



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED and NINTIETH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 December 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**

Absent

**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**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Captain Thomas MacKrell
(Marathon)

**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

Mr. Jim Fields

c/o Marine Exchange of Southern California
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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Chris Beckwith

FOR THE NOAA/NOS
Mr. Jeffrey Ferguson

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

**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)

Chairperson Betz welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee and noted there will be a Public Comment period during the meeting. The Committee thanks the Jacobsen Pilot Service for making their “Zoom” Technology account available for this gathering and serving as system administrator. **Chairperson Betz** had **Executive Secretary Louttit** review the “Zoom” virtual meeting protocols, took attendance, and validated a quorum was present.

ACTION ITEMS:

Mr. Victoria announced appointments and reappointments as follows: **Capt Simon Cail** 2nd alternate representing Long Beach Pilot Organization, **Mr. Mike Sitts** alternate representing Recreational Pleasure Boat Operators, and **Ms. Kariane Dill** alternate representing Tug and Barge Operators.

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 affirmed they had raised their right hand and responded “I do” to **Capt. Louttit** and **Ms. Joyce Kaplan** (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 189th Meeting on 5 October as written. There was no second, comments, corrections, or discussion. The motion carried by a unanimous roll call voice vote from the 13 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 8 incidents since the last Harbor Safety Committee Meeting on 5 October, for a total of 28 in 2022. For comparison, we had only 21 incidents in 2021 as of this date. However, as I think you will see, I do not see a particular trend on which the Committee should focus attention, but welcome input.

The 24th incident of the year and 1st of the period was a container ship ½ mile north of Angels Gate outbound Los Angeles with pilot aboard that lost propulsion due to a fuel gasket leak the vessel repaired. The vessel proceeded to outside anchorage G-7.

The 25th incident of the year was a container ship 8-miles west of Point Vicente outbound with no pilot aboard that lost propulsion due to a slow-down alarm and then a fault on an exhaust valve sensor that needed to be replaced. The vessel departed the traffic lane and drifted to repair but was unable to effect repairs. Coast Guard Sector LA/LB issued a COTP order for the vessel to proceed to outer anchorage with 1 tug escort under its own power. The vessel safely anchored in outside anchorage G-7.

The 26th incident of the year was a general cargo ship at the Long Beach Sea Buoy inbound with pilot aboard that experienced main engine alarm, but the alarm cleared itself and there was no loss of propulsion. VTS notified Sector LA/LB. An assist tug was ordered. The Master and Pilot agreed it was safe to proceed to inside anchorage with assist tug. The vessel safely anchored in inner anchorage B-8.

The 27th incident of the year was a general cargo ship inbound 5 miles southwest of the Long Beach Breakwater Lighthouse. The vessel assigned anchorage F-2 but proceeded to SF-2. VTS passed the correct anchorage. The vessel started to depart SF-2 by proceeding toward the COTP issued safety zone for pipeline repair. The VTS advised the vessel to remain clear of the safety zone, but it crossed over the pipeline twice, with anchor up, on its way to safely anchor in outside anchorage F-2 as originally assigned.

The 28th incident of the year and 5th and last of the period was a container ship 40 miles north of Point Fermin outbound with no pilot aboard. Coast Guard Sector LA/LB called the VTS and notified that the vessel had lost propulsion 15 miles outside the VTS area. The vessel's agent arranged for 2 tugs to tow the vessel to safely anchor in outside anchorage SF-8.

- b. **Traffic Report: Capt. Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in October was color coded light blue. Total ship count is slightly above normal and last year. 4,328 vessels of all types arrived in the 11 months of calendar year through November, which is 144 more than the same period in 2021 and 148 more than the “normal” of 380/month historically seen before COVID.

379 vessels arrived in October, 1 fewer than normal, and 402 arrived in November, 22 more than normal. Container ship arrivals were below normal but offset by passenger ships, bulk ships, and ships arriving for bunkers only being above normal.

Arrivals and departures were about steady from the 4 approach and departure routes the past 2 months. Regarding arrivals, about 45% arrived from the North, about 13% from the West, about 40 percent from the South, and about 2 percent from the Chevron Offshore Marine Terminal in El Segundo. Regarding departures, about 40 percent departed to the North, about 18% to the West, about 37% to the South, and about 3% to Chevron. There were no issues.

- c. **Comment on Container Ship Backup:** With the concurrence of the ports of Los Angeles and Long Beach, the Pacific Merchant Shipping Association, and the Pacific Maritime Association, the container ship backup for the ports of Los Angeles and Long Beach ended Tuesday 22 November. This is quite an accomplishment because 11 months ago the backup was 109 container ships on 9 January 2022. Almost all container ships now plan their transit to directly enter port and not anchor or loiter in our waters; for

example, zero this morning. 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 to meet their berthing date and time since they have their calculated arrival time (CTA) for labor as soon as they depart their last port of call.

- d. **Regarding the anchorages**, we continue to use only about half of the anchorages, which spaces out the ships at anchor for safety.
- e. **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**, combined Sector and AMSC reports due to the virtual format as follows:

- a. **Capt. Manning** reported he was proud to have received orders to this port complex and to be able to work with the great professionals that managed the backup so well.
- b. **Capt. Bernstein**, the Deputy Sector Commander and Deputy Captain of the Port is due for transfer this summer; we should learn where *Captain Bernstein* will be transferred and who will relieve her soon.
- c. Sector LA/LB had an internet outage over Thanksgiving due to failure outside the CG's fence line near the Vincent Thomas Bridge, and later phone outage, that necessitated LA/LB personnel having to work from Sector San Diego. The outage was not cyber security related but pointed out how dependent we are on information technology and connectivity. **Capt. Manning** recommended facilities look through their plans to determine potential vulnerabilities of information technology and connectivity.
- d. There were already 2 holiday marine events and about 10 more are scheduled. CG Sector LA/LB will push out a Maritime Information Security Bulletin (MISB) in coming weeks regarding these events.
- e. The Port Coordination Team (PCT) met and talked through issues that terminals and port partners could face had there been a railroad strike.
- f. Regarding AMSC activities, the annual Port Protector Exercise was held in November which started with a cyber attack and then a follow-on attack on energy infrastructure, and concluded with a tabletop marine transportation system recovery exercise. There were many lessons learned which will be shared. Great job to all who conducted and participated in the exercises. **Capt. Betz** queried how many people attended. **Capt. Manning** responded several hundred attended day 2 with the energy infrastructure part of the exercise, and about 50 attended the tabletop regarding recovery.

- (3) Update on OSPR activities: **Mr. Jon Victoria** reported:
 - a. Some regulations have been updated, such as spill management. Drills and exercises for facilities were completed.
- (4) California State Lands Commission (CSCL) activities: **Mr. Beckwith** reported normal operations but keeping an eye on COVID cases and refining protocols as appropriate. **Mr. Beckwith** will retire at the end of the year and stated he enjoyed working with the Committee for the past 6 years. His relief has been identified and has been attending meetings. **Chairperson Betz** thanked **Mr. Beckwith** for his service.
- (5) Army Corps of Engineers (ACOE) activities: **Mr. Fields** reported that the Project Manager for the deepening project for the POLB will attend the February HSC meeting and brief the project, which will start in 2025.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
 - a. The Voluntary Vessel Speed Reduction Program (VSR) of oceangoing vessels is slated to end on December 15. NOAA, U.S. Coast Guard and EPA initiated voluntary Vessel Speed Reduction requests in zones off San Francisco and southern California started on May 1, 2022. The projected end date will be December 15, 2022; unless humpback, blue and fin whales are still in these regions. Please see chartlet sent separately.
 - b. The complementary incentive-based Vessel Speed Reduction program for container, car carrier and bulk shipping companies also ends on December 15. NOAA will analyze shipping industry fleet performance and report on cooperation rates in early 2023.
 - c. Similar start and end dates are planned for 2023.
 - d. In November, the International Maritime Organization Maritime Safety Committee adopted amendments to the Santa Barbara Channel Traffic Separation Scheme and Channel Islands Area to be Avoided. The changes will help to reduce the overlap of ships transiting through important endangered whale feeding habitat. The measures will come into force in six months (May 2023) when the nautical charts in the area will be updated to reflect these changes.
 - e. The highest tide ranges of the year, sometimes called “King Tides” will be December 22 through 25, with high tides of 7 feet and corresponding low tides of minus 1.75 feet, which is almost 2 feet below Mean Lower Low Water. The “King Tides” will repeat on Jan 19 through 23, 2023.
 - f. **Chairperson Betz** queried **Mr. Ferguson** to ensure he understood there was no realignment of the Santa Barbara Channel TSS, but rather, the IMO change just extends the TSS further to the West. **Mr. Ferguson** confirmed this was correct. **Capt White** queried what speed was desired for the NOAA VSR. **Mr. Ferguson** stated he believed 10 knots was desired. **Capt. Louttit** confirmed 10 knots was correct for the NOAA VSR, but the voluntary VSR for air quality for the ports of LA and LB is 12 knots.
- (7) **Chairperson Betz** queried whether there were any other old business items; there were none.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Chairperson Betz** asked **Capt. McCaughey** for his report. **Capt. McCaughey** reported the Subcommittee:
 - i. Met twice since the last HSC meeting and will meet again following this HSC meeting.
 - ii. Had been working on a suggestion regarding AIS for small craft.
 - iii. Discussed an incident where a tugboat crossed ahead of a 40-foot sailboat at high speed, which left a large wake that washed over the bow of the sailboat and flowed backed to the cockpit. There were no injuries or damage but the potential was there. Tug companies stated they normally transit at slower speed. Tug operators said improved communications could help so the tugs knew the urgency to reach the job. **Note: This incident was reviewed and discussed for the purpose of raising stakeholder awareness regarding vessel wakes. No rules or regulations were violated.**
 - iv. Reviewed a 1998 POLB memorandum regarding lightering in the inside anchorages and found it out of date. The Sub-committee will work through the process to update the memo. **Capt. McCaughey** reported prior Captains of the Port had stated lightering inside the breakwater would be in emergency situations only so the current Captain of the Port and his team need to be included in the discussion.
 - v. The distribution list for lightering needs updated, which will be done.

(2) Chairperson Betz queried if there was any other new business; there was none.

ITEM IV – PUBLIC COMMENTS

- (1) **Chairperson Betz** queried if there was any public comment; there was none.
- (2) **Ms. Kaplan** made 2 queries regarding attendance.

ITEM V - ADJOURNMENT:

- (1) The next meeting will be Wednesday 1 February 2022 at 12:00 PM at the Port of Los Angeles, provided in-person meetings are permitted and the meeting room is available. **Capt. Dwyer** will take for action to schedule the POLA Board Room. Chairperson **Betz** stated the meeting would move to the Port of Long Beach if necessary, and the reason for the late start at noon is because the Area Maritime Security Meeting convenes that morning.
- (2) **Chairperson Betz** made a motion to adjourn, seconded by **Capt. Dwyer and White**, and the meeting adjourned at 10:42 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
20 January 2023

HSC #190 Meeting Attendees 12/7/2022 – Version 1

1. **John Betz**
2. Brian Vartan
3. CAPT Ryan Manning, USCG
4. CDR Stephen Bor, USCG
5. LCDR Maria Wiener, USCG
6. A Ersland
7. Chris Beckwith
8. Eric Bland
9. Erik Bombard
10. Garry Brown
11. Gustav Hein
12. iloch
13. J. Knight
14. Jane Rut
15. Jeff White, LA Pilots
16. Jeffrey Ferguson, NOAA
17. Jessica Whipple
18. Jim Fawcett
19. Jim Fields 213-345-2303
20. Jim E. Peschel
21. John Dwyer, LA Pilots
22. Jon Hornecker
23. Jon Victoria
24. Joyce Kaplan
25. Kariane Dill
26. Kip Louttit - Marine Exchange of So...
27. Mike Jessner
28. Michael Sitts
29. Michele Grubbs, PMA
30. Pat Baranic
31. Rafael Delgado, POLB
32. Rob McCaughey
33. Ross Timmerman
34. Shawn Bennett
35. Simon Cail
36. Troy Jannelle
37. 949-395-0859