



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND TWENTY FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 3 DECEMBER, 2008

The One Hundred and Twenty First Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles Chairman **Strong** called the Meeting to order at 10:04 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below--

FOR THE PORT OF LONG BEACH
(Absent)

FOR THE PORT OF LOS ANGELES
(Absent)

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

FOR THE TANKER OPERATORS
Capt. Laura Kovary
(BP)

FOR THE LOS ANGELES PILOT
ORGANIZATION
Capt. John Betz

FOR THE MOORING MASTERS
(Absent)

FOR TUG & BARGE OPERATORS
Capt. Doug Houghton
(Millennium)

FOR THE DRY CARGO CARRIERS
Capt. Sam Jebaranathan
(APL)

FOR PLEASURE BOATERS
Mr. Tom Welch
(Westrec Marinas)

FOR ORGANIZED LABOR
(Absent)

FOR THE CALIF. COASTAL COMM.
Ms. Robin Blanchfield

FOR THE MARINE OIL TERMINALS
Capt. Esam Amso
(Valero)

FOR THE U.S. COAST GUARD
SECTOR LA/LB
Capt Paul Wiedenhoeft
(USCG)

FOR ENVIRONMENTAL GROUPS
(SANTA MONICA BAY)
(Absent)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)
Mr. Garry Brown
(O.C. Coast Keeper)

FOR THE CDF&G/OSPR
Mr. Mike Coyne
(OSPR HQ)

FOR PASSENGER FERRY
OPERATORS
Mr. Ray Lyman
(Cat. Express)

FOR THE USACOE
(Absent)

FOR THE CALIF.
STATE LANDS COMM.
Mr. John Brown

FOR NOAA/NOS
Mr. Gerry Wheaton

FOR THE U.S. NAVY
Mr. Albert Rosales

FOR COMMERCIAL FISHING OPERATORS
(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna (MX-SOCAL)

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

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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 for making their facilities available for this gathering and for providing the snacks enjoyed by all.

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 120th Meeting.. *Mr. Ray Lyman moved, seconded by Mr. Tom Welch, to accept and approve the Minutes of the 120th Meeting. Motion carried unanimously by a show of hands from voting members present.*

ITEM II -- OLD BUSINESS:

(A) Update on Vessel Traffic Activities:

Chairman Strong called for an update on VTS activities from **Executive Secretary McKenna**. There were eleven incidents since last meeting. The first and most significant was a collision between a tug towing a barge and a recreational vessel, resulting in two deaths. This is presently under investigation by the Coast Guard. There were three federal violations, a fishing vessel in the boarding area, a fishing vessel with nets in the channel entrance, and a ship that did not have the proper charts. There were four propulsion incidents, one security breach, a lost anchor in the El Segundo offshore oil terminal and a close quarters incident again involving a tug and tow and a fishing vessel. Disregard for tugs with towed barges is becoming a source of serious concern and needs to be addressed.

The Vessel Traffic Center has recently upgraded its automated identification (AIS) capability with a software upgrade and the installation of a unit at UC Santa Barbara. The next effort will take place in two weeks to install an additional unit at Port San Luis. This will hopefully be followed by a final unit on the seaward side of Catalina Island.

(B) Update on USCG Sector LA/LB Activities:

Capt. Paul Wiedenhoef, USCG commented:

- (1) He called for increased vigilance in the Precautionary Area, in light of the previously mentioned collision and near collision. In regards to the close quarters incident, he commended the VTS watchstanders for their efforts in working with the tug and tow to avoid a collision. He cited fishing vessels and recreational vessels as an area of concern.
- (2) He commended Captain Schisler and Jacobsen pilots for a nice job in piloting departing container cranes under the Gerald Desmond Bridge. He cited a crane move on the Los Angeles side that did not require a lot of planning, but would have been well to know about for general safety purposes.
- (3) He reminded everyone that vigilance is required for the security and safety of the Port.
- (4) There are about a dozen Holiday boat parades planned for the Christmas Season. He reminded everyone that safety is the order of the day.

(5) Regarding Area Maritime Security issues, the next round of grant money is about to be issued with the port complexes share amounting to \$36 million. This will be reviewed to ensure that the money is spent appropriately.

(6) The Coast Guard will be working with the State of California to ensure that the transition to low sulfur fuel can be handled safely with minimal engineering casualties.

(C) Update on OSPR Activities:

Mr. Mike Coyne OSPR, made the following comments:

(1) He indicated that OSPR's new Administrator, Mr. Steve Eddinger, is no longer provisional. He is currently awaiting confirmation by the legislature. Also the Deputy Administrator, Mr. Bud Leland, has announced his retirement at the end of the year.

(2) The Committee's Oil Terminal Operator Representative is due for renewal in February of 09. Anyone interested is invited to apply.

(3) As of last month, OSPR has improved upon their Vessel Risk Analysis program. Patterned after international Port State Control procedures, they have developed a database with sufficient data, using a three-tier approach, to focus on ships of interest rather than on a random inspection basis.

(D) Update on California State Lands Commission Activities:

Mr. John Brown provided the following:

The Southern California Field Office will be holding its semiannual customer service meeting at the Port of Long Beach on 22 January from 10 to 12. Flyers will be mailed regarding this meeting.

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

No report.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton made the report

Admiral Lautenbacher has resigned as the NOAA administrator effective 31 October. Dr. William J. Brennan is the acting Administrator until further notice.

(G) Update on the Area Maritime Security Committee:

Chairman Strong related his encounter with the new Area Maritime Security Vice Chair, FBI special agent in charge Bill O'Leary, in which he offered him the services of the Harbor Safety Committee and reminded him that personnel on the water are likely to be a primary source of information in a security related issue.

ITEM III – New Business:

(A) Subcommittee Reports:

S/C # 1 (Navigation Safety) – Capt. John Betz: This Sub Committee met twice since the last meeting. The Sub Committee has been working with the Coast Guard on the safe transit brochure, which is now substantially complete. Additionally, they are close to completion of the new heavy weather chapter for the Harbor Safety Plan requested by the Coast Guard. They are scheduled to convene today at 1:30 p.m. at the offices of the Marine Exchange.

S/C # 2 (Planning & Outreach) –Capt. Christiansen, Chair: Nothing to report.

S/C # 3 (Tug Utilization Group; TUG) – Capt. Doug Houghton: Met on October 24 and November 14 to review the current force matrix in effect, in which alternate compliances were measured with an assumed Under Keel Clearance of 20%. It was determined that a new modeling would be required in light of the anticipated arrival of larger ships. A draft letter to OSPR has been developed by **Captain Schisler** and **Captain Strong** with the collaboration of **Jerry Aspland** requesting a regulation change to start the process. **Captain Schisler** submitted a potential new force matrix and a list of potential vendors to conduct the simulation. **Mike Coyne** reviewed the submission process with the Sub-Committee. The letter will be discussed later as part of today's agenda.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) – Ms. Camille Daniels, Chair: Mr. Tom Welch indicated that this Sub Committee has been working independently to prepare for the distribution of handouts anticipated from OSPR. **Captain Strong** noted the presence of **Mr. Jamie Ashley** of Long Beach Bait Company and thanked him for his interest as a potential Commercial Fishing representative. He invited him to attend the Sub Committee #1 meeting in the afternoon.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair: No meetings held recently.

(B) Annual Review of the LA/LB Harbor Safety Plan for 2008:

Capt. Strong opined that the current Harbor Safety Plan, with the exception of the anticipated heavy weather chapter, was sound, much so because of the Committee's previous good work. He asked the Committee to review the plan for applicability of standards of care and requested of the Committee any inputs that might be addressed. **Capt. McKenna** suggested that any issues of concern be surfaced by the February meeting in order to have discussion before the April meeting so that the plan can be approved in June.

Other New Business:

Chairman Strong raised the issue of having a ships agent as a representative on the Harbor Safety Committee. He indicated that a letter would be required to be submitted to OSPR. **Mr. Mike Coyne** described the content the letter required. **Chairman Strong** pointed out that the most desirable representative would be a ship's Master, but in lieu of that, the ship's agent is the next closest thing. After a brief discussion **Captain Kovary** moved to develop a letter to OSPR requesting that a ship's agent be added as a representative to the LA/ Long Beach Harbor Safety Committee Harbor Safety Committee. **Seconded by Mr. Tom Welch and carried unanimously.** A letter will be drafted for approval at the next Harbor Safety Committee meeting.

Chairman Strong called the Committee's attention to a previously e-mailed letter to be sent to OSPR expanding the force selection matrix for tug escorts in the California regulations. Since there were no comments on the letter, it will be sent.

Captain Wiedenhoft raised the issue of standup paddle boards as it pertains to their status as a vessel. As a general rule, standup paddle boards can be considered a vessel if they are not in the surf zone. As this grows in popularity, there will be considerably more discussion, particularly in and around harbors.

Captain McKenna raised the issue of blue whales. He stated that while the season was successful in avoiding whale strikes, there is a lot of attention to ship speeds in the Santa Barbara channel. He stated that there is presently an effort to tie the slowdown request to slowing down for air quality reasons as well. He indicated that he would likely be identified as the Industry Representative on the Channel Islands Marine Sanctuary Advisory Committee, and that members who had an interest in this issue should contact him.

Captain Jebanathan discussed issues arising from a series of evacuation drills conducted by his company. He advised every one that it is important to account for all of those who are being evacuated. In early instances of this exercise, there were cases of personnel leaving the scene at dangerously high rates of speed and with no regard for checking out with anyone. He offered this for information only.

ITEM IV – PUBLIC COMMENT:

Captain Jerry Aspland gave an update on the Plains All American pipeline project. Two weeks ago, the final environmental impact report was certified by the Port of Los Angeles Harbor Commissioners. There is a 30 day waiting period before this can be presented to the City Council. It must also be reviewed by the Southern California Air Quality Management District. If all goes successfully groundbreaking could commence in the summer of 2009. Construction could take 18 to 24 months thereafter with completion possible in early 2011. The main tank farm will be situated in the former LAXT storage area. The EIR was developed for a 650,000 barrel capacity and the berth for 350,000 ton VLCC's.

On a separate topic, he brought up the topic of fuel switching. He cautioned the Committee to pay close attention to the International Maritime Organization proceedings and to distinguish between sulfur content fuels and distillate fuels. He offered to share his research and information with the Committee should the need arise. He indicated that a normal switchover process should take about two hours, and should be done no closer than 40 to 50 miles from the coast. He also felt it was not advisable to run the prevalent propulsion machinery on distillate for long periods of time, as this may do damage to the engine.

Mr. Alan Hicks introduced himself as the new Maritime Administration (MARAD) regional representative, and made himself available to all, should his services be required.

ITEM V – MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on the fourth of February, 2009, at the Port of Long Beach. Because of a conflict with the Area Maritime Security Committee meeting, the Secretariat will explore a meeting time of 1330 with the Port of Long Beach and advise.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 121st Harbor Safety Committee meeting at 1112 a.m.

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary,
LA/LB Harbor Safety Committee