



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-NINTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 October 2022

The One Hundred and Eighty-Ninth 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 John Betz** called the meeting to order at 10:01 a.m. **Executive Secretary Louttit** determined a quorum was present as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Rafael Delgado

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer
(LA Pilot Service)

**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

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

Capt. Thomas Osborne
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Brian Vartan
(Westoil)

**FOR DRY CARGO VESSEL
OPERATORS**

Capt. Michael Jessner
(APL)

**FOR PLEASURE BOAT
OPERATORS**

Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR

Mr Eric Bland
(Inland Boatman’s Union of the
Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Absent

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

Capt. Ryan Manning, 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

Absent

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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Vacant

FOR THE NOAA/NOS
Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT
ORGANIZATION**
Mr. John Stiles

**FOR COMMERCIAL
FISHING**
Absent

FOR THE U.S. NAVY
Absent

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

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

New **Chairperson Betz** 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 Betz** had **Executive Secretary Louttit** review the “Zoom” virtual meeting protocols, took attendance, and validated a quorum was present. **Capt. Betz** reviewed the purpose and mission of the LA/LB HSC, quorum and voting requirements, and had members introduce themselves.

ACTION ITEMS:

Mr. Victoria announced multiple appointments and reappointments as follows: **Capt. John Betz** Member representing Pleasure Boat Operators and HSC Committee Chair, **Mr. John Stiles** Member representing Ship's Agents, **Mr. Brian Vartan** Member representing Tug and Barge Operators, **Ms. Kariane Dill** First Alternate representing Tug and Barge Operators, **Capt. Landon Scott** Second Alternate representing Tug and Barge Operators, **Capt. Ryan Stirewalt** Alternate representing Tug and Barge Operators, **Mr. Erik Bombard** Member representing Passenger Ferry Operators, **Capt. Matthew Vaughn** Alternate representing Passenger Ferry Operators, and **Capt. Thomas Osborne** Alternate Member representing Offshore Marine Terminals Mooring Masters.

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. All except **Ms. Dill**, who was absent, affirmed they had raised their right hand and responded “I do” to **Capt. Louttit** and **Dr. Wendy Louttit** (MX contract staff). **Mr. Victoria** instructed all 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 Betz** made a motion to approve the minutes of the 188th Meeting on 1 June 2022, seconded by **Capt. Jeff White**, to accept and approve the Minutes of the 188th Meeting on 1 June 2022. There were no comments, corrections, or discussion. The motion carried by a unanimous roll call voice vote from 14 voting members present.

ITEM II: OLD BUSINESS:

- (1) **Chairperson Betz** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:
 - a. **Incidents:** There were 9 incidents since the last Harbor Safety Committee Meeting on 1 June, for a total of 23 in 2022. For comparison, we only had 15 incidents in 2021 as of

this date. However, **Capt. Louttit** reported he did not see a particular trend on which the Committee should focus attention but welcomed input.

The 15th incident of the year and 1st of the period was a tanker 5 miles southeast of the Long Beach sea buoy inbound with no pilot aboard with inoperative Automatic Identification System (AIS). The VTS asked the vessel to cycle their AIS without success. CG Sector LA/LB authorized vessel to enter port due to the escort tug having AIS and a pilot would be aboard.

The 16th incident of the year was a container ship 1 mile south of the Long Beach Sea Buoy inbound with pilot aboard that experienced limited propulsion due to failure of 1 cylinder in its engine and failure of the vessel's Electronic Chart Display and Information System (ECDIS). The pilot took the vessel to loiter in inner anchorage with tug alongside. CG Sector LA/LB then authorized vessel to proceed to its berth.

The 17th incident of the year was a container ship in the precautionary area with no pilot aboard with inoperative X-Band radar. S-Band radar was operational. The pilot boarded and took the vessel to outside anchorage G-5.

The 18th incident of the year was a jumper on the Vincent Thomas Bridge, perhaps with a weapon. The Captain of the Port established a 500-yard safety zone around the bridge, closed the Los Angeles Main Channel, and requested inbound vessel traffic to standby. The VTS notified Catalina Express. 3 hours later the jumper was taken into custody and the safety zone was secured.

The 19th incident of the year was a container ship in outside anchorage G-4 that experience anchor windlass failure while heaving its anchor. The vessel safely re-anchored in G-4 for repairs.

The 20th incident of the year was a tanker in outer anchorage F-9 that reported it was leaking firefighting foam. CG Sector LA/LB authorized the vessel to board the pilot and proceed into Long Beach

The 21st incident of the year was a tanker at the Long Beach breakwater entrance outbound with pilot aboard that experienced a loss of propulsion. The pilot used momentum of ship to proceed toward outside anchorage G-6. No tugs were with the ship as it was in ballast and tugs were not required for this movement. 17 minutes later tugs arrived and towed the vessel safely anchor in G-6.

The 22nd incident of the year was a general cargo ship 4 miles south of Point Fermin outbound with no pilot aboard that informed the VTS it needed to stop to repair its boiler, and then lost propulsion. The vessel made repairs, restored propulsion, and CG Sector LA/LB authorized the vessel to continue to its next port of call.

The 23rd incident of the year and last of the period was a tanker 1 mile south of the Long Beach sea buoy inbound with pilot board who reported a fuel issue impacting propulsion. The vessel assessed the situation, made round turns successfully, and was cleared by Sector LA/LB to enter POLB.

- 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.

Total ship count is slightly above normal and last year as follows. 1,928 vessels of types arrived in the 5-months since the last meeting in June, June-September, which is 28 more than the “normal” of 380/month historically seen before COVID. For the calendar year, 3,547 vessels arrived, which is 136 more than last year and 127 more than normal. Regarding arrival routes, relative to 2021, as reported in June, we had a 15% drop in arrivals from the North and 20% increase in arrivals from the South during the January to April time period due to the new queuing system for labor where loitering container ships tended to loiter outside the safety and air quality area 50 miles off Mexico rather than further north because the weather was better in the winter than off California. Since May, the trend moderated as the number of vessels in the queue dropped and the weather got better, so arrivals from the North are down only about 5% and arrivals from the South are up only about 5%, again relative to 2021. Regarding departures, departures to the North dipped about 5% below 2021 levels during the January to April 2022 time frame, but about 5% above 2021 levels subsequently. Departures to the South were about 10% above 2021 for the January to April time frame, but about normal subsequently. Arrivals and departures to and from the West and East (to and from the Chevron Offshore Marine Terminal in El Segundo) were normal all year. There have been no issues.

- c. **Comment on shipping:** Ship Backup: The container ship backup record was 109 container ships on 9 January, 28 at the last HSC Meeting on 1 June and tied the record low of 6 yesterday. What’s great is that all 6 in the backup yesterday were outside the safety and air quality area; none were in our waters. Also great is that all 15 container ships scheduled to arrive today through Thursday are scheduled to go directly to a berth without loitering or anchoring. This is consistent with the normal pattern pre-COVID where container ships rarely anchored. Between 1 June and today, we’ve had an average of 1.5 container ships/day anchored or loitering in our waters, with a high of 7 on just one day, and many days with 0-1. 0 yesterday. For comparison, a year ago today, 1 October 2021, there were 61 container ships in the backup. The new queuing system for labor, administered by Pacific Maritime Management Services, continues to work beautifully and accomplish its twin goals of increasing safety and air quality, as it allows container ships to slow-speed-steam across the Pacific and then loiter outside the Safety and Air Quality Area until they are within approximately 3 days of going to a berth to discharge and/or load containers. Regarding the anchorages, we continue to use only about half of the anchorages, which separates the anchored ships for safety.
 - d. **Final Comments:**
 - i. **COVID-19:** We further relaxed our COVID-19 protocols. Most MX members are working on-site, and we allow meetings and visits of port partners and media on-site.
 - ii. **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**, the new Commander of CG Sector LA/LB and Captain of the Port, combined Sector and AMSC reports due to the virtual format.
- a. **Capt. Manning** reported that he looked forward to working with the Committee and that he had 2 previous tours of duty at the Sector; that he was honored to present a Meritorious Public Service Commendation to HSC Chairman Emeritus **Capt. John Strong**, and that

he looked forward to working with **Capt. Betz** and **Capt. McCaughey** in their new roles as chairs of the HSC and HSC-Subcommittee –1 (Navigation Safety), respectively.

- b. **Capt. Manning** complimented and thanked tug operators for 100% of towing vessel inspections being complete for the LA/LB Port Complex, a new requirement.
- c. **Capt. Manning** also complimented and thanked all terminal operators in the LA/LB compliance with adding Cyber Security to their Facility Security Plans, a new requirement.
- d. Regarding the Area Maritime Security Committee, **Capt. Manning** reported that the Annual Port Protector Exercise is scheduled for 16-17 November. **Mr. Chris Hogan** has the lead. The scenario is a disruption of energy resulting in the need for a port recovery event in both full-scale and tabletop formats.
- e. Regarding the incident with an individual on the Vincent Thomas Bridge, the Coast Guard greatly appreciates the cooperation of all port partners coming together to work that issue to a satisfactory conclusion.

(3) Update on OSPR activities: **Mr. Jon Victoria** reported:

- a. For all who have plans with OSPR, the “Harmonization of Drills and Exercises” project is complete. For more details, see the OSPR web site.
- b. **Mr. Ted Mar**, Prevention Branch Chief, is retiring from State Service. **Mr. Victoria** will serve in the position in an acting capacity and oversee the five (5) Harbor Safety Committees in California.
- c. OSPR is moving to different offices in the local area in the next month or so.

(4) California State Lands Commission (CSCL) activities: The seat is vacant. **Mr. Beckwith** had nothing significant to report with more business-as-usual pre-COVID as COVID protocols are relaxed.

(5) U.S. Army Corps of Engineers (ACOE) activities: **Mr. Fields** was absent; no report.

(6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. Regarding the Long Beach International Gateway Bridge (often called the Gerald Desmond Bridge Replacement), the air gap sensor was moved from the old bridge to the new bridge and was operational within 24 hours of reinstallation. The chart has been updated to reflect only the new bridge in place. Vertical clearances are correct.
- b. NOAA is continuing to discontinue Raster and paper chart production. Chart 19721 of Point Conception is discontinued as of today and no more charts in our area are on the to-be-discontinued list. Mariners should transition to using electronic charts for primary navigation.
- c. NOAA is testing high-resolution equipment with Jacobsen Pilot Service using S-102 Files. The high-resolution files are available to the public in the precision navigation section. Contact **Mr. Ferguson** for more information.
- d. **Capt. Dwyer** queried whether NOAA had considered making paper charts for testing purposes for 1st Class Pilotage exams. **Mr. Ferguson** responded that NOAA has a work-

around converting ENC data to PDF with soundings removed. Contact **Mr. Ferguson** for more information.

- e. **Capt. Betz** queried if NOAA had any similar conversations with the Coast Guard licensing departments. **Mr. Ferguson** responded that high level conversations are being held. **Capt. Osborne** said that his information is that the Coast Guard is still using the old charts for El Segundo.
- f. **Capt. Manning** stated that he'd met with the Coast Guard Regional Exam Center in Long Beach and was working with his staff including **CDR Stephen Bor** and **LCDR Maria Wiener** on the issue.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** appointed **Capt. Rob McCaughey** as chair of S/C #1. **Capt. McCaughey** reported S/C #1 will meet directly after this meeting on the same Zoom link; that the Sub-Committee updated information and clearance heights in the Harbor Safety Plan for both the Long Beach International Gateway Bridge and Commodore Heim Bridge; and will work on updating other verbiage. The Sub-Committee will also look into a reported wake incident that occurred over the summer. **Capt. Betz** added for **Capt. Manning's** benefit that SC #1 works with the CG Bridge staff in Alameda on changes to the Bridges Chapter of the Harbor Safety Plan to ensure it is correct; the latest update was July 2022.
- b. Brief on technology that launches helium balloons from sea to fly mapping cameras over land, presented by **Joshua Lynn** and **Nicole Radovcich** of Near Space Labs. The firm will be launching balloons from off the coast that will drift with the wind to provide geo-spatial information to customers, firms, and people who need that sort of data. The plan is for 2-6 launches per day, mid-day only. The plan is to overfly the same locations on a quarterly basis so changes can be observed. Launches are being coordinated with CG Sector LA/LB Waterways. There were several questions and answers.

ITEM IV – PUBLIC COMMENTS

- (1) **Capt. Coynes (JPS)** commented that with **Capt. Strong's** retirement from JPS, **Capt. Jacobsen** will take a more active Management Role, so please update contact lists and include **Capt. Coynes** and **Capt. Jacobsen** in any communications with the firm as JPS reconfigures its management team over the next few months.

ITEM V - ADJOURNMENT:

- (1) The next meeting will be 7 December 2022 at 10:00 a.m. It is yet to be determined whether the meeting will be virtual or at the Port of Los Angeles.
- (2) **Capt. Betz** made a motion to adjourn, seconded by **Capt. Osborne**, and the meeting adjourned at 11:12 a.m.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary

26 November 2022

HSC #188 Meeting Attendees 10/5/2022 – Version 1

1. **John Betz**
2. Brian Vartan
3. CAPT Mike Jessner
4. CAPT Kristi Bernstein
5. Carl Hausner, USCG Bridge Office
6. CDR Stephen Bor, USCG
7. Chris Beckwith
8. Chris N. Eley
9. Eric Bland
10. Eric Morgan
11. Erik Bombard
12. Garry Brown
13. J. Knight
14. Jacqueline Moore, PMSA
15. Jaime Brown
16. Jeff White, LA Pilots
17. Jeffrey Ferguson, NOAA
18. John Dwyer, LA Pilots
19. John Stiles
20. Jon Hornecker
21. Jon Victoria
22. Jonathan Bishop, CA Coastal Commission
23. Joshua Lynn
24. Kip Louttit - Marine Exchange of So...
25. Landon Scott
26. LCDR Maria Wiener
27. LCDR Tim McNamara
28. Mark Coynes, JPS
29. Matt Vaughn
30. Michael Sitts
31. Michele Grubbs, PMA
32. Rafael Delgado, POLB
33. CAPT Ryan Manning, USCG
34. Rob McCaughey
35. Ross Timmerman
36. Ryan Stirewalt
37. Sanjeet Kamat Valero
38. Sgt Mark Pags
39. Shawn Bennett
40. Tom Osborne
41. Wendy Louttit, MXSoCal
42. Will Benedict
43. William Crabbs
44. Kim Holtz joined around 10:45 am
45. Nicole Radovich, Guest Speaker
46. Joshua Lynn, Guest Speaker