



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 FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 1 JUNE, 2011

The One Hundred and Thirty Fifth 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 1012 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

Capt. Jim Morgan

FOR THE LONG BEACH PILOT
ORGANIZATION

Captain John Strong

FOR THE TANKER OPERATORS

Capt. Laura Kovary
(BP)

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt. John Betz

FOR THE MOORING MASTERS

Capt. Baz El Sayed
(Chevron)

FOR TUG & BARGE OPERATORS

Capt. Doug Houghton
(Millennium)

FOR THE DRY CARGO CARRIERS

(Absent)

FOR RECREATIONAL BOATERS

Mr. Tom Welch

FOR ORGANIZED LABOR

Mr. Benny Colangeli
(IBU)

FOR THE CALIF. COASTAL COMM.

(Absent)

FOR THE MARINE OIL TERMINALS

Capt. Rob McCaughey
(Tesoro)

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

Captain Jim Jenkins
(USCG)

FOR ENVIRONMENTAL
(SANTA MONICA BAY)

Mr. Brian Meux
(Santa Monica BayKeeper)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)

Mr. Ray Hiemstra
(O.C. CoastKeeper)

FOR THE CDF&G/OSPR

Mr. Mike Coyne,
(OSPR HQ)

FOR PASSENGER FERRY OPERATORS

Capt. Ray Lyman
(Cat. Express.)

FOR THE USACOE

(Absent)

FOR THE CALIF. STATE LANDS
COMM.

Mr. Kevin Mercier

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR SHIP'S AGENTS

(Absent)

FOR COMMERCIAL FISHING

FOR U.S. NAVY

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(Absent)

(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna
(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 Long Beach 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 134th Meeting. *Captain John Betz moved, seconded by Mr. Tom Welch, to accept and approve the Minutes of the 134th 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 three incidents since last meeting, all propulsion/mechanical. None of these incidents appear to be fuel related. This brings the total to eight incidents for the year.

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

Capt. Jim Jenkins, USCG commented:

(1) The National Harbor Safety/Port Security Conference will take place in Houston next week. Sector will send representatives, and Chairman Strong will attend. Any issues the Committee may have that they consider worthy of this National forum can be given to USCG Waterways Management Division or the Chairman offline.

(2) Plans are moving ahead on the refurbishment of Los Angeles Light. The Coast Guard has located a temporary navigation aid (light). The range of the light will be reduced from 19 NM to 7NM during refurbishment. Mooring balls have also been located to moor barges to assist in the renovation. Work is expected to commence later this month or early next.

(3) Preparations are already underway for Fourth of July fireworks throughout the Port complex. Permits have already been requested for four afloat barges, with up to 23 sites anticipated throughout Sector's Area of

Responsibility. Select personnel will be receiving pyrotechnic inspection training, and Waterways Management will be inspecting every barge before the Fourth.

(4) The TransPac sailboat race to Hawaii will commence off Point Fermin on July 8. Over 120 boats are expected to compete in various classes.

(C) Update on OSPR Activities:

(1) **Mr. Mike Coyne** discussed the latest on the Tug Matrix effort. California Maritime Academy has submitted the proposed matrix, which will be reviewed by OSPR staff next week. A recommendation to the Administrator for approval is anticipated. A public comment period will be provided. Although there is an effort to expedite the process, there is currently no estimated date for implementation.

(2) The Harbor Safety Committee Summit will take place sometime late Fall, the date being somewhat budget dependent. Also in late Fall, there will be a West Coast Harbor Safety Summit with the primary focus on oil spill prevention, discussing harmonization of effort and best practices on the West Coast.

(3) OSPR and Sea River are currently conducting a three day oil spill exercise in San Francisco Bay. The drill will last for three days and Sea River will be exercising their salvage plan,

(D) Update on California State Lands Commission Activities:

Mr. Kevin Mercier Introduced Ms. Jackie McKay who manages ballast water documentation for State Lands. Also, there will be a Customer Service Meeting at Long Beach late June Early July. The main feature will be a first hand account of the impact of the recent Japanese earthquake

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

No Comments.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton reported that the new Secretary of Commerce, **Mr. John Bryson**, has been nominated. He was formerly a CEO for a local Southern California firm.

Working with Sub-Committee #1, particularly **Capt. Norm George**, vessel operating procedures for the Port Complex have been developed for submission to the Local Notice to Mariners. **Cdr. Wheaton** suggested that this might be worthy of a "best practices" item for the up coming National Harbor Safety Committee.

He called attention to the NOAA website for the purpose of retrieving historic wind information. There seems to be an increasing need for such data and this website can help.

He announced the departure of **Ms. Joan Lundstrom**, Chair of the San Francisco Harbor Safety Committee. She will be honored at next week's National Harbor Safety Conference.

(G) Update on the Area Maritime Security Committee:

Capt. Jenkins stated that a table top exercise (Port Protector) was conducted 9 March to exercise the concept of operations for Preventive Maritime Nuclear-Radiological Detection, a fortuitous exercise in light of the recent Japanese Earthquake. It brought all the players who were ultimately needed for screening of Japanese cargo into one room, making the real world evolution go smoothly.

The Area Maritime Security Committee is developing an underwater security plan for Port Hueneme. A plan already exists for the LALB Port Complex.

The Area Contingency Pollution Response Plan, specifically dealing with firefighting and salvage is being developed for both North and South regions. Anyone interested in participating in participating should contact Sector's **Mr. John Albrough**.

The Area Maritime Security Committee has added two new members: **Captain Rob McCaughey** terminal Superintendent for Tesoro, will be the Bulk Cargo representative, and **Mr. Chris Dunlay** of Total Terminals

International, who will chair the Facility Security Officer Sub Committee. This raises total AMSC membership from 22 to 24.

The Area Committee is continuing to plan for the September oil spill exercise south of the Channel Islands.

ITEM III - New Business:

(A) Sub Committee Reports:

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

The Sub Committee has met twice since the last meeting. The Committee is finishing up on some issues, notably recreational and fishing vessels operating in reduced visibility and alignment of the present communications plan with Federal guidelines. Container crane safety is another issue being discussed. This has been taken up with Pacific Maritime Association, (PMA) and several presentations have been made to terminals, with others planned. The Sub Committee will not meet today or for the summer unless for emergent reasons.

S/C # 2 (Planning & Outreach) – Capt. Christiansen, Chair– no comment. **Chairman Strong**, corroborated by **Benny Colangeli**, indicated that significant progress has been made this year concerning the Henry Ford Bridge issue.

S/C # 3 (Tug Utilization Group; TUG) – Captain Doug Houghton – Has met twice since last meeting. They are working on two specific issues, the first concerns the Digital Select Calling (DSC) radio feature that, when activated, can automatically shift operating tugs off their working frequency with their pilot. This is being resolved with the addition of another radio. Also, the Committee is working on bunkering best management practices. Following an approved State of Washington plan consisting of a pre arrival bunkering form provided to the ship’s agent, a pre bunkering form to the ship’s master and a video to accompany the pre arrival form, the Sub Committee is recommending that the HSC submit a letter to the Administrator recommending the provision and licensing of the Washington State bunkering plan. After a brief discussion on the topic. ***Captain Houghton moved to pursue the letter submission to OSPR for the Washington State Licensing plan. Seconded by Captain McCaughey and carried unanimously.***

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) – Mr. Tom Welch – The Sub Committee will continue to participate in the S/C#1’s deliberations on reduced visibility standards for recreational and fishing vessels.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair – Nothing to Report.

Harbor Safety Plan: **Chairman Strong** called for a motion to approve an updated version of the Environmental Chapter of the Harbor Safety Plan. ***Vice Chairman Betz so moved, seconded by Mr. Meux, and carried unanimously.*** He then discussed several non controversial “housekeeping” issues (dates, statistics, etc.) that required updating. He proceeded to assign updating chores to various members of the Committee.

Mr. Coyne mentioned that OSPR is accepting applications for the following Committee Representatives: Los Angeles Pilots, Long Beach Pilots, Port of Los Angeles, Off Shore Mooring Master, Tank Vessel Operator, Dry Cargo Operator, Organized Labor, and Recognized Non-Profit Environmental Group, currently occupied by Orange County Coast Keeper. OSPR hopes to appoint representatives to these positions at the October meeting.

ITEM IV – PUBLIC COMMENT: Absent of any other public comment, the Chairman introduced **Captain Vic Schisler** to discuss findings on the recently conducted Tug Matrix Study. He started by thanking the key participants in the process: OSPR, California Maritime Academy, and TRANSAS Software Company. He was especially appreciative of **Captain Betz** and **Captain Strong**, who assisted in putting the Report together. He apologized for some procedural issues that delayed the process. He called the Committee's attention to the report before them. He described two scenarios, a tanker rudder failure 4000 feet from the Long Beach Breakwater, and a tanker engine failure 1500 feet from the from the same Breakwater entrance. The requirement was, with the use of no more than two tugs, to maintain the tanker within the Channel. No tug should have less than 45 tons of bollard pull. The tests were performed at the California Maritime Academy simulator. There were several tests conducted until all elements and variables were considered satisfactory to the mariner. The matrix is now under review at OSPR.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the fifth of October, 2011, at the Port of Los Angeles at 1000.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 135th Harbor Safety Committee meeting at 1107 a.m..

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary

