safety and Air Quality Area." The twin goals of the system are to increase safety and air quality, and is working thus far. The system is administered by Pacific Marine Management Services (PacMMS), which is a partnership between the Marine Exchange of Alaska in Juneau and MX SoCal. A comment was made that a similar project is starting in Puget Sound. **Mr. Hastings** of NOAA echoed **Captain Ore's** previous compliment and commented well done. He added that besides helping the backup, slow-speed steaming also benefits whales, noise in the ocean, whales. **Chairperson Strong** said great job.
 - a. Other:
 - i. **Captain Strong** briefed that Jacobsen Pilot Service had a ransomware attack at 0300 a few weeks ago. Everything went black. It was an intense attack. Technical Support fixed and isolated the system, but operations computer systems were down for 5 hours, during which time the pilot service remained operational using paper and a picture taken of the computer system before it went black. It took 5 days to completely restore the system. Good backups were key. The Coast Guard and FBI are following up. The ransom was not paid.
 - ii. **Ms. Laura Kovary** acknowledged the passing away of **Mr. Torben Blichfeld**, former LA/LB HSC Member. **Chairperson Strong** expressed his condolences on behalf of the Committee.
 - iii. **Chairperson Strong** presented a Certificate of Appreciation to **Mr. Mighetto**, thanked him for his wonderful service with the Committee, and wished him the best in retirement. All agreed.

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) The next meeting will be 1 February 2022 at 10:00 a.m., most likely by virtual means.
- (2) **Capt. White** made a motion to adjourn, seconded by **Capt. Betz**, and the meeting adjourned at 11:53 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
25 January 2022

→ HSC-#185-Meeting-Attendees-12-1-2021—Version-1 → ↕

Casey-Robert,-MX-SoCal--Speaker¶
Steve-DuBoyle,-Navy—Speaker¶
LTJG-Nicolas-Buch,-USCG—Speaker¶
Kip-Louittit,-MX-SoCal--Speaker¶
Capt.-John-Strong--Chair¶
Capt.-Rebecca-Ore,-USCG—COTP¶
Capt.-Kristi-Bernstein,-USCG¶
Cdr.-Stephen-Bor,-USCG¶
LCDR-Maria-Wiener,-USCG¶
Amir-Sharifi--OSPR¶
Tom-Cullen--OSPR¶
Ted-Mar—OSPR¶
David-Mighetto—OSPR¶
Ben-Kotin¶
Brian-Vartan¶
Casey-Robert¶¶
Chu-Man-Kow¶
Clarissa-Anderson¶
David-Selga¶
Garry-Brown¶
Gustav-Hein,-MARAD¶
Jacqueline-Moore¶
Jaime-Brown¶
Jay-Dwyer¶
Jeff-Ferguson¶
Jeff-White¶
Jessica-Alvarenga¶
Jim-Fields¶
Jim-Pasche||-??-screen-name-“Dorothy-Jane”¶
JJ¶
John-Betz¶
Jon-Victoria¶
Jonathan-Bishop¶
Joshua-Knight¶
Joyce-Kaplan¶
Kariane-Dill¶
Kevin-McCloskey¶
Kim-Holtz¶
Kip-Louittit¶
Landon-Scott¶
Laura-Kovary¶
Megan-Medina-(Hepner)¶
Michelle-Grubbs¶
Mike-Sitts¶

Pat-Baranic¶
Rob-McCaughey¶
Ryan-Stirewalt¶
Sanjeet-Kamat,-Valero¶
Sean-Hastings¶
Thomas-Mackrell¶
Wendy-Louittit¶