



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND EIGHTY-SIXTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 2 February 2022

The One Hundred and Eighty-Sixth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened by video teleconference using “Zoom” Technology due to COVID-19 protocols preventing an in-person meeting. **Chairperson Strong** called the meeting to order at 12:00 p.m. **Executive Secretary Louttit** determined that a quorum was present as listed below:

**FOR THE PORT OF  
LONG BEACH**

Mr. Chu Kow

**FOR THE PORT OF  
LOS ANGELES**

Capt. Jay Dwyer  
(LA Pilot Service)

**FOR THE LONG BEACH  
PILOT ORGANIZATION**

Capt. John Strong  
(JPS)

**FOR THE TANKER  
OPERATORS**

Capt. Rob McCaughey  
(Jankovich)

**FOR THE LOS ANGELES  
PILOT ORGANIZATION**

Capt. Jeff White

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

Absent

**FOR TUG & BARGE  
OPERATORS**

Brian Vartan  
(Centerline)

**FOR DRY CARGO VESSEL  
OPERATORS**

Absent

**FOR PLEASURE BOAT  
OPERATORS**

Capt. John Betz  
(CBYC)

**FOR ORGANIZED LABOR**

Mr. Eric Bland  
(IBU of the Pacific)

**FOR THE CALIFORNIA  
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL  
OPERATORS**

Capt. Thomas Mackrell  
(Marathon)

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

Capt. Rebecca Ore, USCG

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

Vacant

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

Mr. Garry Brown

**FOR THE CDF&W/OSPR**

Mr. Jon Victoria

**FOR PASSENGER FERRY  
OPERATORS**

Mr. Erik Bombard  
(Catalina Express)

**FOR THE USACOE**

Mr. Jim Fields

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**FOR THE CALIFORNIA  
STATE LANDS COMMISSION**  
Vacant

**FOR THE NOAA/NOS**  
Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT  
ORGANIZATION**  
Absent

**FOR COMMERCIAL  
FISHING**  
Mr. Danny Strunk

**FOR THE U.S. NAVY**  
Absent

**EXECUTIVE SECRETARY**  
Capt. J. Kipling (Kip) Louttit  
(MX SoCal)

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

**Chairperson Strong** welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee. The Committee thanks the Jacobsen Pilot Service for making their “Zoom” Technology account available for this gathering. **Chairperson Strong** and **Executive Secretary Louttit** reviewed “Zoom” virtual meeting protocols, took attendance, and validated a quorum was present.

**ACTION ITEMS:**

**Mr. Victoria** announced **Mr. Eric Bland** was reappointed as Member representing Organized Labor, **Mr. Eric Morgan** was reappointed as Alternate Member representing Organized Labor, and **Mr. Rafael Delgado** was appointed as member representing the Port of Long Beach.

**Oath of Office:** Because we were not meeting in person, **Mr. Victoria** had been instructed to administer the California Oath of Office via remote means. **Mr. Victoria** read the California Oath of Office to **Mr. Bland, Mr. Morgan, and Mr. Delgado**. **Mr. Bland, Mr. Morgan, and Mr. Delgado** affirmed each had raised his right hand and responded “I do” to **Capt. Louttit** and **Ms. Joyce Kaplan** (MX Staff). **Mr. Victoria** instructed **Mr. Bland, Mr. Morgan, and Mr. Delgado** to sign the oath documents that were provided, scan, and return them. When **Mr. Victoria** receives the signed oath, he will have it recorded at the Secretary of State Office in Sacramento. Congratulations!

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

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 185<sup>th</sup> Meeting on 1 December 2021. **Capt. White** made a motion, seconded by **Mr. Bland**, to accept and approve the Minutes of the 185<sup>th</sup> Meeting on 1 December 2021. There were no comments, corrections, or discussion. The motion carried by a unanimous roll call voice vote from voting members present.

**ITEM II: OLD BUSINESS:**

- (1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:
  - a. **Incidents:** There were 4 incidents since the last Harbor Safety Committee Meeting on 1 December for a total of 26 in 2021. For comparison, we only had 12 incidents in all of 2020. While the number of incidents was more than double, we had many more vessels in our AOR during the period. The 23<sup>rd</sup> incident of the year and 1<sup>st</sup> of the period was a bulk ship 11 miles Southwest of Point Vicente with no pilot aboard which was loitering awaiting an anchorage or berth in Los Angeles or Long Beach which experience loss of propulsion. The VTS notified nearby vessels. Coast Guard Sector LA/LB notified the VTS that a dead ship tow

was being planned and a Captain of the Port Order was passed verbally. 2 tugs arrived on scene and towed vessel toward POLB. A pilot embarked at the pilot station and the vessel safely anchored in inner anchorage D-2. The 24<sup>th</sup> incident of the year and 2<sup>nd</sup> of the period was a container ship at LA buoys 5 and 6 inbound with pilot aboard that experienced a loss of propulsion. 2 escort tugs were available and assisted the vessel toward outside anchorage G-10. The problem was determined to be a generator trip; cause unknown. Propulsion power was restored but the bow thruster would not start. The vessel continued to safely anchor in G-10 with 1 assist tug. The 25<sup>th</sup> incident of the year and 3<sup>rd</sup> of the period was a passenger ship ½ mile South of LA buoy 3 inbound with pilot aboard which experienced a loss of propulsion to their starboard propulsion pod. The pilot made a round turn and planned to enter POLA using the port pod and 1 assist tug. The problem was diagnosed to be a faulty universal power supply, power was restored to the starboard pod, and vessel entered the POLA without an assist tug. The 26<sup>th</sup> and final incident of the year and 4<sup>th</sup> of the period was a container ship outbound Long Beach which experienced pilot platform failure which resulted in both the platform and pilot falling into the water. The pilot was recovered from the water with no apparent injuries by the pilot boat. The pilot platform was not recovered. The vessel drifted for an hour until cleared to depart for its next port of call by CG Sector LA/LB. The Coast Guard issued Marine Information Safety Bulletin 01-22 on 12 January entitled “Pilot Boarding Platform Improper Installation and Failure,” which all are recommended to review.

In summary for 2021, there were 17 propulsion and 1 steering incidents in 2021, in comparison to 9 propulsion incidents and 0 steering incidents in 2020. “Other” incidents in 2021 included dragging anchor with collision at anchor, dragging anchor and windlass failure, fouled anchor, unable to drop anchor, man overboard from a ferry, man overboard of a pilot due to pilot platform failure, and automated identification system (AIS) failure. In summary, there were a total of 8 “other” incidents in 2021 whereas there were only 3 “other” incidents in 2020.

- b. **Traffic Report:** Capt. Louttit referred to a handout that was sent with the read-aheads. New information since the last HSC meeting in December was highlighted in light blue.
  - i. **Arrivals:** 376 vessels arrived in November, very close to the 380 which is normal for a month. However, only 351 arrived in December, 29 fewer than normal, which is counter-intuitive when there are approximately 100 container ships backed up. The reason for the drop in arrivals in December is because the new queuing system for labor for container ships, administered by Pacific Maritime Management Services, took effect on 16 November 2021. The new queuing system for labor is based on departure from the last port of call and a calculated date/time of arrival, rather than the old system based on actual arrival 20 miles from the ports of LA and LB. Thus, on 31 December, there were 91 ships who would have arrived within 25 miles of LA/LB to loiter or anchor and be counted under the old system but were now loitering or slow speed steaming outside the Safety and Air Quality Area (SAQA) under the new system, and therefore not counted as arrived. If we add the 351 inside 25 miles of the ports to the 91 loitering or slow-speed-steaming outside the SAQA on 31 December, we get 442 arrivals in December, 62 above normal, and hence the backup.

We also saw a significant shift in arrival routes. In 2020 and until October 2021, arrivals from the North ranged from 46-52%. However, November dropped to 42% and December dropped to 31%. To put it in numbers, 217 ships arrived from the North in September and only 108 in December, less than half. The reason, once again, is the new queuing system for labor. Formerly, many container ships followed the great circle route across the Pacific and then took the Santa Barbara Channel to arrive at LA/LB from the North. However, with the implementation of the new queuing system for labor on 16 November, a significant number of container ships changed their route to slow speed steam cross the Pacific and loiter off Mexico before coming to LA/LB from the South when their berth was available. Regarding arrivals from the South, for all of 2020 and until October 2021, arrivals from the South ranged from 29% to 34%. However, arrivals from the South went up to 37% in November and 54% in December when the ships loitering off Mexico outside the SAQA transited to LA/LB from the South when they received a berthing assignment. Arrivals from the West dropped from the usual mid-teens to 14%, and arrivals from the Chevron offshore marine terminal in El Segundo were steady at 2%.

- ii. **Departures:** Departures followed the pattern off arrivals. Departures to the North dropped from the mid-40s to low 30s percent, and only 99 ships in December whereas there were 218 in July. Departures to the South rose from the usual mid-30s percent to 43-52% due to ships departing LA/LB after refueling, reprovisioning, etc. to loiter. Departures to the West were steady at about 22% and 2% to Chevron in El Segundo.
- c. **Comment on shipping:** Ship Backup: The record backup was 109 container ships on 9 January; there were 101 yesterday. Record loitering was 62 on 16 November and 3 yesterday. Port Partners are doing a great job managing the situation and winter protocols are working well. We're only using about half of the anchorages, which spaces ships at anchor out.
- d. **Final Comments:**
  - i. **COVID-19:** With Omicron, we re-tightened our protocols, everyone possible is working from home, the building is closed to outsiders, and all meetings are virtual. We had 25% of our Marine Exchange and Coast Guard workforce out one week but all are well today.
  - ii. **Los Angeles Port Police Radio Tower:** Electrical service to the Los Angeles Port Police's new 100' radio tower and communications hut was established, and the MX is on a new power line. We are happy to support the LA Port Police with their new communications capability. Last report on this item.
  - iii. **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. Bernstein** combined Sector and AMSC Reports due to the virtual format:

- a. **Capt. Bernstein** thanked Port Partners for their great work on the backup, heavy weather protocols, tsunami response, continued working under COVID conditions, and the new queuing system for labor administered by Pacific Maritime Management Services (PacMMS)
  - b. Regarding the tsunami, there was little impact in this area but some impacts in the Northern part of the area of responsibility such as buoys off station, which have been moved back on station.
  - c. Regarding COVID, the CG is maintaining mission execution at CG Sector LA/LB by working in a hybrid mode.
  - d. The comment period for the Pacific Port Access Route Study (Pac Pars) ended 25 January. CG District 11 is reviewing the input and **Capt. Bernstein** thanked all who provided input.
  - e. **Capt. Bernstein** thanked the team who is doing great work rearranging the anchorages. The Coast Guard will report back to the full Harbor Safety Committee after briefing and receiving input and feedback from the Navigation Subcommittee.
- (3) Update on OSPR activities: **Mr. Victoria** reported:
- a. OSPR staff was busy with response activities the past few months and looks forward to shifting back to prevention activities.
  - b. Spill Management Team regulations were approved and go into effect 1 April. For all who have a contingency plan with OSPR (facility, tank vessel, and non-tank vessel), OSPR will be hosting virtual question and answer sessions on 15 and 17 February. Information is on the OSPR web site and look for SMT regulations.
- (4) California State Lands Commission (CSCL) activities: The seat is vacant. **Mr. Beckwith** reported that staff participated in the pipeline oil spill response. Operations continue under continuing COVID-19 protocols with a mix of virtual and teleworking and on-site work. In response a query, State Lands does not work on sewage spills.
- (5) U.S. Army Corps of Engineers (ACOE) activities: **Mr. Fields** reported that the deepening project for the Port of Long Beach and modifications to the main channel was approved, it's the next project for the Corps, there is a lot of planning and engineering to be done, and actual dredging is 2-3 years out.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. 20 Raster charts listed in the Local Notice to Mariners are in their last edition and will be discontinued in the next 6 months. These include San Clemente Island, San Nicolas Island, El Segundo, and others. Mariners should transition to ENC charts for navigation.
  - b. The Huntington Beach Channel is now on NOAA Chart products. Please advise **Mr. Ferguson** of any issues.
  - c. In response to a question, **Mr. Ferguson** said all pipelines and undersea cables should be on the chart. NOAA uses as built drawings to place these items on the chart. Later in the meeting, **Capt. Louttit** commented that if the question was

whether the pipeline is charted in it's bent position, his understanding is no, it's charted in the original position. **Capt. Louttit** added that the VTS has stopped using the 2 anchorages adjacent to the pipeline.

- d. **Mr. Garry Brown** made 2 comments:
  - i. **Mr. Brown** complimented and expressed appreciation to OSPR for the great response, transparency, reporting they have been doing following the pipeline oil spill. They felt in great hands with OSPR.
  - ii. In 2007 and 2010, his organization held all-day conferences to bring stakeholders together to find a clear path for decommissioning the 27 oil platforms. 21 April 2022 there will be another all-day workshop on the matter. The goal is to work with all stakeholders to find a clear path to compliance with actionable items.

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

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

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported:
- b. S/C #1 met twice since the last full HSC Meeting, in December and January, and will meet again following this meeting. Normal annual review of the Harbor Safety Plan was the largest agenda item. There will be a brief on the proposed modification of the anchorages at the SC-1 meeting that will follow this HSC meeting.
- c. The Centers for Disease Control and Prevention brief was postponed.
- d. The video on the tsunami was postponed.
- e. **Chairperson Strong** noted that the level of seamanship aboard arriving ships has really gone down. The incident with the pilot ladder platform not being properly secured and falling into the water is just one example. **Chairperson Strong** said the Jacobsen Pilot Service stepped up its vigilance about seamanship from the captain on down. **Chairperson Strong** recommended vigilance by all HSC members.
- f. **Mr. Bland** commented that 17 ships with propulsion issues and 1 with steering issues, as reported earlier, seems like a lot, and **Mr. Bland** opined that when the rescue tug study was done, it never envisioned the number of drifting ships we currently have. **Mr. Bland** recommended a review of the Harbor Safety Plan and SB-414 to see if they are sufficient. The matter was referred to Sub-Committee One.

### **ITEM IV – PUBLIC COMMENTS**

- (1) None.

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

- (1) The next meeting will be 6 April 2022 at 10:00 a.m., most likely by virtual means.

- (2) **Capt. Betz** made a motion to adjourn, seconded by **Capt. White**, and the meeting adjourned at 12:39 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit  
Executive Secretary  
25 March 2022

**HSC #186 Meeting Attendees 2-2-2022**

Capt. John Strong - Chair  
Capt. Kristi Bernstein, USCG  
Cdr. Stephen Bor, USCG  
LCDR Maria Wiener, USCG  
LCDR Tim McNamara  
LTJG Boyd  
Amir Sharifi - OSPR  
Ted Mar – OSPR  
Jon Victoria -OSPR  
Chris Beckwith  
Chu Man Kow  
Danny Strunk  
Eric Bland  
Eric Bombard  
Eric Morgan  
Garry Brown  
Jay Dwyer  
Jean-Francois Grondin  
Jeff Ferguson  
Jeff White  
Jessica Alvarenga  
Jim Fields  
John Betz  
Jon Hornecker  
Jonathan Bishop  
Joshua Knight  
Joyce Kaplan  
Kariane Dill  
Kip Louttit  
Landon Scott  
Lauren Chase  
Panos Pippas  
Pat Baranic  
Peter Schrappen  
Rafael Delgado  
Ray Sablan  
Roby Thomas  
Ross Timmerman  
Sanjeet Kamat, Valero  
Thomas Mackrell