



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-THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 June 2023

The One Hundred and Ninety-Third Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Long Beach Maintenance Building. **Chairperson John Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum of 9 members was present (need 9) as listed below:

**FOR THE PORT OF
LONG BEACH**
Mr. Rafael Delgado

**FOR THE PORT OF
LOS ANGELES**
Absent

**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. John Mayer
(LAP)

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

**FOR TUG & BARGE
OPERATORS**
Capt. Landon Scott
(AmNav)

**FOR DRY CARGO VESSEL
OPERATORS**
Absent (At sea)

**FOR RECREATIONAL
BOATING 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 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

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
E-mail: 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

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, 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 emergency exits. Attendees were reminded to sign in. The Committee thanked the Port of Long Beach for making their Maintenance Building available for the meeting. **Chairperson Betz** had all members and alternates introduce themselves.

ACTION ITEMS:

Mr. Victoria stated there would be 3 appointments to be sworn in today. **Mr. Dave Selga** (Chevron) was appointed alternate member representing Tank Vessel Operators. **Capt. Rob McCaughey** was re-appointed member representing Tank Vessel Operators. **Capt. John Mayer** was appointed alternate member representing the Los Angeles Pilot Organization. **Mr. Victoria** administered the oath to **Mr. Selga**, **Capt. McCaughey**, and **Capt. Mayer**, and reminded the appointees to sign paperwork after the meeting. Congratulations.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** made a motion to approve the minutes of the 192nd meeting on 5 April 2023. There were no comments, corrections, or discussion. The motion carried by a unanimous voice vote by the 9 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 3 incidents since the last HSC meeting in April, for a total of 5 in 2023. For reference, we had 9 incidents as of this date last year. The 1st incident of the period and 3rd of the year was a tanker 2.5 miles south of LA Buoy #1 inbound LB with no pilot aboard. The vessel reported a malfunctioning engine compressor and diverted to anchor safely in anchorage SF-1 to make repairs. The 2nd incident of the period and 4th of the year was a container ship 6 miles south of LA Gate inbound with no pilot aboard. The vessel reported the engine was limited to dead slow ahead and limited propulsion astern. The vessel diverted and safely anchored in anchorage SF-10 to make repairs. The 3rd incident of the period and 5th of the year was a tanker getting underway from anchorage F-5 enroute Long Beach. As vessel got underway it was determined the AIS was not transmitting. The Pilot and Master felt comfortable bringing ship into port due to

2 tugs with operating AISs alongside during transit. Sector LA/LB concurred, and the vessel safely entered and moored in Long Beach.

- b. **Traffic Report:** Capt. Louttit referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in April is color coded light blue. 1,812 vessels arrived in the 5-month January to May 2023 time frame, 209 fewer than the same period last year. 129 of the 209 ships that did not arrive were container ships. 365 vessels arrived in April, 15 fewer than the “normal” level of 380 vessel arrivals per month, with normal defined as the 2018-2019 pre-COVID level. This was the 4th month in a row with below normal arrivals. May was better, with 398 vessels arriving, 15 more than “normal.” May continued the depressed trend of container ships with 24 fewer container ships arriving than normal, but were offset by vehicle and passenger ships, and vessels arriving for bunkers only being above normal. Regarding arrival and departure routes, arrivals for the 2-month period from and to all 4 directions, North, South, East, and West were within 2-4% of 2022. For 2023, Arrivals from the North were 42%, West 14%, South, 42%, and East 2%. Departures to the North were 39%, West, 19%, South 39%, and East 3%.

c. **Comments on shipping:**

- i. Until a week ago, there was no container ship backup since it ended more than 6 months ago on 22 November 2022. For the past week, however, half a dozen container ships delayed their arrival by 2-3 days since their berth was occupied by container ship who delayed their departure by 2-3 days. This was reported to be to an issue with lashers.
- ii. Regarding the anchorages, we continue to use only about half of the anchorages, which spaces out the ships at anchor for safety.
- iii. We did not need to enact high wind protocols per the Harbor Safety Plan during this benign weather period. High wind protocols are enacted when the wind forecast or observed more than 35 knots. There were no issues.

d. **Final Comments:**

- i. **COVID-19:** We completely relaxed COVID-19 protocols at the Marine Exchange in May and now allow meetings, visits of port partners, media, and the public 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 reports as follows:

- a. **Capt. Manning** reported that **Capt. Bernstein**, the former Deputy Sector Commander departed for her new assignment as Commander of CG Sector Lower Mississippi River in Memphis, TN. **Capt. Bernstein’s** relief is **Capt. Stacey Crecy**, who will report next week from Commanding Officer of the CG Pacific Strike Team in Novato, CA. **Cdr. Tim McNamara**, who was Chief of Inspections, will relieve **Cdr. Stephen Bor** as Chief of Prevention. **Lcdr. Kevin**

Kinsella (who was stationed here before 2012-2015) will report the first week of July to relieve **Lcdr. Maria Wiener** as Chief of Waterways.

- b. There were a number of unique cases in the past few weeks that were handled well by port partners. For example, a commercial vessel with crewmember who had been injured by another crewmember came into the Port of Long Beach with good coordination by CBP and the Long Beach Fire Department. A formerly inspected small passenger vessel ran aground and broke up on the rocks by Point Fermin at the entrance to the Port of Los Angeles. The communications and coordination we have between partners made these and other unique cases go well.
 - c. Sail GP is coming this summer on 21 July just inside the Los Angeles Gate and near the Cabrillo Marina.
 - d. The Coast Guard can enact Safety Zones quickly but please give as much lead time as possible.
 - e. Recently issued mariner credentials by the National Maritime Center are missing the hologram on the laminate due to a supply chain issue. The NMC does not plan to reprint credentials and mariners should continue to use credentials without the hologram. The Coast Guard will push out more information.
 - f. **Capt. Manning** reported the Area Maritime Security Committee (AMSC) last met on 17 May 2023.
 - i. The 11th Coast Guard District Commander, **Rear Admiral Sugimoto** attended and provided comments from his perspective.
 - ii. Planning continues for the Port Protector exercise in mid-September. The scenario will involve a large capacity passenger vessel.
 - g. In response to a question, **Capt. Manning** responded that the new Chief of Inspections would be **Lcdr. Tim Dougherty**, reporting later this summer from New Orleans.
 - h. **Mr. Delgado** thanked the Coast Guard for helping remove the privately owned former Coast Guard Cutter FEARLESS from the Bravo anchorage of Long Beach harbor after a dozen years.
 - i. **Chairperson Betz** thanked **Lcdr. Wiener** for her contributions to the Committee and wished her the best in her new assignment in Alameda.
- (3) Update on OSPR activities: **Mr. Jon Victoria** reported that he changed jobs to the statewide Chief of Prevention position formerly held by **Mr. Ted Mar**, but will remain in the local area. OSPR is in the process of backfilling the Prevention Branch Supervisor Position for Southern California that Mr. Victoria vacated. **Claudio Herrera** of **Mr. Victoria's** staff will likely be taking the OSPR Liaison position to the Committee in the Fall.
- (4) California State Lands Commission (CSCL) activities: **Mr. Ferric Cabuhay** reported by Zoom that for the month of March 229 vessels transferred 36,226,734 barrels of oil, and for the first quarter of 2023, 643 vessels transferred 90,688,365 barrels of oil. No spills were reported. The member position on the Committee vacated by the retiring **Chris**

Beckwith is vacant so **Mr. Cabuhay** will be the representative to the Committee as alternate.

- (5) U.S. Army Corps of Engineers (USACOE) activities: Not present; no report.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. The phase-out of raster nautical chart products continues. The Local Notice to Mariners will list all charts that have been added to the “Last Edition” status, meaning in 6 months, that chart product will disappear. As noted in the Local Notice to Mariners (beginning in week 10/23), LA/LB raster chart 18751, has entered “Last Edition” status. The chart will be cancelled 30 August 2023. Chart San Pedro Bay, Anaheim Bay Huntington Harbor, raster chart 18749 has not entered “last edition” status yet. All raster charts are on track to be cancelled by December 2024.
 - b. The seasonal voluntary Vessel Speed Reduction (VSR) Zones in the area, which include both the northern and southern Traffic Separation Schemes (TSS) and areas around the Channel Islands, went back into effect 1 May 2023. They should run through 15 December 2023. NOAA, USCG, and EPA encourage vessels over 300 gross tons to travel at 10 knots or less while travelling through the VSR Zones.
 - c. In November 2022, the International Maritime Organization issued and adopted an amendment which went into effect 1 June 2023. The amendment made changes to the existing TSS off Santa Barbara, CA. As a result of these changes, the TSS was extended Westward. The amendment also made changes to the existing Area to be Avoided (ATBA) around the Channel Islands by making the ATBA significantly increased in size. The changes are shown in the graphic attached to **Mr. Ferguson’s** notes which were sent to the Committee yesterday, are in the Local Notice to Mariners, and official NOAA charts have been updated to reflect the changes.
 - d. There was a question, why the end of Raster charts? **Mr. Ferguson** responded that it was both a resource issue for NOAA to run 2 different systems, Raster and Electronic, and more mariners are using Electronic today. There was a question whether the ATBA was mandatory or recommended for tugs with oil barges. **Mr. Ferguson** responded that he’d have to get back to the Committee on the exact requirements of this ATBA.
- (7) **Chairperson Betz** queried whether there was any other old business:
- a. **Capt. Louttit** briefed that the 100th Anniversary of the Marine Exchange is 1 July 2023. The celebration will be 1000-1200 Thursday 29 June at the Marine Exchange and all are invited.

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. The Subcommittee met twice since the last full meeting of the Committee and will meet again this afternoon. It has been busy.
- ii. SeaSpan Energy briefed the Sub-Committee. They are building 2 LNG Bunker ships which will arrive in the LA/LB Port complex in 2024. SeaSpan is working with regulators and stakeholders.
- iii. The Port of LA has proposed to create a new Cruise Ship Terminal at Berth 46, and standard protocols are a 500-foot security zone around cruise ships. This could cause issues for the Cabrillo Marina and adjacent boatyard. **Capt. Dwyer** assisted with development of a Comment Sheet to the Port of LA articulating this concern, to which the Port of LA responded the project is in very early planning stages. There was a comment and discussion later in the meeting that the 500-security zone around cruise ships does not seem to presently be enforced. **Capt. Manning** added comments from the Coast Guard perspective.
- iv. Sail GP (Grand Prix) briefed the Sub-Committee again regarding logistics of their event in July between LA Berth 46 and the breakwater. Sail GP will brief the Committee later in this meeting. **Nick Hajek** of Pacific Mariculture/Pac 6 is assisting with matters such as boat moorings.
- v. **Nick Hajek** of Pacific Mariculture/Pac 6 briefed development of a 100-acre aquaculture facility off Huntington Beach. Their goal is to install 40 long-lines at a depth of 20 feet by the end of August. A boat will be on station and the area will be marked by lit buoys and day markers. They are installing acres of solar panels on top of warehouses 58-60, and are working with Crowley to build a charging station for electric vessels at berths 70-71.
- vi. **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 now out of date. Work continues.
- vii. Congratulations to the Sub-Committee on exceeding its goal of doing 4 deep-dives on chapters of the Harbor Safety Plan by doing 5. The deep dives made the chapters up to date, consistent, less redundant, and checked matters such as points of contact, phone numbers, and radio frequencies to ensure they were still valid and current. Deep dives were completed on chapters 5, 6, 8, 10 and Appendix M. 4 were approved by Sub-Committee 1 because changes were clerical and/or don't require a change of operating procedures or equipment for a mariner or vessel. Chapter 10, however, does require HSC approval since it recommends AIS (Automatic Identification System) carriage for small vessels. The deep dive chapters and appendix were:
 1. Chapter 5 – Harbor Depths
 2. Chapter 6 – Contingency Routing
 3. Chapter 8 – Communications
 4. Chapter 10 – Small Craft
 5. Appendix M – Container Vessel Bunkering Heightened Awareness Program

- viii. **Capt. McCaughey** briefed the highlights of the proposed change to Chapter 10, which was sent advance. Most of the changes are for clarity, but the major change is to recommend small craft be equipped with AIS. This is a standard of care recommendation, not a mandate. **Capt. McCaughey made a motion to accept the revised Chapter 10. Mr. Selga seconded the motion. Chairperson Betz** called for questions. There was one question to confirm that this was a recommendation, not a mandate that would impose financial burden on mariners. **Capt. McCaughey** confirmed this was only a recommendation. *The motion carried by unanimous voice vote of all voting members present.*
- ix. **Chairperson Betz** commented the next meeting of Subcommittee will be 1330 this afternoon at the Marine Exchange.
- (1) **Mr. Rob Hagedorn** delivered a brief by Virtual means on Sail GP (Grand Prix). 10 teams from 10 countries race identical foiling catamarans. The program is worldwide and various locations in the United States such as Chicago. 6 July onshore activities such as building Race Village will start on Pier 46. 17 July will be the 1st day of on the water such as installation of moorings and moving the bait barge out of the way. 19 July racing markers used by other groups will be removed and then replaced after the regatta. 18-20 July the racing yachts will practice on the water. 21-23 July are actual event days with practice and actual races. Racing itself will be 1500-1800 due to local wind patterns. 2 helicopters will provide live TV. 24-26 July will be breaking down the Sail GP complex on Pier 46 and replacing racing buoys that were removed. Coordination was established with local yacht clubs, police, fire, and Coast Guard. Protocols are in place for spectator boats and other boats passing by. Radio frequencies have been designated. Racing yachts have been advised they cannot block commercial traffic, and Sail GP is coordinated with LA Pilots. The Marine Exchange will provide the expected commercial vessel traffic schedule.
- (2) **Chairperson Betz** queried whether there were any other new business; there was none.

ITEM IV – PUBLIC COMMENTS

- (2) **Chairperson Betz** queried whether there were any members of the public present 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 Wednesday 4 October at 10:00 a.m. at the Port of Los Angeles Administration building.
- (2) **Capt. Betz** made a motion to adjourn, which was seconded and approved. The meeting adjourned at 11:08 a.m.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary
12 September 2023