



# 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

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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