

# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 6 APRIL 2005

The One Hundred and Third Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles Administration Building. **Chairman Strong** called the Meeting to order at 10:02 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF LONG BEACH

Ms. Yvonne Allen (Ch. Wharf.)

FOR THE PORT OF LOS ANGELES

Capt. Jim Morgan

FOR THE LONG BEACH PILOT ORGANIZATION

Capt. John Strong (JPS)

FOR THE TANKER OPERATORS

Capt. Norman George (MTL)

FOR THE LOS ANGELES PILOT ORGANIZATION

Capt. John Betz (POLAPS)

FOR THE MOORING MASTERS

Capt. Mike Miller  
(Chevron/Texaco Shipping)

FOR TUG & BARGE OPERATORS

Capt. Jim Penny (Crowley)

FOR THE DRY CARGO CARRIERS

Mr. P. Wright (Zim)

FOR RECREATIONAL BOATERS

(ABSENT)

FOR ORGANIZED LABOR

Mr. John C. Cox (SIU)

FOR THE CALIF. COASTAL COMM.

Ms. Robin Blanchfield

FOR THE MARINE OIL TERMINALS

Capt. Todd Barr (Shell)

FOR THE U.S. COAST GUARD  
MSO-GROUP, LA/LB HARBOR

Capt. P. Neffenger, (CO)  
Lt. Peter Gooding, (WWM)

FOR ENVIRONMENTAL GROUPS  
(SANTA MONIKA BAY)

(ABSENT)

FOR ENVIRONMENTAL GROUPS  
(LA/LB HARBOR REGION)

Mr. Garry Brown (Orange  
County CoastKeeper)

FOR THE CDF&G/OSPR

Mr. James Rolin, Field Rep.  
Mr. Al Storm, OSPR HdQtrs.

FOR PASSENGER FERRY OPERATORS

(ABSENT)

FOR THE USACOE

Mr. Jim Fields

FOR THE CALIF. STATE LANDS COMM.

Mr. Gary Gregory

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR THE U.S. NAVY

(ABSENT)

EXECUTIVE SECRETARY

Capt. M.H.K. Aschemeyer (MX-SOCAL)

ALTERNATES, MEMBERS OF THE PUBLIC, AND  
OTHER PARTIES (SEE ATTACHED LIST)

**Chairman Strong** opened the meeting by welcoming everyone in attendance, thanking all for their interest and participation in the Los Angeles/Long Beach Harbor Safety Committee. He expressed the Committee's appreciation and thanks to the Port of Los Angeles (and to **Capt. Jim Morgan**, in

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@mxsocal.org

particular) for making their facilities available for this gathering and for providing the continental breakfast enjoyed by all.

**The Chairman** also welcomed back **Capt. Manny Aschemeyer** (Executive Secretary for the LA/LB HSC), who had been on “rest & recuperation” leave for the past several months following open-heart surgery.

**The Chairman** then advised the audience that they would be offered the opportunity to speak before this panel, after Item IV under “New Business” was announced. He also encouraged all present to be sure to “sign-up” on the attendance sheet located on the table just outside the meeting room. **The Chairman** explained that certain members of the LA/LB HSC panel were “non-voting” and therefore would not be participating in any “show of hands” vote called to determine a decision on any particular agenda or action item.

#### **ITEM I -- APPROVAL OF MINUTES:**

**Chairman Strong** called for approval of the minutes of the 102<sup>nd</sup> Meeting. *Mr. Cox moved, seconded by Mr. Wright, to accept and approve the Minutes of the 102<sup>nd</sup> Meeting, as presented. Motion carried unanimously by a show of hands from voting members present.*

#### **ITEM II -- OLD BUSINESS:**

##### **(A) Update On Marine Exchange Vessel Traffic Center:**

(1) **Capt. Dick McKenna**, Deputy Executive Director, MX-SoCal & VTS-LA/LB, reported on the incidents recorded since the last meeting of the LA/LB HSC. There have been only two incidents for 2005 – one was a generator failure; and the other was an engine room fire – and both occurred outside the VTS-AOR. This is the best first quarter performance record yet (regarding total number of incidents) in the 11-year history of the VTS for LA/LB Harbor.

(2) The Marine Exchange of SoCal has met with representative from NOAA, the USCG, the NPS, and the USN regarding plans to establish another AIS “base station” out on Santa Cruz Island (which is part of the Channel Islands Marine Sanctuary). This will be a “demonstration project” to see how various AIS “base stations” can be “networked” together along the coastline. The USCG and NOAA are funding the project’s acquisition and installation, with O&M help and participation from the USN, the NPS, and the Marine Exchange of SoCal (where the system will be monitored and used to disseminate vessel tracking info to all the interested parties).

##### **(B) Update on USCG MSO/Group Activities:**

Presented by **Capt. Peter Neffenger**, USCG – CO & COTP - MSO/Group LA/LB.

(1) The AIS requirements for ALL vessels went into effect January 1<sup>st</sup>, with a “grace period” that ran through March 31<sup>st</sup> on the enforcement side. The NPFR was published over a year ago, and announced that the following vessels be equipped with AIS equipment: “All self-propelled vessels 65 feet and over LOA, engaged in commercial service --other than fishing vessels and passenger vessels carrying fewer than 150 passengers—and all towing vessels more than 26 feet LOA (or more than 600 HP) engaged in commercial service, and all passenger ships carrying 150 or more passengers. This is an “International Requirement” as well, under SOLAS provisions. Effective April 1<sup>st</sup>, this new requirement will be strictly enforced by the U.S. Coast Guard. However, vessels may apply for a “one-time waiver” from the local COTP, but all such waivers will require those vessels to be escorted into port by a vessel that DOES have AIS

equipment aboard and operating. Any requests for long-time or permanent waivers from the new AIUS regulations will have to be submitted to USCG HdQtrs in Washington, DC.

(3) Safety Reminders: The USCG has responded to 11 cases of “purposely scuttled vessels” in and around LA/LB Harbor since the first of the new year. For the most part, they are small pleasure craft (19’–20’ LOA) that have been abandoned by the owners. This practice violates the terms of the “Ocean Dumping Act”, and the USCG will proceed against those who deliberately abandon their vessels this way. The USCG is asking for “vigilance” on the part of the waterway users to report promptly any suspicious small recreational vessels being towed off shore, or through the LA/LB Harbor – particularly if they appear to be in bad condition or unseaworthy.

(4) Some vessels are still arriving at LA/LB Harbor without having the proper, updated navigational charts aboard. With the changes in alignment of the TSS and the Precautionary Area for the approaches to LA/LB Harbor, it is both negligent and unsafe to navigate ships with outdated charts -- and the USCG will enforce this requirement when they conduct their arrival inspections.

(C) Update on OSPR Activities in Sacramento:

**Mr. Jim Rolin** reported on the following items:

(1) **Mr. Carlton Moore** was unanimously approved by the State Senate’s Rules Committee today for assuming the post of OSPR Director on a permanent status. He has been serving as the “Acting Director” for the past 18 months. His nomination now goes to the State Senate for a floor vote, and it is expected that he’ll be confirmed there.

(2) Regarding the “open seat” for the Los Angeles Pilot Organization, **Mr. Carlton Moore** will address that matter as soon as his appointment becomes finalized – allowing for the new Representative (and the designated “Alternate”) to be “sworn in” thereafter. Meantime, until the new Representative is appointed, **Capt. Mike Rubino** (and his current alternates, **Capt. Christiansen** and **Capt. Betz**) will continue to represent the Los Angeles Pilot Organization, notwithstanding their expired terms.

(3) Likewise, as soon as **Mr. Moore’s** confirmation is finalized, he will address the “bollard pull” situation for LA/LB Harbor – regarding the fact that there is no designated place to execute the “bollard pull” tests for local tugs – and whether or not there will be waivers for those tests until a solution is found.

(4) Regarding the selection of “alternates” to the LA/LB HSC, all Representatives will still have the prerogative to select whom they want to sit in for them when they are absent, but under the new law (SB 1742) all alternates will be officially appointed by the OSPR Administrator, and “sworn in” accordingly. Hence, the Alternates must submit an application to OSPR just as the Representatives must do. Under the old system, the alternates were not “officially appointed”, although they were “sworn in”, and they didn’t have to go through the official application process. But that’s all changed now under (SB 1742)....

(5) Announcements have either gone out, or will go out shortly, to declare the “open seats” on the LA/LB HSC for Representatives from the Dry Cargo Carriers, Environmental Protection Organization (for LA/LB Harbor), Long Beach Pilot Organization, Mooring Masters, and Tug-and-Barge Operators – all terms having expired over the past quarter, or expiring this month. All interested (and qualified) parties are encouraged to submit an application to OSPR for the filling of these vacancies. The person to contact concerning these vacancies is Mr. Al Storm at OSPR in Sacramento -- Tel: 916-324-6259 (or e-mail: [astorm@ospr.dfg.ca.gov](mailto:astorm@ospr.dfg.ca.gov)). Later this year, in October, the terms will expire for the Tanker Vessel Operators’ seat, as well as for the Port of Los Angeles seat. Announcements will most likely go out on those two upcoming vacancies sometime in August.

(D.) Update on Local OSPR Activities (Mr. Jim Rolin):

(1) The Facilities Contingency Plan Verification Program is progressing nicely, with all C-plans having been submitted to OSPR as of this date. OSPR will be working with CSLC to combine database information that both agencies have on file for the various facilities in this region.

(2) There have been several vessels to date that have attempted to enter LA/LB Harbor without proper notification to OSPR, and not having the necessary COFR (for oil spills) aboard, or without an approved oil spill contingency plan in place. In most cases, these ships have requested an "emergency approval process", which OSPR agreed to. But in all these cases, OSPR enforcement staff is placed on board ship, where they conduct inspections and unannounced drills to make certain all is in order. OSPR also works closely with the USCG and CSLC in keeping those agencies advised and informed on the status of these "urgent-urgent" vessels.

(E.) Update on California State Lands Activities:

(1) **Mr. Gary Gregory** reported that a meeting of the California State Lands Commission will take place on April 26th in Sacramento, and the public is invited to attend. An agenda for this session is available from any CSLC office. Time and location for this session will be announced soon. One of the major issues to be deliberated and passed on for legislative action at that meeting is the "OTTER" program (Oil Transportation and Transfer Emission Reduction Act). Another major issue will be a discussion and action on the California Water Ballast Program (now called the Marine Invasive Species Program, or MISP),

(2) "Ballast Water Program Fee" -- CSLC had proposed dropping the existing \$500/arrival fee to \$400 -- but there was a "glitch" in the process, and they must now re-submit the entire package again to the legislature for action. Likewise, there's been a similar delay of the CSLC plan to require all vessels to report on all coastal voyages (and their multiple ports of call in California). Both items will "start over" again on April 15<sup>th</sup>. There will be two hearings on the "Coastal Voyages" proposal -- June 2<sup>nd</sup> in Long Beach, and June 8<sup>th</sup> in Oakland. All interested parties should plan to attend.

(3) There will be a "customer service meeting" held on April 13<sup>th</sup> by the Northern California Field Office of the CSLC; a similar meeting was held on March 24<sup>th</sup> by the Southern California Field Office -- but the turnout was very poor. What can CSLC do to make these sessions more important and useful?

(4) Misc. Notes -- The Propeller Club is conducting a luncheon meeting today at Madeo's Restaurant in San Pedro, featuring David Wright from Pacific Energy Partners, who will address the proposed oil terminal for Pier 400 in POLA. Also, the Prop Club has taken over the annual WTW Dinner-Dance, to be held again this year at the Century Plaza Hotel on May 14<sup>th</sup>. Sign up for tickets and tables now....

(F) Update on U. S. Army Corps of Engineers:

**Mr. Jim Fields** indicated that the POLA Main Channel Dredging project is ongoing and can be expected to continue through to 2006 based on additional work requested by the Port. There will be some immediate (emergency) dredging of the LA River estuary to allow for the Catalina Express ferries to use their terminal at Golden Shore. It got silted up during all the recent winter storms and run-off from the river, preventing access to that area. A more extensive dredging program will take place for the LA River estuary when Congress provides funding.

(G) Update on NOAA/NOS:

**Mr. Gerry Wheaton** reported on the following items:

(1) He would be assuming responsibility for the San Francisco Bay region when Capt. Steve Thompson departs later this year. So he will now be overseeing all of California (as well as the Pacific

Islands) as part of his new AOR. Meantime, Washington and Oregon will be assigned to Dave Miander working out of NOAA's Seattle Office.

(2) The electronic navigation charts (ENC) for LA/LB Harbor is now available from NOAA. If anyone has any issues with those charts, please contact NOAA promptly.

(3) The latest edition of the "Coast Pilot" book (covering the U.S. West Coast & Pacific Islands) has been published by NOAA, and it is a "hefty manual". NOAA is seeking comments from users on how to best edit this publication for the future, including removal of some of the "legal information chapters", dividing it up into two books, and condensing the areas covered.

(4) NOAA plans to send their "Response Team 6" down from San Francisco Bay in May to begin update work for San Diego & Mission Bays, Newport Beach, LA/LB Harbor, Port Hueneme, Santa Barbara, & Ventura (Channel Island Harbor)

(5) Regarding any "derelict vessels" that may have been sunk in the LA/LB Harbor areas, NOAA would like to be advised of those locations so as to get them properly noted on the 3 local charts.

(6) **Mr. Wheaton** recently attended the CSLC "User Group Conference" in Northern California, and found it to be an outstanding session. He highly recommends that all interested parties attend these meetings whenever CSLA schedules them for your area – they provide excellent information and advice on all levels of marine safety and environmental protection issues.

### ITEM III -- NEW BUSINESS:

#### (A) Sub Committee Reports:

S/C # 1 – Mr. Jeff Browning, Chair: Meeting minutes covering previous sessions of this panel were distributed and discussed. **Capt Strong** reported for **Mr. Browning**, who was absent today. This panel has addressed several safety & navigation issues, including:

(1) "Bollard Pull Testing" is a key issues that this panel will address in the weeks and months to come. The local tugs have gotten so big and powerful that no terminal or dock wants to allow them to do their "pull tests" there, due to liability issues. As reported earlier, **Mr. Carlton Moore** will pursue this matter after his confirmation by the State Senate has been completed. Meantime, this panel will study the possibility of extending the time period for bollard pull certifications on escort and ship assist tugs.

(2) There has been no response from **Mr. Tom Dessel** (representing recreational boaters) concerning the revision to the "Small Recreational Vessels Safety" (Chapter X) in the LA/LB Harbor Safety Plan. This is frustrating since the LA/LB HSC promised the public last year that this chapter would be reviewed and updated for this year's Annual Review. And here we are again at the end of the review period with no revision to this chapter forthcoming. However, **Mr. Tom Welsh** (one of the "general public" members serving on S/C #1) has, in fact, produced a revision to Chapter X, and would like to present it for review and approval. **Mr. Al Storm** and **Capt. Aschemeyer** advised that this procedure is OK, since the by-laws (and state law) allows for "members of the general public" to be part of the sub-committee makeup's, and that "members of the general public" may also present their input and comments to the LA/LB HSC on any given issue. So long as this matter is reviewed and approved at the S/C level, then all is OK. **Capt. Aschemeyer** added that there would be a "drop dead deadline" of May 13<sup>th</sup> imposed for getting that draft revision distributed and reviewed by the LA/LB HSC prior to voting on all revisions to the LA/LB HSP at the June meeting.

(3) *This panel will meet again today at 1330 hours at the Marine Exchange in San Pedro.*

S/C # 2 – Capt. Bent Christiansen, Chair, this panel has met twice to finalize a general safety pamphlet directed toward recreational boaters operating in and around the harbor. Copies of that completed brochure were passed out at this meeting. This panel will also look into developing a new brochure for recreational boaters dealing with Rule 5 and Rule 9 of the COLREGS. The panel also

addressed the need for signs to mark cable crossing. *This panel will meet again today at the Marine Exchange in San Pedro, immediately following the meeting of S/C #1.*

(B) Annual Review of the LA/LB Harbor Safety Plan, for 2005:

(1) **Capt. Strong** asked for a report from the “assigned facilitators” for each chapter of the HSP

- (a) Chapters I – IV, & VIII (Geographic Boundaries; Weather, Tides & Currents; Aids to Navigation; Anchorages; Bridges) – U.S. Coast Guard, **Capt. Neffenger, LT Gooding** – *NO CHANGES FOR I – III; IV & VIII TO BE UPDATED/REVISED PURSUANT TO NEW RULES & REGS TO BE PUBLISHED LATER.*
- (b) Chapter V (Harbor Depths) – USACOE, **Jim Fields** – *NO CHANGES.*
- (c) Chapters VI, VII, VIII, & XI (Contingency Routing; Accidents, Spill, Near Misses; Communications; Vessel Traffic Service) -- USCG, **Capt. Neffenger**, and MX-VTS **Capt. McKenna** – *NO UPDATES FOR CONTINGENCY ROUTING; MINOR UPDATES FOR ACCIDENTS, SPILLS, NEAR MISSES; NO REVISIONS FOR COMMUNICATIONS; MINOR CHANGES FOR VTS (ALREADY SUBMITTED).*
- (d) Chapter X (Small Recreational Boats) – **Tom Dessel** -- *CHANGES ANTICIPATED (TO BE SUBMITTED BY TOM WELSH)*
- (e) Chapter XII (Tug Escort for Tank Vessels) – **Capt. Norman George (MTL)**  
*CHANGES SUBMITTED*
- (f) Chapters XIII, XIV, & XIX (Pilotage, Under Keel Clearance, and Reduced Visibility operations) – **Capt. Strong, Capt. Rubino, Capt. Miller** – *NO CHANGES FOR XIV, XIX; MINOR CHANGES FOR XIII (SUBMITTED)*
- (g) Chapter XV (Economic Impact of HSP) – CSLC, **Gary Gregory** – *AFTER THOROUGH REVIEW, RECOMMEND THAT THIS CHAPTER BE DELETED. COMMITTEE AGREED.*
- (h) Chapter XVI (Environmental Impact of HSP) – **Garry Brown**, Or. Co. CoastKeeper – *CHANGES SUBMITTED*
- (i) Chapter XVII (Plan Enforcement) – OSPR, **Jim Rolin** – *MINOR CHANGES SUBMITTED*
- (j) Chapter XVIII (Marine Oil Terminals) – **Capt. Jim Bobbit (BP)** -- *NO CHANGES*
- (k) Executive Summary – **Capt. Manny Aschemeyer, Capt. John Strong** – *UPDATES ANTICIPATED AFTER ALL REVISIONS HAVE COME IN*
- (l) VTS Users Manual – MX-VTS, **Capt. Dick McKenna** -- *MINOR REVISIONS SUBMITTED*
- (m) VOP Quick Reference – **Capt. John Strong** – *REVISIONS ANTICIPATED AFTER ALL CHAPTER REVISIONS ARE IN*
- (n) Appendices – to be reviewed by ALL those listed above to determine what applies to their particular Chapters, what should be kept, what should be removed, and what should be revised.

(2) HSP Review Timetable:

- At the April Meeting: Present final drafts on ALL Chapters to be revised, reformatted, or changed in any way for final review and discussions by the HSC, and with opportunity for public comments.
- At the June Meeting: Final vote taken by LA/LB HSC on accepting, approving, and adopting ALL revised Chapters – final approval for the Revised 2005 HSP. Public comments encouraged.

- **Captain Aschemeyer again reminded all that the “drop dead deadline” for submission of ALL revisions to the LA/LB Harbor Safety Plan would be May 13<sup>th</sup>, 2005.**

(C) Other New Business --

(1) AMSC: The Area Maritime Security Committee (Chaired by **Capt. Peter Neffenger, USCG**) met on February 9th. **Capt. John Strong**, (Chair of the LA/LB HSC) is a voting member of the AMSC. The main committee meets quarterly; there are five sub-committees (of which the LA/LB HSC is one) meet on their own schedules. The primary current focus of the AMSC is to prepare for a “large exercise” at LA/LB Harbor called “Lead Shield” – to be conducted in May (20<sup>th</sup> through the 27<sup>th</sup>). This exercise is sponsored mainly by the U.S. Navy’s Third Fleet (with heavy participation by the local AMSC on the 23<sup>rd</sup> through the 26<sup>th</sup>), and it will test the ability of the USN to detect and remove mines from local waters. There is also a plan to exercise the new “port evacuation plan” that has been developed – and all terminal operators will be encouraged to practice their evacuation plan during this drill. Finally, the USCG will be working with the Naval War College to develop a drill for “Reconstituting & Recovering the Ports” after a major incident – whether it be a terrorist attack, a natural disaster (earthquake, hurricane), or a “commercial incident” (such as a lockout or strike, or severe congestion). **Capt. Neffenger** will be seeking input from the industry to obtain the best thoughts from long time experiences. The next meeting of the AMSC will be on May – time & location TBA.

(2) 2005 National Harbor Safety Committee Conference: The LA/LB HSC is the “host committee” for this event, which is being sponsored by OSPR, and by the four port authorities in the region (POLA, POLB, POH, POSD) The dates for this conference are April 17<sup>th</sup> - 20<sup>th</sup> 2005 (Sunday through Wednesday). The Marine Exchange has been contracted by OSPR to be the “Facilitator” for this event. **Capt. Manny Aschemeyer** indicated that the program agenda for the conference has been finalized, outlining the various sessions and “social events” now being planned. The venue will be the Long Beach Hyatt Regency Hotel, where special room rates have been established for those attending the conference and staying there. A “National Conference Planning Committee” (Chaired by **Capt. Strong**) has been meeting every other week via telephone conference call for the past 8 months, from which was developed the conference “theme” -- *Balancing the Missions: Safety, Security, Mobility, and the Environment*. This conference committee also identified panel discussion topics, selected keynote speakers & moderators, and the like. **Capt. Strong** is encouraging ALL of the local HSC’s (Port Hueneme, LA/LB, and San Diego), as well as local businesses, labor groups, and other interested parties to have a good representation at this gathering. Meantime, a local “Logistics and Budget Planning Committee” was also created, Chaired by **Capt. Manny Aschemeyer**, to deal with all the “nuts & bolts” of putting this conference together – selecting the conference site & venue (done), planning social events (done), arranging for meals and coffee breaks (done), establishing the budget (done), obtaining sponsorships from the waterfront business community & port authorities (and from HSC member companies and organizations) – done, arranging for online registration (done), organizing space for information booths & table-top displays (done), and the like. Finally, **Capt. Aschemeyer** saluted and commended **Capt. Dick McKenna** and **Lorraine McKinney** -- for their outstanding leadership and management of the conference planning process during the three months that he was “out of commission” (January – March) due to his heart surgery. They both deserved much credit, he stated, for the successful planning of this important gathering at LA/LB Harbor....

(3) **Al Storm** reported on several pipeline oil spills that have been monitored and addressed by OSPR in recent months.

**ITEM IV -- QUESTIONS/COMMENTS FROM THE PUBLIC:**

(1) **Mr. Stefan Mueller-Dombois** introduced himself as the new "ITF Inspector (labor advocate)" for the International Transport Worker's Federation (ITF), with responsibilities for looking after the well-being (including safety & security items) of crews aboard foreign-flag ships that call into LA/LB Harbor. The ITF is a worldwide labor advocacy organization headquartered in London. He is taking the place of **Rudy Vanderhider**, who stepped down from that position late last year. He will report to **Jeff Engels**, the West Coast ITF coordinator, who is stationed up in Seattle. **Mr. Mueller-Dombois** can be reached at TEL: 562-439-8714, and his e-mail address is: [mueller\\_stefan@itf.org.uk](mailto:mueller_stefan@itf.org.uk). His office is located at 5318 E. 2<sup>nd</sup> Street (Suite # 351) in Long Beach. He plans to present a packet of information to the HSC members at the next meeting. **Captain Aschemeyer** added that the ITF has been very helpful and supportive towards the local seamen's services organizations over the years – such as the International Seafarers Center, the Seamen's Church Institute, and others – by providing grant funding for their operations and facilities, and by donating vans to ferry crew members to/from their ships while in port. He also thanked the ITF for their involvement with the "Katerina 13" crewmembers' situation that developed here at LA/LB Harbor late last year. The ITF was very instrumental in pursuing the legal status and rights of the "Katerina 13" seafarers that were abandoned at LA/LB Harbor after agreeing to testify against their ship-owner/employer, and against several of their senior officers aboard that ship, on a serious pollution violation. **Capt. Neffenger** also thanked the ITF for their support and pro-active help in pursuing "Port State Control" standards aboard visiting foreign-flag ships, notifying the USCG promptly and professionally about any violations of minimum safety, security, and living condition standards they may find during their inspections. These ITF reports to the USCG have resulted, he stated, in many seizures of vessels in port (and eventual legal actions against their owners/operators) due to failure to maintain the minimum standards required under the "Port State Control" provisions. "We don't have the manpower to do it all ourselves, and we depend on the ITF's help and vigilance in this program", he concluded.

(2) **Mr. Robert Burton** introduced himself, and his new business venture ("Burton Security"), which will offer a variety of consulting and training on various maritime security requirements (covering both procedures & equipment) now in place pursuant to national, state and local laws. His firm is located in Long Beach at 110 W. Ocean Blvd. (Suite # 333). His web site is: [www.burtonsecurity.com](http://www.burtonsecurity.com); TEL: 562-495-4465. E-Mail: [robert@burtonsecurity.com](mailto:robert@burtonsecurity.com) ....

(3) **Chairman Strong** introduced and acknowledged **Capt. Ken Graham**, who was in the audience, thanking him for his participation today. **Capt. Graham** is a former Chair of the LA/LB HSC, and he's retired from Jacobsen Pilot Service.

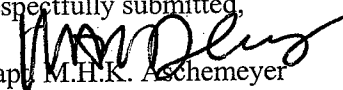
**ITEM V -- MEETING SCHEDULE:**

**The next regular meeting for the LA/LB HSC will be held on the 1<sup>st</sup> of June, 2005, at the Port of Long Beach Administration Building, in the 6<sup>th</sup> floor auditorium, beginning at 9:30 a.m. (breakfast reception). Announcements and materials will be e-mailed out to all interested parties in May.**

**ITEM VI -- ADJOURNMENT:**

With no further business to discuss, **Chairman Strong** adjourned the 103<sup>rd</sup> Harbor Safety Committee meeting at 11:12 a.m.

Respectfully submitted,

  
Capt. M.H.K. Aschemeyer  
Executive Secretary,  
LA/LB Harbor Safety Committee

**US Coast Guard Briefing  
Harbor Safety Committee  
06 April 2005**

1. Introduction

2. Automatic Identification System (AIS)

- a. On October 22, 2003, the Coast Guard published in the Federal Register the final rule for Automatic Identification System; Vessel Carriage Requirements for vessels navigating the Los Angeles/Long Beach Vessel Movement Reporting System (VRMS) area. The Los Angeles/Long Beach Vessel Movement Reporting System area is the navigable waters within a 25 nautical mile radius of Point Fermin Light (33-42.3N, 118-17.6W).
- b. From January till March, the Coast Guard was offering a grace period for AIS operation and informing the vessels that they need to have it installed/repared. The Coast Guard is no longer offering any grace period. A vessel that requests a deviation will be required to have an escort vessel with AIS. In addition, the Captain of the Port does not have the authority to give long term waivers for operation without AIS, Coast Guard Headquarters is responsible for giving these waivers.

3. Safety

- a. In the past 6 months, the Coast Guard has responded to 11 cases of purposefully scuttled vessels in either the traffic lanes or entrance channels to the port. It is against the federal Ocean Dumping Act to dispose of a vessel without a permit from EPA. If any mariners see a vessel being towed during the evening that looks like it should be scuttled, it is requested they contact the port police or Coast Guard so that we may investigate.
- b. Proper Charts – every couple of months, we have a vessel that arrives without the proper chart and uses the old traffic lanes.

4. Conclusion

Under the agenda of edits to the HSP the Coast Guard has the following:

Per the last meeting, the Coast Guard still does not plan on changing the following sections:

- Chapter 1 Geographical Boundaries
- Chapter 2 General Weather, Tides, Currents, and Monitoring Technology
- Chapter 3 Aids to Navigation – only one phone number
- Appendices A: Applicable Standards and Regulations
  - D: USCG COTP Notice 03-97
  - J: Memorandum between VTS and LA/LB for Vessel Traffic Management
  - L: Marine Safety and Pollution Laws

The Coast Guard will amend the language in Chapter 4 (Anchorages) if the final regulations are published. However, at this time there are currently no changes.

Chapter 4

**LA/LB Harbor Safety Committee Meeting**  
**Port of Los Angeles**  
**6 April 2004**

Sign-in sheet

NAME	Representing	e-mail address
MIKE GRAYCHIK	POLA POLICE	MGRAYCHIK@PORTLA.ORG
John FASSOLD	USCG	jfassold@USCG.UWL
Sean Marchant	VALERO MARINE	Sean.Marchant@Valero.com
in Army [unclear]	MX-VTJ	MarmT@meducor.org
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