



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND THIRTY THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 2 FEBRUARY, 2011

The One Hundred and Thirty Third Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Long Beach. **Chairman Strong** called the Meeting to order at 1330 p.m.. The **Executive Secretary** determined that there was a quorum present, as listed below ----

FOR THE PORT OF LONG BEACH
Mr. Ed Green

FOR THE PORT OF LOS ANGELES
(Absent)

FOR THE LONG BEACH PILOT
ORGANIZATION
Captain John Strong

FOR THE TANKER OPERATORS
Capt. Laura Kovary
(BP)

FOR THE LOS ANGELES PILOT
ORGANIZATION
(Absent)

FOR THE MOORING MASTERS
Mr. Dave Selga
(Chevron)

FOR TUG & BARGE OPERATORS
Captain Doug Houghton
(Harley Marine)

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

FOR RECREATIONAL BOATERS
Ms. Camille Daniels

FOR ORGANIZED LABOR
Mr. Benny Colangeli
(IBU)

FOR THE CALIF. COASTAL COMM.
Ms. Robin Blanchfield

FOR THE MARINE OIL TERMINALS
(Absent)

FOR THE U.S. COAST GUARD
SECTOR LA/LB
Captain Roger Laferriere
(USCG)

FOR ENVIRONMENTAL GROUPS
(SANTA MONICA BAY)
Mr. Brian Meux
(Santa Monica BayKeeper)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)
Garry Brown
(O.C. Coastkeepers)

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

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

FOR THE USACOE
Mr. Jim Fields

FOR THE CALIF. STATE LANDS
COMM.
Mr. Kevin Mercier

FOR NOAA/NOS
Mr. Gerry Wheaton

FOR SHIP'S AGENTS
Mr. Ron Kelly
(Transmarine)

FOR COMMERCIAL FISHING OPERATORS
(Absent)

FOR THE U.S. NAVY
(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna (MX-SOCAL)

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**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 for making their facilities available for this gathering.

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. He began the meeting requesting self introductions from the Committee and their Alternates.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 132nd Meeting. There was a minor correction required where the State Lands Commission was referred to as a Committee. That correction being made, **Mr. Dave Selga moved, seconded by Mr. Garry Brown, to accept and approve the Minutes of the 132nd 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 five incidents since last meeting, four in December 2010 and one in January of this year. This brings the total to thirty five incidents for 2010, of which 20 were propulsion related. Of the December incidents, two were propulsion related, one a steering casualty and one a rules of the road matter. He then delineated the results of several recent Coast Guard related investigations into propulsion related casualties. He noted that, despite virtually universal affirmations by ships entering the precautionary area that astern engines have been tested, there remain a significant number of astern engine casualties as the pilot is boarding. Other incidents of note included a ship adrift that came within five miles of Catalina, but failed to notify the Coast Guard until an hour and a half later of his difficulty. This will likely result in punitive action. In contrast, a different ship experiencing similar difficulty sixty miles off shore notified USCG through their agent as a courtesy. This occurred outside of Coast Guard jurisdiction, but was appreciated. One other noteworthy incident was the loss of propulsion on approach to the pier resulting in the dropping of two anchors. In this case the casualty was attributed to an improper control air receiver lineup.

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

Capt. Roger Laferriere, USCG commented:

(1) He congratulated the team effort of both LA Pilots, Port Police and Sea Marshals for the safe transit to the China Shipping terminal of four new container cranes. The cranes passed under the Vincent Thomas Bridge with one meter to spare.

(2) The Holiday series of boat parades was carried out successfully and safely. There were twelve parades over a two week period with six occurring on one night. Over 650 boats participated and an estimated 150,000 spectators were involved in these events. That these affairs were carried out with minimal problems is a testimonial to the teamwork of the organizers and supporting agencies involved.

(3) The Angel's Gate Lighthouse Project is underway. Overseen by the Cabrillo Beach Boosters, a scope of work document has been submitted to the Coast guard for review. Work is expected to commence in the late April Early May time frame.

(4) He gave an update on the Vessel Dispersal Plan, which has been submitted to Sub Committee #1 for discussion and review. The plan provides for the safe and efficient evacuation of the Port through the Alert System 2.0 (Bang List). This system provides for redundancy through phone, fax, text and email to ensure contact is made continuously by whatever means, to ensure that contact is made with the appropriate parties. Anyone interested in being on the list should contact USCG Waterways Management, Ensign Sanders. This list is used for both waterways and security incidents.

(5) The Area Maritime Security Committee Operations Section now has a Security Threat Level Sub-Committee. Organized at the operator level, the Sub Committee is organized to coordinate and ensure the safe and secure conduct of operations such as the recent crane movement. He requested that Waterways management be notified of any significant upcoming event to ensure both the secure and safe conduct of the operation.

(6) There will be a Port Protector tabletop exercise March 9th. The theme of the exercise will be Maritime Prevention and Nuclear and Radiological Detection. Everyone is welcome to participate and/or observe. Cal EMA and Department of Energy are also scheduled to participate.

(7) The Port of Hueneme (Oxnard Harbor District) will be conducting its annual security exercise March 23rd. It will encompass the Channel Islands and Santa Barbara entities as well.

(8) There have been a recent addition of seats to the Area Maritime Security Committee (AMSC). The Los Angeles Fire Department (LAFD) and an industry member representing Liquid Bulk Operators have been added. Also, The Marine Transportation Recovery Unit (MTSRU), originally a stand alone body, has been incorporated into the AMSC in order to provide better coordination and guidance during any recovery operations.

(C) Update on OSPR Activities:

(1) **Mr. Mike Coyne** announced that OSPR has not had the opportunity to review applicants for the Marine Terminals Representative seat yet; an appointment will be forthcoming.

(2) The Tug Escort Matrix contract has been signed with California Maritime Academy (CMA) and the study is underway. He recognized the level of effort put forth by both Industry and OSPR to this point, noting that there is still much yet to be done.

(3) On February 27, a workshop on bunkering operations was conducted at the Port of Long Beach. A lot of good ideas were brought forth and they are under consideration. Nothing is cast in stone and OSPR is considering the next step.

(D) Update on California State Lands Commission Activities:

Mr. Kevin Mercier spoke:

(1) **Mr. Curtis Fossum** is now the Executive Officer of the State Lands Commission. Beginning in January as a result of the elections, **Lt. Governor Gavin Newsome** is now a Commission member. The other commission members, **Mr. John Chiang** and **Ms. Ana Matosantos**, remain the same.

(2) There is no new permanent Division Chief of the Marine Terminals division. Director of Finance will be replaced. This is largely the result of a technicality stemming from a State hiring freeze, but the issue is being worked on.

(3) The results of MOTEMS audits for the Harbor are at different stages of review and discussions with the related organizations are ongoing.

(4) He provided the annual statistics for oil transfer across marine terminals. In 2010 two hundred twenty eight billion gallons were transferred with only sixty nine gallons spilled. Over six thousand transfers were conducted with only thirteen recorded spill incidents.

(5) State budget concerns may impact staffing at State Lands and OSPR. This is currently under review in concurrence with the State's oil spill contingency fund.

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

Mr. Jim Fields reported that dredging is ongoing in the back channel of Los Angeles with the material going into the expanded Shallow Water Habitat area. Rockwork is going in at the Northwest Slip and demolition has begun at berths 243 and 245. Contaminated material from various slips will be placed in the Northwest Slip once the dike has been completed. The slip fill at Pier G is progressing well and is now up to minus 20 feet. In all, as busy as operations are at both Ports, dredging is progressing well with no major obstacles at present.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton stated that Coast Pilot 7, 2011 is now available. Also, **Mr. Dave Kennedy** has been named the assistant Administrator for the national Ocean Service. He also indicated his intent to provide a NOAA Website presentation later in the meeting.

(G) Update on the Area Maritime Security Committee:

Capt. Strong stated that with increased participation of Industry in the area Maritime security Committee, more attention should be given to the Incident Command System (ICS). With that in mind, the Los Angeles Port Police will be offering an ICS 300 course February 16. POC **Captain Mike Graychek**.

Capt. Laferriere announced that California Maritime Academy will be putting on a seminar on Marine Firefighting and also a Facility Security Officer (FSO) course Feb 22nd. Participation is free.

ITEM III – NEW BUSINESS:

(A) Sub Committee Reports:

S/C # 1 (Navigation Safety) – Capt. John Betz:

The Sub Committee met on 1 February. **Cdr. Wheaton** informed that NOAA is amenable to including HSC best Practices in the Coast Pilot. **Capt. George** will review our Best Practices for accuracy prior to submission. An item of new business was discussed involving the conflict of small vessels and ever larger commercial vessels in reduced visibility. This will be a topic of ongoing discussion during future Sub Committee meetings. The possibility exists that an outcome would be a list of recommendations to small boats to be included in the Harbor Safety Plan.

Mr. Colangeli then raised the issue of ships swinging cargo gear out over tugs while berthing. He noted ten incidents since 4 December 2010 at berths 214, 212, and 211. **Chairman Strong** did not consider this within the Committee's jurisdiction. **Mr. Colangeli** said he considered the open hatches an issue and cited a case of pet coke dust blowing around and aboard a tug as an example. A brief general discussion ensued and it was suggested that this appeared to be within the confines of the specific terminal. **Captain Jebanathan** offered to provide a point of contact.

Next meeting for S/C#1 will be March 2 at the Marine Exchange.

Capt. Kovary mentioned that the **Tsunami Work** group has completed a draft dispersal plan. Comments have been positive, but the plan needs to be finalized. An effort will be made to complete work before the April Committee meeting with possible consideration for inclusion in the Harbor Safety Plan. **Capt. McKenna** reminded that this and any other item intended for this year's version of the plan will require submission prior to the meeting to support a final vote at the June meeting.

S/C # 2 (Planning & Outreach) – Capt. Christiansen, Chair– Mr. David Souloff of U.S. Coast Guard District 11 made an impromptu comment on the Cerritos Channel Drawbridge discussion. He

thanked the Committee for providing S/C#2 as a vehicle for the discussion. The S/C did not meet this month, however it will meet again next month. The District has prepared a letter addressed to the bridge owners that will soon be shared with all stakeholders, requesting their input. Hopefully, this will be done before the next meeting. A copy of the letter will be provided to the Committee.

S/C # 3 (Tug Utilization Group; TUG) – Capt. Doug Houghton – the Sub Committee has not met since the last meeting, but is planning on meeting on either Friday, Feb 11 or 18. Bunkering best practices will be an issue.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) -- Ms. Camille Daniels – Nothing to report.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair – Resurrected the idea to obtain grant funding to reimburse Industry Representatives for costs incurred with attending ICS training. **Capt. McKenna** volunteered to raise this issue at the next AMSC Stakeholder Sub Committee, where the current security plan will be under review.

Harbor Safety Plan: Chairman Strong Called for input to the Harbor Safety Plan. The point was re-emphasized that items intended for the June update to the Plan should be considered at the April meeting.

NOAA Presentation: CDR Gerry Wheaton commenced giving a presentation on the utilities of the updated NOAA Website (www.noaa.gov). There was a brief technical interruption, during which a general discussion ensued. The question was asked whether the Tsunami Evacuation plan could be shared with HSC San Francisco. **Lcdr. Fazio** indicated that as soon as the plan was complete and approved that this would happen. **Chairman Strong** cited the previous week's OSPR workshop on bunkering and commended the Agency on its open minded approach to the discussion, and the sensitivity to the economic impact on future regulation. **Mr. Mike Coyne** followed up by emphasizing the importance of Industry input to the outcome of the process. He also related the concern of the San Francisco COTP to the number of recent propulsion losses and that this was the subject of a Coast Guard work group involving maritime engineers. He was wondering if this review was going to be USCG District wide. **Commander Kane** responded that this was the case. At this juncture, technical issues were resolved with **Cdr. Wheaton's** presentation. He gave a tour of the site, showing the location of Coast Pilot, access to charts and chart features, tide and current predictions, PORTS features and applicable laws.

ITEM IV – PUBLIC COMMENT: None.

ITEM V – MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on the sixth of April, 2011, at the Port of Los Angeles.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 133rd Harbor Safety Committee meeting at 1427 p.m..

Respectfully submitted,

Capt. R.B. McKenna
Executive Secretary,

LA/LB HARBOR SAFETY COMMITTEE

February 2, 2011

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February 2, 2011

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