



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED and NINETY-FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 4 October 2023

The One Hundred and Ninety-Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person with virtual option using MS-Teams at the Port of Los Angeles Administration Building. **Vice Chairperson Rob McCaughey** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum of 12 members was present (need 9) as listed below:

**FOR THE PORT OF  
LONG BEACH**

Mr. Rafael Delgado

**FOR THE PORT OF  
LOS ANGELES**

Capt. Jay Dwyer (LAP)

**FOR THE LONG BEACH  
PILOT ORGANIZATION**

Capt. Mark Coynes (JPS)

**FOR THE TANKER  
OPERATORS**

Capt. Rob McCaughey  
(Jankovich)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Capt. Jeff White  
(LAP)

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

Capt. Thomas Osborne  
(Chevron)

**FOR TUG & BARGE  
OPERATORS**

Ms. Kariane Dill  
(Saltchuk/Foss/AmNav)

**FOR DRY CARGO VESSEL  
OPERATORS**

Capt. Mike Jessner  
(APL)

**FOR RECREATIONAL  
BOATING OPERATORS**

Absent

**FOR ORGANIZED LABOR**

Mr Eric Morgan  
(Sause)

**FOR THE CALIFORNIA  
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL  
OPERATORS**

Captain Thomas MacKrell  
(Marathon)

**FOR COMMERCIAL  
FISHING**

Absent

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

Vacant

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

Absent

**FOR THE CALIFORNIA  
STATE LANDS COMMISSION**

Mr. Ferric Cabuhay

**FOR PASSENGER FERRY  
OPERATORS**

Absent

**FOR THE SHIP'S AGENT  
ORGANIZATION**

Absent

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Telephone (310) 519-3134 • Fax (310) 241-0300  
E-mail: [Info@mxsocal.org](mailto:Info@mxsocal.org)

**FOR THE CDF&W/OSPR**

Mr. Jon Victoria

**FOR U.S. COAST GUARD  
SECTOR LOS ANGELES and  
LONG BEACH**

Capt. Ryan Manning, USCG

**FOR THE NOAA/NOS**

Mr. Jeffrey Ferguson

**FOR THE U.S. NAVY**

Absent

**FOR THE USACOE**

Mr. Jim Fields

**EXECUTIVE SECRETARY**

Capt. J. Kipling Louttit  
(MX SoCal)

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

**Vice Chairperson McCaughey** welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee, and noted the meeting is open to any member of the public, meeting materials were distributed in advance, the agenda was posted and distributed in advance, there will be a Public Comment period during the meeting, and reviewed location of rest rooms and emergency exits. Attendees were reminded to sign in. The Committee thanked the Port of Los Angeles for making their Administration Building and Information Technology staff available for the meeting, which enables the Virtual Format. **Chairperson Betz** had an excused absence. **Executive Secretary Louttit** reviewed virtual meeting protocols. **Vice Chairperson McCaughey** had all members and alternates introduce themselves. **Vice Chairperson McCaughey** reviewed the purpose of the LA/LB Harbor Safety Committee from the By-Laws, as is typically done at each October meeting.

**ACTION ITEMS:**

**Mr. Victoria** stated there would be one appointment, **Mr. Danny Strunk** representing Commercial Fishing, but swearing in will be deferred to a future meeting as **Mr. Strunk** was not present.

**ITEM I: APPROVAL OF MINUTES OF LAST MEETING:**

- (1) **Vice Chairperson McCaughey** made a motion to approve the minutes of the 193<sup>rd</sup> meeting on 7 June 2023. There were no comments, corrections, or discussion. **Capt. White** seconded the motion, which carried by a unanimous voice vote by the voting members present.

**ITEM II: OLD BUSINESS:**

- (1) **Vice Chairperson McCaughey** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:

- a. **Incidents:** There were 13 incidents since the last HSC meeting in June, for a total of 18 in 2023. For reference, we had 23 incidents as of this date last year.

The 1<sup>st</sup> incident of the period and 6<sup>th</sup> of the year was a container ship inbound Long Beach with pilot aboard that experienced 6 degrees of gyrocompass error. The pilot safely moored the vessel in Long Beach.

The 7<sup>th</sup> incident of the year was an articulated tug and barge 0.5 miles south of Long Beach Gate inbound with pilot aboard which experienced a loss of its starboard main diesel engine. The pilot safely anchored vessel in Long Beach anchorage B-3 using Port engine and 1 assist tug.

The 8<sup>th</sup> incident of the year was a container ship in the Los Angeles Main Channel by the Vincent Thomas Bridge outbound with pilot aboard that experienced a loss of propulsion. The vessel had 2 tugs alongside and regained propulsion. The pilot safely anchored the vessel in Los Angeles outside anchorage G-4.

The 9<sup>th</sup> incident of the year was a tanker 0.25 miles south of the Long Beach Sea Buoy inbound with pilot aboard which had an inoperative X-Band Radar. The vessel's S-Band radar was operational and an assist tug was on-site. The pilot safely anchored the vessel in Long Beach inside anchorage B-11X.

The 10<sup>th</sup> incident of the year was a tanker 1 mile north of the Long Beach sea buoy inbound in fog with pilot aboard that experienced hydraulic issues with its anchor windlasses and was unable to deploy its anchors. The pilot made a round turn to turn the vessel outbound, the pilot disembarked, and the vessel proceeded to loiter/drift south of the Foxtrot anchorages to diagnose and repair the windlasses.

The 11<sup>th</sup> incident of the year was a tanker 1.5 miles south of the Los Angeles buoy #1 outbound for El Segundo with no pilot aboard that reported a jacket water leak on the port main engine with no loss of propulsion or steering. The vessel was proceeding on the starboard engine. The vessel repaired the leak on the port engine and proceeded to El Segundo.

The 12<sup>th</sup> incident of the year was a container ship outbound Los Angeles berth 404 with pilot aboard that lost propulsion coming off the berth with 2 tugs alongside. The vessel maintained position. The vessel restored propulsion in engine room control. Options were to return the vessel to the berth or proceed to an anchorage outside Los Angeles. CG Sector LA/LB granted permission for the vessel to proceed to an anchorage outside Los Angeles. The pilot safely anchored the vessel in Los Angeles outer anchorage G-4.

The 13<sup>th</sup> incident of the year was a container ship 4.2 miles Southwest of the Long Beach Sea Buoy inbound with no pilot aboard that reported to the VTS it lost propulsion while conducting its astern bell test and may need to drop anchor. The vessel restored propulsion. CG Sector LA/LB granted permission for the vessel to enter the Port of Long Beach. The pilot boarded and the vessel safely anchored in the Port of Long Beach.

The 14<sup>th</sup> incident of the year was a tanker departing Long Beach outside anchorage F-9 inbound Long Beach with pilot aboard that reported 1 of 2 steering pumps was inoperative. CG Sector LA/LB granted permission for the vessel to enter the Port of Long Beach using 1 steering pump and assist tugs.

The 15<sup>th</sup> incident of the year was a tanker in the Northern Traffic Lanes 8 miles from the precautionary area inbound Long Beach with no pilot aboard that experienced a main engine slow-down. The vessel exited the traffic lanes to the South to investigate. The vessel reported the casualty was lubrication failure on the #7 cylinder. Repairs were made and CG Sector LA/LB granted permission for the vessel to enter the Port of Long Beach. The Jacobsen Pilot Service concurred. The pilot boarded and the vessel safely entered port.

The 16<sup>th</sup> incident of the year was a container ship in Long Beach Middle Harbor Outbound that experience a main engine oil leak. The leak was immediately

repaired. The pilot continued the outbound transit and CG Sector LA/LB granted permission for the vessel to continue its voyage to Oakland.

The 17<sup>th</sup> incident of the year was a bulk ship inbound to anchorage D-7 in the Port of Long Beach. After safely anchoring, the pilot informed the VTS that the S-Band Radar was inoperative, but the X-Band was operational.

The 18<sup>th</sup> incident of the year and 13<sup>th</sup> and final of the period was a tanker outbound from anchorage D-1 in the Port of Long Beach to sea. The pilot conducted a routine security broadcast before getting underway. A group of Jet Skis proceeded along the starboard side of the tanker and then proceeded to cross the bow of the tanker. 2 persons fell off their Jet Skis into the water ahead of the tanker. The pilot used astern propulsion to stop the tanker to avoid the Jet Skis and 2 persons in the water. The Jacobsen Pilot Service pilot boat responded to the situation ahead of the tanker. The 2 persons in the water reboarded their Jet Skis and resumed their transit to Catalina. The tanker safely proceeded to sea. Subsequently and separately, the Jacobsen Pilot Service contacted the Jet Ski company and invited them to attend Harbor Safety Committee meetings.

- b. **Traffic Report:** **Capt. Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in June is color coded light blue. 3,262 vessels arrived in the 9-month January to September 2023 time frame, 285 fewer than the same period last year. 250 of the 285 missing ships were container ships. Regarding arrival and departure routes in 2023, arrivals from the North are 4% above 2022 levels while arrivals from the South are 5% below 2022 levels. All other arrival and departure routes, North, South, East, and West were within 1% of 2022.

c. **Final Comments:**

- (1) Container Ship Backup: There continues to be **no backup** since it ended more than 10 months ago on 22 November 2022.
- (2) Regarding anchorages, the VTS continues to only use about half of the anchorages outside the breakwater, which spaces out the ships at anchor for safety. The process to change the anchorage locations on the chart is in progress but takes time, as much as another year and a half.
- (3) We enacted heavy weather protocols per the Harbor Safety Plan once during this period for **Tropical Storm Hilary**. All vessels anchored outside the breakwater voluntarily weighed anchor and went to sea for the storm. There were no issues.
- (4) Whales: At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, we continue to advise all inbound and outbound vessels that there are whales in Southern California waters and vessels should take appropriate precautions.

- (2) **Update on USCG Sector LA/LB and AMSC activities:** **Capt. Ryan Manning** combined the Sector and AMSC reports as follows:

- a. **Capt. Manning** introduced **Capt. Stacey Crecy** as the new Deputy Sector Commander and Deputy Captain of the Port. **Capt. Manning** introduced **Lcdr.**

**Kevin Kinsella** as the Sector's Chief of Waterways and therefore key point of contact for the Committee.

- b. Several big events during the summer went well due to the great coordination of port partners. These include Sail GP in the main channel of the Port of Los Angeles, the Pacific Air Show off Huntington Beach, Hurricane Hilary (the first hurricane to affect LA/LB since 1939), a Multi-Agency Strike Force Coordination Operation regarding Container and TWIC Inspection, and Underside Painting of the Vincent Thomas Bridge. Contact the Los Angeles Pilots if you have any questions or issues with Vincent Thomas Bridge Clearance.
  - c. Approximately 15 boat parades are expected in the coming months. Please plan ahead and work with Coast Guard Sector LA/LB Waterways as far in advance as possible to allow for processing of permit applications.
  - d. The **Tank Ship Allied Pacific** at pier 46 is reflagging to the United States.
  - e. **Capt. Manning** reminded the Committee that the **SS Sansinena** exploded at pier 46 in December 1976. **Capt. Manning** recently had lunch with the Coast Guard Captain of the Port at the time, who said that partnerships were key to handling that event, in the same way that partnerships are key to handling events today. **Capt. Manning** thanked the team of partners in the port complex today. **Capt. McCaughey** later commented that he remembers the **SS Sansinena** explosion vividly and felt the blast in Seal Beach.
  - f. **Capt. Manning** reported the Area Maritime Security Committee (AMSC):
    - (1) Held its annual Port Protector exercise, which was an active shooter scenario on a large capacity passenger vessel. 3 ferry companies participated. A great value of the exercise was the sharing of information between the commercial operators and first responders of all types about capabilities, policies, procedures, limitations, and strengths.
    - (2) The Cyber Sub-Committee, led by **Chris Regan**, very quickly pushed out important information about a reported ransomware cyber incident in the Port of Nagoya Japan and shared best practices. The Coast Guard Cyber Command released a document titled *Cyber Trends and Insights in the Marine Environment* which should be a reminder to all that Maritime is still a Cyber Target and sharing information can help reduce threat vectors. There is new Coast Guard cyber protection team located in Alameda, CA. They were at the Marine Exchange, for example, a year ago.
- (3) Update on OSPR activities: **Mr. Jon Victoria** welcomed everyone back after the summer break and welcomed and thanked the MSRC (Marine Spill Response Corporation) personnel in attendance. Mr. Victoria briefed members with expiring terms who would need to re-apply for their positions. These include **Capt. White** and **Capt. Jessner**. Committee Membership is in good shape and seats are filled except for a representative of Non-Profit Environmental Protection Organizations for Santa Monica Bay. **Chairperson McCaughey** congratulated **Mr. Victoria** on his promotion and new role.
  - (4) California State Lands Commission (CSCL) activities: **Mr. Ferric Cabuhay** reported virtually that for the period 1 January – 31 August 2023 there were 1,725 Total Vessel Transfers of and 528 Total Vessel Monitors. For the same period, the Crude Oil / Product

Grand Total was 256,159,726 barrels and 0 gallons were spilled. Regarding Marine Invasive Species Inspections during the period 1 January – 30 September 2023, there were 4,148 Qualified Voyages and 849 Voyages Inspected. (**Mr. Cabuhay's** report actually delivered after NOAA's due to virtual comms issues earlier in the meeting).

- (5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Fields** reported no projects are currently scheduled for this year. The next projects being looked at are dredging the LA River Estuary and approach to the Port of Long Beach due to reported sluffing in the side of the channel. A survey was conducted but the information was corrupted so it may need to be surveyed again. The deepening project for the Port of Long Beach is moving forward but is still 3-4 years off.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported virtually that:
- a. **Production of Raster Charts is Ending**: NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December 2024.

The remaining raster chart for San Pedro Bay (chart 18749) will enter "LAST EDITION" status in February 2024. This (and all charts entering LAST EDITION status) will be announced in the Local Notice to Mariners issued by the United States Coast Guard. The "LAST EDITION" announcement starts a 6-month warning period, to final cancellation. Therefore, chart 18749 will be officially canceled in August 2024. The coastal chart 18746, San Pedro Channel, will go into LAST EDITION status in December 2023, meaning it will be canceled in June of 2024.

The general coastal charts along the west coast from the Mexican border to Canada, will enter "LAST EDITION" status in June 2024, and canceled in December 2024. Once canceled, the charts will not be available for download from the NOAA website, they will not be mentioned in the Local Notice to Mariners, and they technically no longer exist. The final and last edition of all charts will be archived and available forever from our historical chart catalog website here: <https://historicalcharts.noaa.gov/> Charts from the historical chart website are not to be used for navigation purposes.

For real time navigation, mariners should be using the NOAA Electronic Navigational Chart (ENC) in an appropriate navigation system. For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed. The NOAA Custom Chart Tool is available here: <https://devgis.charttools.noaa.gov/pod/>

Several print vendors will print the PDF on high quality paper and/or make custom chart products for direct sale to the public. More information can be obtained by contacting those vendors directly and on the Coast Survey website here: <https://www.nauticalcharts.noaa.gov/publications/print-agents.html#ncc>

Any questions on whether the custom chart printed products can be used to meet carriage requirements should be directed to the USCG.

If you have any questions or want to know the cancellation date for a specific chart in the NOAA suite, you can contact the CA Navigation Manager at [jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)

- b. **High Resolution S-102 files:** NOAA's Precision Navigation program has continued to improve the high-resolution depth data available for public download. The NOAA data is in the international S-102 format and NOAA has worked closely with the SEAiq navigation software company and Jacobsen Pilots on testing and evaluating the files. More information is available by reading the Coast Survey blog post here: <https://nauticalcharts.noaa.gov/updates/vessel-pilots-transition-to-new-chart-format/>

The S-102 files in conjunction with the Electronic Navigational Chart (ENC) and a suitable navigation system allows the user to draw custom contours at any interval or depth they desire. S-102 files will become an official ECDIS option in 2026.

- c. **Change in ENC coverage:** NOAA has discontinued band 6 (1:5,000-scale) ENCs in the LA/Long Beach area. The largest scale ENCs are now the band 5, 1:12,000-scale (which have always existed). The band 6 ENCs were a test product as part of our precision navigation project. Now that the S-102 files have been evaluated and successfully shown that they can work in LA/Long Beach, the band 6 ENCs have been removed from the catalog. In addition, NOAA is in the process of rescheming/gridding our national ENC suite to consolidate the scales and standardize the layout to get ready for the transition to S-100 in 2026. You can see where we are in the process here: <https://distribution.charts.noaa.gov/ENC/rescheme/>

NOAA is about to start this gridding process in LA/LB. Early 2024, NOAA will have a new set of ENCs to cover the port area in a standard layout at 1:12,000-scale. There should be no major change to how the ENC is depicted in navigation systems. The ENC cells will be regular spaced rectangles as opposed to irregular shapes that were originally based on the raster chart outlines. As always, feel free to contact [jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov) if you have any questions.

- (7) **Vice-Chairperson McCaughey** queried if there was any more Old Business; there was none.

### **ITEM III - NEW BUSINESS:**

#### **(1) Sub-Committee Reports:**

- a. S/C #1 (Navigation Safety) – **Capt. McCaughey** reported:
- i. The Subcommittee will meet this afternoon at 1330 at the Marine Exchange.
    1. Old business for the meeting will be continued discussion led by **Mr. Rafael Delgado** of the Port of Long Beach on updating the Lightering Memorandum for anchorages inside the breakwater that was last updated in 1989 and is out of date.
    2. New business for the meeting will be:

- a. Looking at perhaps increasing the minimum distance between large vessels that do not have pilots aboard in the precautionary area (Regulated Navigation Area). The current distance is  $\frac{1}{4}$  mile and increasing to  $\frac{1}{2}$  mile is being discussed due to increasing size of vessels and non-English speaking masters. This could result a change/addition to the Harbor Safety Plan with a Standard of Care, which could later result in a change to the CFR.
- b. Looking at perhaps adding a new and additional seat on the Harbor Safety Committee representing Undersea Facilities such as pipelines, cables, and aquaculture. The process would be for the Subcommittee to discuss the matter and recommend approval to the LA/LB HSC, and the LA/LB HSC discuss the matter and recommend to OSPR to create the seat, who has final approval authority.
- c. One of the HSC's duties is an annual review of the Harbor Safety Plan. Last year, "deep dives" were made on 5 HSP Chapters to ensure they were accurate and up to date, including phone numbers and VHF-FM channels. The goal is to make "deep dives" on more chapters in 2024 and review "Chapter Captain" assignments of each HSP chapter to ensure they are appropriate individuals and up to date.

#### **ITEM IV – PUBLIC COMMENTS**

- (1) **Vice Chairperson McCaughey** queried whether there were any members of the public who wanted to make public comment. There were none.

#### **ITEM V - ADJOURNMENT:**

- (1) The next meeting of the HSC will be held in person with virtual option on Wednesday 6 December 2023 at 10:00 a.m. at the Port of Long Beach Maintenance building.
- (2) **Vice Chairperson McCaughey** made a motion to adjourn, which was seconded by **Capt. Dwyer**, and approved. The meeting adjourned at 10:46 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit  
Executive Secretary  
27 November 2023

LA/LB HARBOR SAFETY COMMITTEE

4 October 2023 - Meeting #194

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LA/LB HARBOR SAFETY COMMITTEE

4 October 2023 - Meeting #194

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HSC #194

4 OCT 2023

Virtual Attendees via MS Teams

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Ferric Cabuhay

Danielle Muller

Jay Dwyer

Jeffrey Ferguson

Jim Peschell

Jaime Brown LAFD Marine Op

Leonard Thompson

Thomas Osborne

Pat Baranic

Patric Fagan

Roby Thomas

Michele Grubbs

Joyce Kaplan