



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FORTY SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, December 4, 2013

The One Hundred and Forty Seventh Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Chairman Strong** called the Meeting to order at 9:58 a.m. **Executive Secretary Louttit** determined that there was a quorum present as listed below --

FOR THE PORT OF LONG BEACH

Cdr. Dan Kane

FOR THE TANKER OPERATORS

Capt. Norman George
(Crowley Petroleum Services)

FOR TUG & BARGE OPERATORS

Capt. Paul Hendricks
(Foss Maritime)

FOR ORGANIZED LABOR

(Absent)

**FOR THE U.S. COAST GUARD
SECTOR LA/LB**

Capt. Jim Jenkins, USCG

FOR THE CDF&G/OSPR

Mr. Mike Coyne

**FOR THE CALIF. STATE LANDS
COMMISSION -
MARINE FACILITIES DIVISION**

Capt. Laura Kovary

FOR COMMERCIAL FISHING

(Absent)

FOR THE PORT OF LOS ANGELES

Capt. Bent Christiansen

**FOR THE LOS ANGELES PILOT
ORGANIZATION**

Capt. Craig Flinn

FOR DRY CARGO VESSEL OPERATORS

Mr. Phillip Wright
(Zim)

FOR THE CALIF. COASTAL COMM.

Mr. Jonathan Bishop

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

Mr. Brian Meux

FOR PASSENGER FERRY OPERATORS

Capt. Ray Lyman
(Catalina Express)

FOR NOAA/NOS

Cdr. Gerry Wheaton

FOR THE U.S. NAVY

(Absent)

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX-SOCAL)

**FOR THE LONG BEACH PILOT
ORGANIZATION**

Capt. John Strong

**FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS**

Mr. Dave Selga
(Chevron)

FOR PLEASURE BOAT OPERATORS

Mr. Tom Welch

FOR MARINE OIL TERMINAL OPERATORS

Capt. Mark Nielsen
(Tesoro)

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

Mr. Garry Brown

FOR THE USACOE

Mr. Jim Fields

FOR SHIP'S AGENT ORGANIZATION

Ron Kelly
(Transmarine)

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

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Chairman Strong welcomed 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 Long Beach for making their facilities available for this gathering.

Chairman Strong recognized **Mr. Coyne** for the swearing in of new or reappointed members. **Mr. Coyne** introduced the State of California Office of Oil Spill and Response Administrator, **Capt. Thomas Cullen**, who administered the oath of office to the following: **Capt. Bent Christiansen**, Port of LA (primary); **Mr. Brian Meux**, LA Waterkeeper (reappointment as primary); and **Mr. Thomas Welch**, Pleasure Boat Operators (alternate).

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 146th Meeting on October 2, 2013. **Mr. Phillip Wright**, seconded by **Capt. Norman George**, to accept and approve the Minutes of the 146th Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II – OLD BUSINESS:

(A) **Chairman Strong** called for an update on vessel traffic activities from **Capt. Louttit**, who reported:

- a. **Incident Reports.** There were 2 incidents. The first was a tanker inbound Long Beach from anchorage that experienced a steering casualty. There was a pilot aboard. The ship had 1 tug astern. 2 other tugs were provided and then the ship entered LB safely and without incident. The second was a tanker inbound Los Angeles from the South. After initial check-in, communications could not be established with the vessel by the pilots or VTS by multiple means/channels. When the pilot boarded it was determined that the vessel's VHF-FM radio could receive but not transmit. The vessel entered port using the pilot's radio. There were no *loss of propulsion* incidents during these 2 months. These 2 incidents plus the previous 22 add to a total of 24 incidents in 2013. For comparison, there were 30 total in 2011 and 29 total in 2012, so we likely to finish 2013 below the prior 2 years.
- b. **Traffic Report.** **Capt. Louttit** provided a handout and reported there were 374 arrivals in October and 376 in November, which were split pretty evenly between the 3 approach channels: From the North (Santa Barbara Channel): 32% in October and 34% in November. From the West (Pacific Missile Test Range): 31% in October and 32% in November. From the South (Panama Canal, South America, Mexico, and San Diego): 35% in October and 31% in November. The remainder were to and from the Chevron Offshore Terminal in El Segundo. There were no highlights or anomalies, and these figures were consistent the past. There were a total of 353 departures in October and 355 in November, and as with arrivals, there was a pretty even split, to the North, 30% in October and 29% in November; to the West, 36% in October and 32% in November; to the South, 33% in October and 37% in November; and the remainder were to and from El Segundo. There were no highlights or anomalies, and these figures were consistent with the past.
- c. Regarding the Narrowing of Traffic Separation Zone in the Santa Barbara Channel: The narrowing of the traffic separation zone in the Santa Barbara Channel on 1 June 2013 didn't seem to have an effect on traffic patterns. Furthermore, traffic is flowing smoothly using the new lanes without problem or incident. This will be the last report on this item unless there is a change.

(B) **Update on USCG Sector LA/LB Activities:** **Capt. Jim Jenkins**, USCG reported:

- (1) The Coast Guard continues to attempt to reduce the number of physical aids to navigation that are considered redundant and no longer necessary due to advances in electronic navigation. The next

aids under consideration for discontinuance are in the Channel Islands and Catalina Island area. In advance of the formal Notice of Proposed Rulemaking process and as a point of discussion, Capt. Jenkins briefed that the list of aids that are being considered for discontinuance was given to HSC Subcommittee-1 for feedback. Following this process and feedback, the final list will be put into the formal Notice of Proposed Rulemaking process.

- (2) **Capt. Jenkins** reported regarding the allision between the anchored tanker SCF PRIMORYE and underway crew boat NRC PATRIOT 2 on 28 August 2013, which resulted in the holing of both vessels but no discharge of cargo in part due to the double-hull construction of the tanker. The investigation is complete at the Sector LA/LB level and is under review by Coast Guard headquarters. Until that review is complete, the Coast Guard can report only that the master lost situational awareness during the transit. The Coast Guard considered taking enforcement action against the master but the master voluntarily surrendered his license.
- (3) Work on Port Coordination efforts continues, which is necessary because there are many response vessels in the ports; this is good but it increases the complexity of responses. There are many initiatives such as On-scene Coordinator Training which sets the standard for a common protocol for responses including communication and coordination. The first vessel on scene assumes the on-scene coordinator role until a determination can be made as to whether the case will fall under the Coast Guard's Search and Rescue Mission Coordinator (SMC) or Captain of the Port (COTP) roles to help coordinate the response. Example agencies that have taken the course include Long Beach Police Department and LA County Lifeguards (Baywatch). The Los Angeles and Long Beach Fire Departments are scheduled in the next few months. The point of contact is the **Mr. Sandy Needle** at the CG Sector LA/LB Command Center (310-521-3815).
- (4) On 2 October, the Long Beach pilot aboard an inbound tanker reported a good-Samaritan seeing a man overboard from a vessel which left the vessel unmanned. The pilot maneuvered the tanker around the unmanned vessel. The man overboard re-boarded his vessel and it was later determined that he had jumped overboard in fear of the tanker running his vessel over. The case was debriefed and communications issues were discussed. Capt. Jenkins stated that the bottom line is that channel 16 VHF-FM remains the key means of communications for events.
- (5) **Chairman Strong** commented that all response vessels are encouraged to transmit on AIS when participating in a response, in particular when visibility is restricted.
- (6) **Capt. Jenkins** stated that the Port of Long Beach has an initiative to purchase 35 "Blue Force Tracking" transponders and the Coast Guard is working with the port to distribute the transponders appropriately. The result should be an improved picture of who is on the water.

(C) Update on OSPR Activities: **Mr. Mike Coyne** reported:

- (1) **Mr. Coyne** introduced his supervisor, **Mr. Ted Mar**, Chief of the Marine Safety Branch of OSPR in Sacramento, and reintroduced **Capt. Tomas Cullen**, Administrator of OSPR.
- (2) The West Coast Safety Summit was held 29-30 October. **Capt. Cullen** commented that it was valuable that representatives from Puget Sound and Grays Harbor, Washington attended. The summit had not been held recently due to statewide travel restrictions, but **Capt. Cullen** hoped to have the summit annually due to its value.
- (3) There are many new tugs in California with higher bollard pulls. This brings greater workload for OSPR and has caused a review of programs at OSPR such as bollard pull certificates and inspections.

(D) Update on California State Lands Commission Activities: **Capt. Laura Kovary:** Nothing significant to report.

(E) Update on U.S. Army Corps of Engineers: **Mr. Jim Fields** reported that dredging is expected in the late spring or early summer of 2014 at high spots in the Port of Los Angeles and dredging in the LA river estuary. **Mr. Fields** queried if anyone had information on 2 lines across the LA river estuary, one of which is perhaps owned by Shell or San Pedro Petroleum. The ACOE needs vertical information to help place its spuds and anchors. If anyone has information, please send it to the ACOE.

(F) Update on NOAA/NOS:

a. **Cdr. Gerry Wheaton** reported the NOAA Ship FAIRWEATHER finished the bottom survey in her 2 deployments, interrupted by the government shutdown. **Cdr. Wheaton** thanked the Marine Exchange for their assistance to FAIRWEATHER which contributed to the successful completion of the survey. 2 copies of the survey were made available for attendees to view. **Cdr. Wheaton** said the data will be reviewed by Coast Survey by the end of February 2014 and new charts will be available in June 2014. **Cdr. Wheaton** will inform the Coast Survey that the Harbor Safety Committee would like to see a draft chart for review approximately one month before that so any local input, knowledge, and expertise can be added to increase the chart's value to users. This could include information from ACOE, CG aid to navigation changes, shallow water habitat, etc. **Cdr. Wheaton** will work with HSC SC-1 to make the new charts as useful as possible.

b. **Cdr. Wheaton** provided a demonstration of NOAA's on-line chart catalog, Chart #1, and Electronic Nautical Charts (ENCs). Paper charts are no longer being printed by NOAA; charts will be available by print-on-demand to meet vessel, Coast Guard, and carriage requirements. **Cdr. Wheaton** commented that PDF versions of charts do not meet carriage requirements because they may not be accurate enough for navigation. NOAA is soliciting comments on this system. **Cdr. Wheaton** was queried regarding the time lag between the Notice to Mariners and chart updates; the answer was 2 weeks for charts and 1 week for the Coast Pilot. **Cdr. Wheaton** was queried if the Coast Pilots were archived, and the answer was "yes."

c. **Chairman Strong** queried **Cdr. Wheaton** if FAIRWEATHER found any significant anomalies. **Cdr. Wheaton** responded that no significant anomalies were found, but that this was a cursory examination from the field perspective, and the data was still under review by NOAA before a final determination could be made.

d. **Cdr. Wheaton** thanked the Port of Long Beach for making their information technology system available to aid **Cdr. Wheaton's** presentation.

(G) Update on the Area Maritime Security Committee: **Capt. Jenkins** reported:

1) The Los Angeles City Fire Department's has a 2-day Community Emergency Response Training (CERT) course which some users thought was too long. The LAFD therefore created a 1-3 hour condensed Disaster Awareness Training (DAT) course that is tailored to the audience. Contents include fire escape, survival kit development, coping with disaster, emergency communications, and identifying hazards in the home and workplace. Organizations requesting this training should contact their local LA City Fire Station.

2) The City of Los Angeles has received a grant for CBRNE equipment and training, and is working with all applicable agencies and organizations for implementation.

- 3) **Capt. Jenkins** briefed that in response to the cyber security threat, the Coast Guard and Ports have been working together to put protocols and reporting thresholds in place. The Port of Los Angeles is planning a state-wide exercise in March 2014. The National Institute of Standards and Technology (NIST) was tasked by Presidential Directive to develop a voluntary code of conduct, working with industry, to reduce cyber risk. The draft framework is available for review and the comment period closes 13 December 2014. Information is on the NIST web site (www.NIST.gov); contact the Sector LA/LB Planning Department with questions or problems.

ITEM III - New Business:

(A) Sub Committee Reports:

- (1) S/C # 1 (Navigation Safety) – **Capt. John Betz** reported the sub-committee met twice since the October:
- (a) CG Sector LA/LB briefed SC-1 regarding 2 Notices of Proposed Rulemaking. The first regards the disestablishment of Anchorage A, which was replaced by pier 400. This will make the rules match reality. The second regards changing the notification requirements for the deepwater anchorages in Long Beach harbor with the goal of reducing congestion in the anchorage. It is in draft form. **Cdr. Manning** stated that the Coast Guard Eleventh District Commander, **Rear Admiral Schultz**, would be signing off on the proposal soon, and then it will be published.
 - (b) There was discussion regarding bringing very deep draft vessels into the port complex and whether there should be specific requirements. SC-1 will look into it at their next meeting.
 - (c) SC-1 still needs a commercial fishing representative and there were no volunteers.
 - (d) The annual Harbor Safety Plan review continues and at the next meeting, chapters will be identified that require revision, and those that do not.
 - (e) The next meeting will be at 1:30 PM December 2, 2013 at the offices of Millennium Maritime, berth 301.
- (2) S/C #2 (Planning & Outreach) – **Capt. Christiansen**: Nothing significant to report; did not meet, and no meetings planned.
- (3) S/C #3 (Tug Utilization Group (TUG)) – No representative, nothing to report, and did not meet.
- a. **Chairman Strong** stated that with the potential of Liquefied Natural Gas (LNG) bunkering coming to the ports, SC-3 could be tasked with looking at the issue.
- (4) S/C #4 (Recreational Boats & Commercial Fishing Vessels) – Nothing to report; did not meet.

ITEM IV – NEW BUSINESS:

Chairman Strong commented that the committee will need to find a new location for the Long Beach meetings since the POLB building will be vacated in the spring. **Cdr. Kane** reported that POLB offices would be at the Long Beach airport starting in February. **Chairman Strong** tasked the Marine Exchange to take the lead on finding a new location for the Long Beach meetings.

Capt. Doug Houghton stepped down as the Vice Chair of the HSC, but at **Chairman Strong's** request, he will remain a member of the committee. **Chairman Strong** queried if formal action was required to fill the

Vice Chair seat. **Mr. Coyne** confirmed that formal action was not required and an informal recommendation was sufficient. **Chairman Strong** stated that **Capt. Norman George** accepted the request to fill the Vice Chair seat and there was no objection.

Mr. Meux reported aerial surveys were being flown to determine vessel location and activity to help determine impact on the environment; contact **Mr. Meux** if anyone needs the data.

Public Comments:

Ms. Elizabeth Petras (NOAA) reported that the Southwest Region of the National Marine Fisheries Service (NMFS) merged with the Northwest Region; the new name is the NMFS West Coast Region, which gives greater opportunity for NMFS collaborate along the entire West coast.

Ms. Petras reported that it has been an interesting season for whales, for example, there are anchovies in Monterrey Bay and the Humpback whales have stayed, following the anchovies. Fin and Blue whales have been sighted off the Huntington Beach Oil Platforms. Killer Whales and Sperm Whales have been sighted in the region. The American Cetacean Society has a lookout station at the Point Vicente and provides sighting information to NOAA/NMFS.

Ms. Petras stated that their new poster, co-designed by NOAA/NMFS and PMSA, is available from Ms. Petras (Elizabeth.Petras@noaa.gov). If a whale is sighted, please send the info to NOAA at whales@noaa.gov. An APP has been developed with limited distribution, and broader distribution is anticipated during the next year.

Capt. Strong commented that Chevron showed extensive whale training program at the West Coast Summit. **Mr. Selga** confirmed this was true and that the HSC will have access.

Capt. Kovary reported that the California Leadership Summit is scheduled for Feb 19-20 in Sacramento. This has been going on for 5-6 years with the intent of educating legislators about the maritime industry. The *Prevention First* symposium will be in October 2014.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the fifth of February 2014 at the Port of Los Angeles at 1:30 p.m. due to the Area Maritime Security Committee meeting in the morning.

Chairman Strong thanked everyone for their work and for attending.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 147th Harbor Safety Committee meeting at 10:50 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

December 4, 2013

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LA/LB HARBOR SAFETY COMMITTEE

December 4, 2013

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