



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-FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 February 2023

The One Hundred and Ninety-First Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Long Beach Maintenance Building. This was the first in-person meeting since 5 February 2020 due to COVID-19 protocols preventing in-person meetings for the intervening 3 years. **Chairperson John Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum of 11 members was present (need 8) 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. Simon Cail
(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

Absent (At sea)

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

Absent

FOR THE USACOE

Mr. Jim Fields

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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Mr. Ferric Cabuhay

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 the meeting is open to any member of the public, the agenda was posted and distributed in advance, and there will be a Public Comment period during the meeting. Attendees were reminded to sign in. The Committee thanked the Port of Long Beach for making their Maintenance Facility available for the meeting. **Chairperson Betz** had all members and alternates introduce themselves.

ACTION ITEMS:

Mr. Victoria stated there were no appointments to be sworn in.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** made a motion to approve the minutes of the 190th Meeting on 7 December 2022 as written. There were no comments, corrections, or discussion. The motion carried by a unanimous voice vote from the 11 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:**

- i. There were 3 incidents since the last Harbor Safety Committee Meeting on 7 December, for a total of 30 in 2022. For comparison, there were only 26 incidents in 2021. However, **Capt. Louttit** did not see a particular trend on which the Committee should focus attention but welcomes input and feedback. The first incident of the period and 29th of 2022 was a Refrigerated Ship inbound Long Beach with no pilot aboard that checked in with an inoperative AIS (Automatic Identification System). The VTS had the vessel recycle its AIS without success. The VTS notified CG Sector LA/LB. CG Sector LA/LB issued Letter of Deviation but as pilot came alongside, it was determined equivalent measures of safety could not be met such as pilot having a portable piloting unit or the ship having an escort tug with operating AIS. The vessel diverted to anchor safely in anchorage F-2 outside the breakwater. The 30th and final incident of 2022 was a container ship with pilot aboard outbound Los Angeles that lost main engine propulsion and bow thruster.

The vessel was safely towed to anchorage G-6 outside the breakwater by its 2 assist tugs and anchored safely.

- ii. The 1st incident of 2023 and 3rd and final of the period was a tanker 10 miles South of Point Vicente outbound that sighted and reported a possible adrift sailboat. The VTS started tracking the sailboat and reported it to CG Sector LA/LB. The tanker diverted and once on-scene with the sailboat sounded its ship's whistle; there was no response. The tanker observed the vessel with its night vision equipment but could see no people. The tanker resumed its voyage. Sector LA/LB notified the VTS that a helo was being launched and Baywatch was responding. Baywatch arrived on scene and determined there was no one aboard the sailing vessel. Baywatch took the sailing vessel in tow to Cabrillo Beach Marina. The CG helo remained on-scene and conducted a search.
 - iii. The 30 incidents in 2022 are 4 more than 2021 but **Capt. Louttit** did not see a trend that merits HSC action since the incidents break down as follows: There were 19 issues with propulsion, of which 5 were losses of propulsion that required outside assistance or tugs to resolve such as the incident just briefed, 10 were losses of propulsion that resolved themselves or were repaired by the ship's crew, 2 were limited propulsion but not loss, and 2 were loss of pilothouse control but the engine was otherwise operating normally. The other 11 incidents were 1 communications incident, 1 medical evacuation, 1 ship dragging anchor and repositioning, 1 failed anchor windlass, 1 ship leaking firefighting foam, 1 ship whose pilot ladder broke (but the pilot was able to hang on and did not go into the water), 4 ships with inoperative ECDIS (1), AIS (2), or Radar (1), 1 ship at the pier with an open mike on channel 14, 1 jumper on the Vincent Thomas Bridge, and 1 ship that headed for the wrong anchorage and had to be corrected by the VTS.
 - iv. There were 30 incidents but 32 reasons because 2 incidents had 2 different reasons for the incident. The vessel drifting with lost propulsion also had a communications issue because it did not answer radio hails, and the vessel with limited propulsion also had inoperative ECDIS.
- b. **Traffic Report:** Capt Louttit referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in December is color coded light blue.
 - c. 4,675 vessels arrived in 2022, 147 more than 2021 and 115 more than the "normal" level of 4,560 that arrived in 2018-2019 pre-COVID. The pattern reported at the December meeting continued in that 151 fewer container ships arrived in 2022 than normal, but was more than offset by passenger ships, bulk ships, and ships arriving for bunkers only being above normal.
 - d. Arrivals and departure trends were about steady for the Fall of 2022. About 45% of the vessels arrived from the North via the Santa Barbara Channel, about 13% arrived from the West through the Naval Air Ranges, otherwise known as the Pacific Missile Test Range, about 40% arrived from the South such as San Diego, Mexico, Panama Canal, and South America, and about 2% arrived from the Chevron Offshore Marine Terminal in El Segundo. Regarding departures, about 40% departed to the North, about 20% to the West, about 37% to the South, and about 3% to Chevron.

e. **Comment on shipping:**

- i. **Capt. Louttit** stated that he reported at the December meeting that the container ship backup for the ports of Los Angeles and Long Beach ended Tuesday 22 November, and there has been no backup since. There is ample labor to work the ships arriving. Even better from a local safety and air quality standpoint, most container ships now plan their transit to directly enter port and not anchor in our waters. 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) as soon as they depart their last port of call.
- ii. Regarding the anchorages, the VTS continues to use only about half of the anchorages, which spaces out the ships at anchor for safety.
- iii. The VTS had to enact high-wind protocols per the Harbor Safety Plan several times during the period when wind was more than 35 knots forecast or observed. Each time, some ships got underway and loitered during the wind event and other ships remained at anchor. Ships remaining at anchor must have their 2nd anchor, if installed, ready for letting go and must have their engine(s) in immediate standby.
- iv. There were no issues.

f. **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 his Sector and AMSC as follows:

- a. **Capt. Manning** reported the Area Maritime Security Committee (AMSC) met this morning. There was a presentation by the Sheriffs and debriefs of the Port Protector exercise in November and actual Network Outage for the Sector and much of Terminal Island several weeks later. There was an Interagency Underwater Port Assessment (IUPA) mine exercise in December by the U.S. Navy and local interagency port partners.
- b. **Capt. Bernstein**, the Deputy Sector Commander and Deputy Captain of the Port, received orders to be Commander of CG Sector Lower Mississippi River in Memphis, TN, to depart in May. **Capt. Bernstein's** relief is **Capt. Stacey Crecy**, who is currently Commanding Officer of the CG Pacific Strike Team in Novato, CA.

- c. There was significant weather over the past few months. The M/V FEARLESS broke free from its anchorage but is reported to be solidly anchored now.
 - d. A fishing vessel ran aground on Santa Cruz Island, with initial cause determined to be fatigue. A Marine Safety Information Bulletin (MSIB) was promulgated.
 - e. Navigation risk assessments are being conducted by the Sector Waterways Division regarding the potential restructuring of the anchorages due to average vessel size getting larger than when the anchorages were originally designed. In the meantime, the Vessel Traffic Service is only using approximately ½ of the anchorages to space the ships out.
 - f. The Sector Waterways Division and Regional Examination Center are working with the Los Angeles Pilot Service, Jacobsen Pilot Service, and Marine Exchange to update the Pilotage exam.
 - g. The date for submitting Cyber Annexes to Facility Security Plans passed. All were submitted and 20% have been reviewed.
 - h. An aquaculture activity will be established near Santa Barbara. Activity will start tomorrow. It is out of normal traffic routes, but a safety zone will be established.
 - i. NOAA will brief changes to the Santa Barbara Channel and to the “Area to Be Avoided” surrounding the Channel Islands.
 - j. There was a question regarding the M/V FEARLESS that will be handled offline.
- (3) Update on OSPR activities: **Mr. Jon Victoria** reported nothing new to report on OSPR activities. All are reminded to check the OSPR web site for changes to regulations, such as spill management team and drills and exercises requirements.
- (4) California State Lands Commission (CSCL) activities: **Mr. Ferric Cabuhay** reported that **Mr. Chris Beckwith** retired, reported on other personnel changes and statistics, and that there were no spills to report. **Chairperson Betz** congratulated **Mr. Beckwith** and thanked him for his service to the Committee.
- (5) U.S. Army Corps of Engineers (USACOE) activities:
- a. **Mr. Fields** reported there are no current projects in Los Angeles or Long Beach. There was some damage to the San Pedro breakwater during a heavy weather event with a stone or 2 being displaced near the fishing pier. Catalina Express reported to the USACOE that the LA River Estuary remains clear; some sediment came down. There may be dredging project there in 2 years.
 - b. **Mr. Dolan Cheung** delivered a brief regarding the Port of Long Beach Deep Draft Navigation Project, scheduled for completion in 2031. There was a question regarding testing of the dredged sediment. It has not, yet, been tested but will be, which will determine what the sediment can be used for and where. It is possible the project will be accelerated.

- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. The International Maritime Organization Maritime Safety Committee adopted amendments to the Santa Barbara Channel Traffic Separation Scheme, extending it to the west several miles, and expanding the Channel Islands Area to be Avoided. The changes will help to reduce the overlap of ships transiting in the important endangered whale feeding habitat. The measures will come into force in May 2023 when the nautical charts in the area will be updated to reflect these changes.
 - b. Regarding the Aquaculture off Santa Barbara, 4 buoys mark the corner-points of the area. The buoys are on the ENC chart. More updates pend. There was a question regarding what is between the buoys, and can vessels pass through? The answer was that this area has intermediate unmarked buoys.
 - c. More work is going on in Anaheim Bay and chart changes pend.
- (7) **Chairperson Betz** queried if there was any other old business; there was 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. As reported at the December meeting, the Subcommittee has been considering recommending small vessels carry and use AIS, and appropriate change to Chapter 10 of the Harbor Safety Plan was drafted. Due to new information, the Subcommittee will conduct further outreach and return to the committee in April with its recommendation.
 - ii. Mr. Rafael Delgado of the Port of Long Beach has been working with the Subcommittee on updating the Lightering Memorandum for anchorages inside the breakwater that was last updated in 1989 and is very out of date. Intent is to mirror State and local regulations that are in place.
 - iii. A deep dive on Chapter 10 of the Harbor Safety Plan was done to clean it up. Deep dives will also be done on the bunkering and escort chapters by smaller groups.
 - iv. **Chairperson Betz** commented that it is a huge amount of work to review the Harbor Safety Plan (HSP), do the research, and update the plan as required, and thanked the members who volunteered to perform this work. The annual review and update process requires that individuals are assigned one or more chapters to review and propose changes as appropriate. This happens each spring with the intent of being completed by the June HSC meeting. Substantive changes are brought to the HSC for review and vote. The definition of a substantive change is one that would cause a stakeholder to alter their behavior or operations. Non-substantive changes such as phone numbers, websites, and typos are approved by the Subcommittee and are not brought to the HSC for vote.

- (2) **Chairperson Betz** queried whether there were any other new business; there was none.

ITEM IV – PUBLIC COMMENTS

- (1) **Chairperson Betz** queried whether there were any public comment; there was none.

ITEM V - ADJOURNMENT:

- (1) The next meeting will be held in person Wednesday 5 April 2023 at 10:00 a.m. at the Port of Los Angeles Harbor Administration building.
- (2) **Capt. White** made a motion to adjourn, and **Chairperson Betz** adjourned the meeting at 12:43 p.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
15 March 2023