



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-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 6 December 2023

The One Hundred and Ninety-Fifth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Long Beach Maintenance Building with hybrid option. **Chairperson John Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum of 12 members was present (need 9) as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Rafael Delgado

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer (LAP)

**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
(LAP)

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

Absent

**FOR TUG & BARGE
OPERATORS**

Mr. Brian Vartan (West Oil)

**FOR DRY CARGO VESSEL
OPERATORS**

Capt. Mike Jessner (APL)

**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**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Captain Thomas MacKrell
(Marathon)

**FOR COMMERCIAL
FISHING**

Mr. Daniel Strunk
San Pedro Bait Company

**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**

Absent

**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
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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 and copies were at the door, 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. **Executive Secretary Louttit** reviewed hybrid meeting protocols. **Chairperson Betz** had all members and alternates introduce themselves.

ACTION ITEMS:

Mr. Victoria stated there would be four re-appointments as primary members, **Capt. Jeff White** representing the Los Angeles Pilot Service, **Capt. Michael Jessner** representing Dry Cargo Vessel Operators, **Mr. Danny Strunk** representing Commercial Fishing, and **Capt. Jay Dwyer** representing the Port of Los Angeles. **Mr. Victoria** administered the oath to **Capt. White**, **Capt. Jessner**, **Mr. Strunk**, and **Capt. Dwyer**, 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 194th meeting on 4 October 2023. There were no comments, corrections, or discussion. The motion carried by unanimous voice vote of the 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 4 incidents since the last HSC meeting in October, for a total of 22 in 2023. For comparison, we had 28 incidents as of this date last year. The 1st incident of the period and 19th of the year was a merchant ship and non-participating recreational vessel 5 miles southwest of Point Vicente that apparently collided. The weather was patchy fog. The incident unfolded with the VTS receiving a Digital Selective Calling (DSC) alert and confirmed with CG Sector LA/LB they received the same alert. No further info. Sector LA/LB diverted a tugboat to investigate a VTS radar contact off Point Vicente. The VTS was later notified by Sector LA/LB that Sheriffs had received a call that a recreational vessel, lost in the fog, reported it had collided with a merchant ship and had injuries. Baywatch responded with 2 vessels, which safely towed the

recreational vessel to port. The 2nd incident of the period and 20th of the year was a container ship at Los Angeles buoy 3 inbound with pilot aboard that experienced an issue with astern propulsion from the bridge but not from the engine room. The Pilot obtained 2 more tugs, for a total of 3, and with CG Sector LA/LB concurrence, the vessel safely entered POLA and moored. The 3rd incident of the period and 21st of the year was a passenger ferry that experienced a loss of steering at Los Angeles buoy 1 outbound. The ferry obtained a towboat, which towed ferry back to its home dock in the POLB. The 4th and final incident of the period and 22nd of the year was a close quarters situation between a tug and tow outbound the POLB and a radar target that was ultimately determined to be a fishing vessel. The way the situation unfolded, in clear visibility at night, the VTS observed a non-participating radar contact without AIS crossing the POLB pilot boarding area eastbound. The VTS observed the radar contact in crossing situation with outbound tug/tow with closest point of approach (CPA) of zero. The VTS called tug/tow, which did not have this contact on their radar. Radar contact did not respond to radio calls from the VTS. The tug/tow altered course; the radar contact stopped. The radar contact safely passed astern of tug/tow at 0.13 miles (260 yards). The tug/tow confirmed VTS's radar contact was a fishing vessel but could not get name. The tug/tow told the VTS it had illuminated its tow with spotlight to ensure the fishing vessel saw the barge.

- 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 is color coded light blue. 4,011 vessels arrived in the 11-month January to November 2023 time frame, 304 fewer than the same period last year. The missing ships were a mixture of container ships and foreign tankers. Regarding arrival and departure routes in 2023, arrivals from the North were 4% above 2022 levels while arrivals from the South were 2% below 2022 levels. All other arrival and departure routes, North, South, East, and West were within 1% of 2022.
- c. **Final Comments:**
 - i. A draft of the National Transportation Safety Board report regarding the Huntington Beach Oil Spill and associated anchor drags was briefed on 5 December. 2 key recommendations relevant to the HSC are already in effect by temporary measures in advance of the official process to change anchorage locations on the chart. First, the VTS no longer uses the anchorages adjacent to the pipeline. Second, the VTS only uses about half of the anchorages, which spaces out the ships at anchor for safety. We call this the “checkerboard” and only anchor vessels on the black squares. The process to change the anchorage locations on the chart is in progress by the Coast Guard but takes time.
 - ii. We enacted high wind protocols per the Harbor Safety Plan once during this period for Santa Ana winds. Several vessels loitered offshore for about a day rather than going to anchor. There were no issues. Per the Harbor Safety Plan, high wind protocols are enacted when the wind is forecast or observed more than 35 knots in our area of responsibility (AOR).
 - 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. Ryan Manning** combined his Sector and AMSC reports as follows:

- a. The Coast Guard is working with small passenger vessel operators with overnight accommodations on implementing new arrangements in wake of the Dive Boat *Conception* fire, sinking, and loss of life. There are about 30 vessels in this AOR and about a dozen in Santa Barbara affected. There is a phased approach which ends 27 December 2023.
- b. Regarding Operations at Vandenberg Space Force Base, Coast Guard District 11 in Alameda has the lead, and we have Space X coming and going here in Long Beach. A new firm, Talon Hypersonic Systems in the Mohave Desert, will start launching satellites from aircraft, which will land approximately 90 miles West of Point Conception. The Guard will announce when the operations will take place, which are anticipated to start in January.
- c. In follow-up to **Capt. Louttit's** report on the NTSB investigation of the Huntington Beach Oil Spill and associated anchor drags, **Cdr. McNamara** and his Investigation team briefed the Coast Guard's parallel investigation to the 11th Coast Guard District Commander, **RADM Sugimoto**, in Alameda, and the report will next go to Coast Guard Headquarters in Washington, D.C.
- d. Thanks to all for notifications of approximately 14 holiday boat parades in the AOR. Many were last week and more upcoming. Notice helps the events be safe.
- e. Aids to Navigation Team (ANT) LA/LB got approval to install a mariner radio operated fog signal on the Santa Barbara breakwater; equipment has not yet been received. ANT LA/LB will disestablish a buoy in LA Harbor East Basin no longer used and also will disestablish the fog signal on Anacapa Island. The Coast Guard welcomes input on aids to navigation.
- f. The Coast Guard is restarting Waterways Analysis Management Studies (WAMS), which should be performed on a 5-year cycle but got off schedule during COVID. There are 8 to do and 2-4 will be started by **LCDR. Kinsella** in coming months, such as Anaheim Bay.
- g. Regarding the AMSC, the September Port Protector Exercise was briefed at the last meeting in November. It was a fantastic exercise with 3 major passenger vessel operators participating in an active shooter scenario with lots of port-partner participation. **Chris Hogan** briefed the AMSC on derelict vessel issues, which are more of a problem in Oakland than here, but Mr. Hogan will be working on this here. **Chris Regan** briefed Cyber Matters and Swimmer/Diver issues associated with the Israel and Hamas conflict.
- h. The National Harbor Safety Committee Conference will be held in Chicago on Navy Pier 20-21 March. **Capt. Manning** will attend and speak. **Capt. Betz** and **Capt. Louttit** are providing great input to the Conference Planning Committee.
- i. **Capt. Crecy** received orders to relieve **Capt. Manning** as Sector Commander and Captain of the Port with 3-year orders, which is great for continuity with port partners. Change of Command date is TBD later this spring or summer.

- (3) Update on OSPR activities: **Mr. Victoria** reported that membership of the Committee is strong with only 1 vacancy, the Representative of Non-Profit Environmental Protection Organizations for Santa Monica Bay.
- (4) California State Lands Commission (CSCL) activities: Not present; no report.
- (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. **Hydrographic Services Review Panel**: The HSRP is a federal advisory committee that provides NOAA with independent advice on improving the quality, efficiency, and usefulness of NOAA's navigation-related products, data, and services. There are two public meetings each year in different port regions at which public comments from stakeholders and partners are sought. Most of the meetings include a webinar capability to facilitate remote attendance. The next meeting will be in San Pedro, on March 5 - 7, 2024. Planners for the meeting may be reaching out to local stakeholders for participation on session panels and/or to provide site visits to the HSRP members, so they can better understand the relevant issues in the port. This is a public meeting, and all interested parties are encouraged to attend. More information will be available here:
<https://www.nauticalcharts.noaa.gov/hsrp/panel.html>

The website should be updated showing the next meeting, with draft agenda, etc., early in 2024. In addition, there may be opportunities for one-on-one meetings with senior NOAA management before the HSRP meeting. If you have issues that you believe the HSRP should discuss, site visit ideas, or want to plan sidebar meetings, please contact Mr. Ferguson at jeffrey.ferguson@noaa.gov.
 - b. **Production of Raster Charts is Ending**: NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December 2024. Coastal chart 18746, San Pedro Channel, will go into LAST EDITION status in December 2023, meaning it will be canceled in June of 2024. For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed. The NOAA Custom Chart Tool is available here:
<https://devgis.charttools.noaa.gov/pod/>
- (7) **Chairperson Betz** queried whether 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 met twice since the last full meeting of the Committee and will meet again this afternoon. Matters being worked include:
 - i. **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. The update is hoped to be complete by the end of February 2024.

- ii. The memo requesting to create an Undersea Facilities seat on the HSC, suggested by the Marine Exchange and Amplify Energy and discussed at the October and November meetings. This suggestion follows from the 2021 Huntington Beach Oil Spill and associated anchor drags. It is hoped that a conclusion on moving forward can be reached at the meeting this afternoon.
 - iii. The matter of ATBs (Articulated Tugs and Barges) and escort tugs, last discussed in 2021, will be discussed again. The draft rule-making was never approved due to the complexity of attendant issues. An ATB Workgroup is expected to be formed to revisit the matter. One option being considered is for each ATB operator to qualify for treatment as a tanker (rather than a tug and barge) under the alternative compliance provision in the existing regulation. **Mr. Victoria** verified this was a correct interpretation of the problem and the way forward.
 - iv. **Capt. Baranic** will brief the proposed addition of a new Chapter to the Harbor Safety Plan (HSP) which will contain standards of care that do not fit into other chapters of the Plan. In this case, increasing minimum separation of certain commercial vessels in the Regulated Navigation Area from ¼ mile to ½ mile due to the vessels getting larger.
 - v. Following the success of Deep Dives on chapters of the HSP last year, the Sub-Committee plans to take a deep dive into the chapter on Anchorages at Catalina Island, to include the Catalina Harbormaster.
 - vi. Assignments were made to “Chapter Captains” to perform the 2024 annual HSP review and update. 3-4 more Deep Dives, reviewing line by line of each chapter to ensure its current, are anticipated this spring.
 - vii. **Chairperson Betz** complimented **Capt. McCaughey** for his leadership of Sub-Committee-1 and its accomplishments.
- a. Proposed Addition to LA/LB HSP, S/C #1 (Navigation Safety) – **Chairperson Betz** asked **Capt. Baranic** to brief the proposal. **Capt. Baranic** briefed that the proposal is to add a new Chapter XVIII, “Recommended Best Practices for Vessel Navigation,” to the plan, which will contain standards of care which do not fit into an existing chapter. The first content of the new chapter and would increase the minimum separation of commercial vessels navigating in the San Pedro Regulated Navigation area from 0.25 to 0.5 Nautical Miles due to increased average ship size in recent years. The proposed letter would be distributed widely by the Marine Exchange to advertise and announce the new chapter and its content. **Chairperson Betz** added that the letter has the same content as was previously approved by Sub-Committee-1, but the version for approval today was (1) put on HSC LA/LB letterhead and (2) the wording from the relevant CFR section was added.
- i. **Chairperson Betz** made a motion to approve the letter, subject line “New Recommended 0.5 Nautical Mile Minimum Separation for Vessels Subject to 33 CFR 165.1152(d) Effective 1 Jan 2024.” There were no comments or discussion, and 1 typo correction. **Capt. McCaughey** seconded motion to

approve the letter as written, and the motion carried by unanimous voice vote.

- ii. **Chairperson Betz** made a motion, seconded by **Capt. McCaughey**, to approve the creation of the new Chapter XVIII to the LA/LB Harbor Safety Plan, as written, and the motion carried by unanimous voice 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 members of the public present in the room or attending virtually who wanted to make public comment. There was none.

ITEM V - ADJOURNMENT:

- (1) The next meeting of the HSC will be held in person with hybrid option Wednesday 7 February 2024 at 1200 p.m. at the Port of Los Angeles Administration building. The late start is due to the Area Maritime Security Committee Meeting from 9:30-11:30 a.m. in the same room.
- (2) **Capt. Betz** made a motion to adjourn, which was seconded by **Capt. White**, and approved. The meeting adjourned at 10:43.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
26 January 2024

LA/LB HARBOR SAFETY COMMITTEE MEETING #195, 6 December 2023

NAME	AGENCY	E-MAIL/PHONE (Not needed for members.)
John Mayer	LA Pilots	
Morgan, Eric	Sause - Labor	
JEFF GRAY	MSRC	gray@msrc.org
Chris Rogers	MSRC	rogers@msrc.org
Dennis Chuslain	DFW-OSPR	dennis.chuslain@wildlife.ca.gov
Claudio Herron	DFW-OSPR	Claudio.Herron@wildlife.ca.gov
Pat Baranic	Mx Social	pbaranic@mxsocial.org
Danny Strunk	Commercial Fishing	DSTRUNKZZNDST@YANCO.CO
JEFF WHITE	LA PILOTS	
JOHN BETZ	REC BOATS	
Jay Dwyer	Furr of L.A.	
JEFFREY FERWSON	NOAA	
Paul Hendiker	Baydelta	phendiker@baydelta.com
TIM McNamee	USCG	timothy.p.mcnamee@uscg.mil
KEVIN KIMMELLA	USCG	KEVIN.C.KIMMELLA@USCG.MIL
Brian Barton	TUN & BARNES	810 989 4768
Mike Jessner	APL	
Jonathan Bishop	CCC	Jonathan.Bishop@coastal.ca.gov
Karlane Dill	Foss	

LA/LB HARBOR SAFETY COMMITTEE MEETING #195, 6 December 2023

NAME	AGENCY	E-MAIL/PHONE (Not needed for members.)
MARK DIEGELMAN	MSRC	DIEGELMANM@MSRC.ORG 562-756-1369
ROB M'CAUGHEY	JANCOUCH	949-637-0860
SIMON CAIL	JPS	562 335-2514
RYAN MANNING	USCG	310-707-7381
LONDON SCOTT	AMNAV	323-816-0326
JON HORNECKER	POLB	
ERIC BLAND	LABOR	310 941 0586
SEAN DAGGETT	SAUSE BROS	SEAND@SAUSE.COM
KEVIN MCCLOSKEY	L.A Port PD	KMCCLOSKEY@PORTLA.CA.GOV

HSC #195 Virtual Attendees 6 DEC 2023

Bill Crabbs
Dan Nutt
Jacqueline Moore
Joyce Kaplan
Michele Grubbs
Ross Timmerman
Thomas MacKrell