



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE TWO HUNDRED-FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 October 2025

The Two Hundred-Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee convened in person at the Port of Long Beach Administration Building, 1st Floor Multi-Purpose Room, with hybrid/virtual option. **Vice Chairperson McCaughey** called the meeting to order at 10:00 a.m. due to **Chairperson Betz** having a short-notice excused absence. **Executive Secretary Louttit** determined a quorum of voting members was not present (had 8 present; need 9).

FOR THE PORT OF LONG BEACH

Mr. Darin Wright

FOR THE TANKER OPERATORS

Capt. Rob McCaughey
(Jankovich)

FOR TUG & BARGE OPERATORS

Mr. Brian Vartan (Centerline
Logistics)

FOR ORGANIZED LABOR

Absent

FOR COMMERCIAL FISHING

Absent

FOR THE CALIFORNIA STATE LANDS COMMISSION

Absent

FOR THE CDF&W/OSPR

Mr. Claudio Herrera

FOR THE U.S. NAVY

Absent

FOR THE PORT OF LOS ANGELES

Absent

FOR THE LOS ANGELES PILOT ORGANIZATION

Capt. Jeff White
(LAP)

FOR DRY CARGO VESSEL OPERATORS

Vacant

FOR THE CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR SANTA MONICA BAY

Vacant

FOR PASSENGER FERRY OPERATORS

Absent

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

Capt. Stacey Crecy, USCG

FOR THE USACOE

Mr. Jim Fields

FOR THE LONG BEACH PILOT ORGANIZATION

Capt. Mark Coynes (JPS)

FOR THE OFF-SHORE TERMINALS' MOORING MASTERS

Capt. Tom Osborne

FOR RECREATIONAL BOATING OPERATORS

Absent

FOR MARINE OIL TERMINAL OPERATORS

Capt. Thomas MacKrell (Marathon)

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR LA/LB

Absent

FOR THE SHIP'S AGENT ORGANIZATION

Absent

FOR THE NOAA/NOS

Absent

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX SoCal)

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

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

Vice-Chairperson McCaughey welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee. **Vice-Chairperson McCaughey** briefed that 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 and rest rooms. Attendees were reminded to sign in. The Committee thanks the Port of Long Beach for making their Multi-Purpose room available for the meeting. **Executive Secretary Louttit** reviewed hybrid/virtual option meeting protocols and noted **Capt. Pat Baranic** and **Mr. Mike Martin** of the Marine Exchange staff were operating the video technology and watching the chat function for comments and questions. It was confirmed virtual attendees could both hear and speak, with 2 members virtual (**Mr. Bishop** and **Capt. Osborne**). **Vice-Chairperson McCaughey** had all members, alternates, and guests introduce themselves, and then read the Purpose of the Committee per the By Laws, per standard practice every October.

ACTION ITEM:

Mr. Herrera reported that there were no new members to appoint or swear in at this meeting.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- 1) **Vice-Chairperson McCaughey** stated that approval of the minutes of the 203rd meeting on 4 June 2025 would be deferred due to lack of a quorum.

ITEM II: OLD BUSINESS:

- 1) **Vice-Chairperson McCaughey** 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 HSC meeting 4 months ago in June, for a total of 16 incidents in 2025. For comparison, there were 16 incidents as of this date last year. The 1st incident of the period and 8th of the year was a tanker anchored off Long Beach with no pilot aboard which notified the VTS it had a crewmember with a medical emergency. The VTS referred the vessel to the Coast Guard. A Long Beach Lifeguard boat with Paramedic aboard responded and took crewmember safely ashore. The 9th incident of the year was a tug towing a barge 3 miles south of Point Vicente Northbound with no pilot aboard which the VTS observed stop. The VTS queried the tug, which reported it had lost propulsion and had already notified the CG. The tug got 1 engine back online. The VTS observed a 2nd tug depart Angel's Gate and rendezvous with the 1st tug and barge. The 1st tug got 1 engine back online and Sector authorized the 1st tug to proceed to its next port of call (NPOC) with the 2nd tug as escort. 1st tug got its 2nd engine back online. The 2 tugs and 1 barge proceeded to their NPOC (Port Hueneme). The 10th incident of the year was a cruise ship 25 miles South of Point Fermin inbound with no pilot aboard which notified the VTS it lost all propulsion. Fourteen minutes later, propulsion was restored and the vessel proceeded toward the POLB with 1 tug escort requested. After numerous communications between CG Sector LA/LB, the JPS, and VTS, the vessel was authorized to enter the POLB. The vessel entered the POLB and safely moored with 1 tug escort. The 11th incident of the year was a bulk ship 2.5 miles South of the Long Beach Sea Buoy inbound with no pilot aboard which notified the VTS it had lost astern propulsion. The JPS contacted the VTS and said it would contact the vessel's agent to cancel the vessel's orders. The VTS notified CG Sector LA/LB. The vessel safely anchored in SF-10 to effect repairs. The 12th incident of the year was a bulk ship 1.5 miles south of the Long Beach Sea Buoy inbound with no pilot aboard which notified the VTS it was experiencing strange noises coming from the engine. The VTS notified JPS and CG Sector LA/LB. The JPS said it cancelled the vessel's orders. The vessel safely anchored in SF-15 to effect repairs. The 13th incident of the year was a container ship moored at Berth G-232 in Long Beach from which many containers fell

into the water. A Unified Command stood up and took care of the matter. The 14th incident of the year was a tug with 1 barge in tow abeam the Long Beach Sea Bouy outbound with no pilot aboard which reported to the VTS that its tow wire had broken. The tug said its intention was to secure the barge with the emergency tow wire. A 2nd tug arrived on scene, which towed the barge safely back into the POLB and safely anchored it in an Echo Anchorage, with the 1st tug following. The 15th incident of the year was a container ship 2 miles South of LA Buoy #1 outbound with no pilot aboard which notified the VTS it needed to stop to replace a gasket and could not either exit the precautionary area or anchor. The VTS notified Sector LA/LB and asked the vessel to do the same. 22 minutes later the vessel reported repairs were complete and the vessel was ready to proceed to its NPOC (Oakland). CG Sector LA/LB authorized the vessel to do so. The 9th incident of the period and 16th of the calendar year was a power-driven vessel escorting a swimmer from Doctor's Cove on Catalina Island to Palos Verdes whose swimmer was bitten by a shark. At about 0140, the VTS overheard LA City Fireboats responding to the vessel. The Fireboats were not able to establish communications with the vessel so the VTS relayed communications and position of vessel to 3 responding fireboats. VTS vectored the 3 Fireboats to rendezvous with vessel (AIS facilitated this action). The Fireboats took shark bite victim aboard, to LA City Fireboat station 110 in the Cabrillo Boat Basin and transferred to EMS ashore. The VTS kept Sector LA/LB informed throughout.

- 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 was color coded light blue. 3,152 vessels of all types arrived in the first 8 months of 2025, 11 more than the same 8-month period in 2024 and 112 more than the level we've been calling "normal" based on 12.5 arrivals/day that arrived 2018-2019 before COVID. Of the total, 1,343 container ships arrived during the period, 112 more than the same 8-month period in 2024 and 34 fewer than "normal," based on 5.7 container ship arrivals/day that arrived in 2018/2019 before COVID. Regarding arrival and departure routes, the pattern of about 45% arriving and departing from and to the North, 15% from and to the West, 35% from and to the South, and 2% from and to the Chevron Offshore Marine Terminal in El Segundo continued. There was an uptick in tankers departing to the East (Chevron in El Segundo) in March through June, from a range of 6-9 per month to 10-14, with associated increase from 2% to 3-4%. These were tankers that anchored off LA or LB before shifting to El Segundo. There were no issues.

c) **4 Final Comments:**

- i) During the past 4 months, the VTS continued to use only about half of the anchorages outside the breakwater, which spaces out the ships at anchor for safety until the process to change the anchorages on the chart is complete, which will be briefed later in this meeting.
- ii) Regarding high wind anchorage protocols, per the LA/LB Harbor Safety Plan, high wind protocols are enacted when wind is forecast or observed more than 35 knots. For the first time we can recall, we observed the wind building to 37 knots on the afternoon of 17 September that was not forecasted. The VTS stopped anchoring arriving vessels and advised all vessels at anchor of high wind protocols, which are to have their 2nd anchor ready for letting go and their engine in immediate standby. All anchored vessels remained at anchor. The wind abated after a few hours, and we resumed normal anchoring the next morning.
- iii) Whales: At the request of the Channel Islands National Marine Sanctuary, we continue to advise all inbound and outbound vessels to keep a sharp lookout for whales.

- iv) Next week, OSPR **Administrator Heather Geldart** will be hosting a CG-wide Harbor Safety Committee Summit in San Pedro. Chairs and Vice Chairs from all 5 HSCs in CA are expected to attend in person or virtually (Humboldt Bay, San Francisco, Port of Hueneme, here, and San Diego). If you have anything you would like **Capt. Betz** or **Capt. McCaughey** to consider bringing before the Administrator and her staff, please let us know in the coming week. The last time this sort of Summit was held was in 2019 before COVID, and we look forward to the sharing of best practices and challenges with intent of making all 5 CA HSCs, and the Marine Transportation System and Oil Spill Prevention, better.
 - d) **Vice-Chairperson McCaughey** queried whether there were any questions; there were none.
- 2) Update on USCG Sector LA/LB and AMSC activities: **Capt. Crecy** reported:
- a) **Welcome:** Capt. Crecy introduced **Cdr. Steven Lewis** as newly reported Prevention Department Head, coming from CG Headquarters with a rich background in commercial vessel inspections, engineering, and prevention policy.
 - b) **Foxtrot & Golf Anchorages:** After several years of effort, including close coordination between the Coast Guard, Marine Exchange, NOAA, and local port stakeholders, the regulations governing the Foxtrot and Golf anchorages outside the breakwater have been updated, effective 9 October 2025. This regulations update improves navigation safety by modifying Anchorage F and G to accommodate an increased volume of vessel traffic and larger vessels calling here; it also alleviates risks of vessels anchoring near subsea pipelines. “Thank you” to all those involved with this change.
 - c) **Illegal Charters:** Over the summer, local USCG Investigation Officers led several illegal charter operations, supported by LA County Sheriff’s Department and LA County Department of Beaches & Harbors. The intent was to conduct outreach and education concerning illegal charters and ensure compliance with safe commercial boating laws. These operations were greatly successful, with multiple deterred illegal charter pickups. Educational outreach was conducted with 3 vessels, and the Coast Guard established and strengthened partnerships which will be leveraged during future missions as well. Please continue to notify the Investigations Division of suspected illegal charter operations for Coast Guard action.
 - d) **Autonomous Vessel Operations:** The Coast Guard is tracking an increasing number of Autonomous Vessel operations in and around the port complex. These vessels (also known as “drone boats” or “USVs” (Unmanned Surface Vessels)) may present risks to safe navigation if not appropriately vetted and communicated to the general boating public. When notified of these operations, Sector LA/LB Waterways Management Division coordinates with the operators to determine what safety precautions are appropriate based on the specifics of the operation, as recommended by Coast Guard policy guidance. Please continue to pass information to the Waterways Management Division and Sector Command Center when these operations are noticed, which allows the Coast Guard to further share this information with local agency partners as well.
 - e) **Pier G Container Incident:** There was an incident in September involving multiple containers going overboard from a vessel moored at Pier G in Long

Beach. The joint Coast Guard, NTSB, OSHA, and flag state investigation is ongoing, and the Coast Guard will publicize any findings or lessons learned as soon as possible. **Captain Crecy** extended thanks and appreciation for agency and industry partners for their time, efforts, and top expertise during the response. This incident is just one more reminder of the stellar partnerships in Los Angeles-Long Beach and how well all work together to promote safety on the waterway. **Capt Crecy** lauded first responders for their initial quick action corralling the containers which fell into the water, and for JPS pilots and LCDR Kinsella for facilitating 144 safe vessel transits past the vessel.

- f) **Vice-Chairperson McCaughey** queried whether there were any questions; there were none.

3) Update on OSPR activities:

- a) **Mr. Herrera** reported the new Shoreline Protection Plan is now available online on the CA Department of Fish and Wildlife website. This updated plan includes important revisions aimed at enhancing the protection of sensitive coastal habitats and improving response strategies. The new regulations go into effect 1 January 2026. To access the full document and supporting materials, please visit www.wildlife.ca.gov.

4) California State Lands Commission (CSLC) activities:

- a) Cal State Lands was not present, but **Capt. Louttit** read the report. During the period 1 January – 31 August 2025, 1,793 transfers were completed, of which 650 were monitored, 36%. Crude oil transferred was 173,077,543 barrels, plus 86,888,061 barrels of other products, for a grand total of 259,965,604 barrels transferred. There was 1 oil spill of 5 ounces (0.04 gallons) from a terminal, none from a vessel, and none from a facility. Regarding marine invasive species inspections, there were 3,885 qualified voyages of which 884 voyages were inspected, 22%.

- b) **Vice-Chairperson McCaughey** queried whether there were any questions; there were none.

5) U.S. Army Corps of Engineers (USACOE) activities: The USACOE was not present; no report.

6) National Oceanic and Atmospheric (NOAA) activities: NOAA was not present; no report. **Mr. Ferguson's** brief regarding changes to Foxtrot and Golf anchorages was presented by others later in the meeting.

7) Harbor Safety Committee (HSC) National Steering Team (NST) activities: **Capt. Betz** was not present; no report.

8) Other: None.

ITEM III - NEW BUSINESS:

1) **Sub-Committee Reports:**

- a) S/C #1 (Navigation Safety) – **Capt. McCaughey** reported the Subcommittee will meet at 1330 today at the Marine Exchange.

i) **Old SC-1 business:**

- (1) **Spudding down Emissions Capture Barges near pipelines.** SC-1 closed up most of the work in June. The current plan is to move the current work forward to NOAA to put known pipelines on the chart, including 1 Navy pipeline whose status is unclear; it can be removed later if that is the appropriate action.
- (2) **Articulated Tugs and Barges:** SC-1 will continue its work on this matter, regarding the OSPR Administrator's letter dated May 7, 2015, regarding treatment of ATBs as tankers under the CA Tank Vessel Escort Program regulation. SC-1 will be working towards forming a working group and possibly working with the San Francisco HSC to develop a new path forward. **Capt. White** took video of tugs escorting ATBs, which will be shown at this afternoon's meeting.

ii) **New SC-1 business:**

- (1) **Changes to Foxtrot and Golf Anchorages:** SC-1 will discuss changes to the HSP that are necessary due to these changes in the CFR.
- (2) **Annual HSP Update:** SC-1 will kick off the annual update process. The prior schedule, process, and chapter assignments is the starting point.

b) **Vice-Chairperson McCaughey** queried whether there were any questions or Other New Business.

- i) **Capt. Osborne** briefed that **Brian Irish** will be replacing **Wayne Brandenburger** as **Capt. Osborne's** backup at El Segundo.
- ii) **Igor Loch** updated the committee on which emissions capture barges had installed AIS and which had not.

- 2) **Brief on Changes to Federal Anchorages Foxtrot and Golf.** **LCDR Kinsella**, USCG, and **Capt. Baranic**, MX briefed that the Marine Exchange proposed the changes to the Committee in April 2022. The Coast Guard took for action and went through all the required actions including public comment during the past 3 years, resulting in the changes going into effect in the Code of Federal Regulations (CFR) on 9 October 2025. The goals were to increase safety in the anchorages and increase safety in the approaches to the Ports of Los Angeles and Long Beach. There are 25 current anchorages; the approved change reduced this number to 20 and accomplished the goals of creating more space between the anchorages due to increased size of vessels over the years, reduce the number of anchorages to improve anchorage management, eliminate Contingency Anchorages in the Precautionary Area to reduce encroachment on the LA and LB Pilot Boarding Areas, change the "Bail Out" anchorages to bigger and deeper anchorages further offshore, and increase distance from the pipeline to approximately 1 mile (formerly 0.5 miles or less), and adjust the CFRs as appropriate. CFR changes include correcting the VHF-FM radio frequency for the LB pilots from 74 to 12, and changing the threshold for implementation of high wind from 40 knots observed to 35 knots forecast or observed. This is an example of what is currently a Standard of Care in the HSP which will come out of the HSP because it is now a CFR. **Capt. Louttit** and **Capt. Baranic** added that it will take approximately 3 weeks beyond 9 October for NOAA to change the charts; a time frame that will slip due to the government shutdown. The VTS intends to continue to anchor ships in the current anchorages until NOAA changes the charts to include the new/moved anchorages. **LCDR Kinsella** added that per **Mr. Ferguson's** report, NOAA has the newly gridded ENC cells in their final stages and expects to have the updated cells posted for public distribution on or about 30 October 2025, a date that will slip due to the government shutdown. There was a question regarding the Huntington Beach anchorages.

The answer is that this proposal restructured the existing anchorages but did not add new ones. The current 4 Huntington Beach contingency anchorages will remain so.

- 3) **Capt Crecy** briefed that the Coast Guard will brief on the Pier G incident at a future meeting.
- 4) **Other: Capt. Crecy** briefed that the Coast Guard will continue to perform essential functions despite the government shutdown and there should not be impact to industry.

ITEM IV – PUBLIC COMMENTS

- 1) **Vice-Chairperson McCaughey** queried whether there were any members of the public present in the room or attending virtually who wanted to ask a question or make public comment. There were none.

ITEM V - ADJOURNMENT:

- 2) **Vice-Chairperson McCaughey** commented that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 3 December 2025 at 10:00AM at the Port of Los Angeles Banning's Landing Community Center.
- 3) There being no further business, **Capt. White** made a motion, seconded by **Capt. Coynes**, and the meeting adjourned at 10:47 a.m.
- 4) Respectfully submitted,

//signed// J.K. Louttit
Captain J. Kipling (Kip) Louttit
Executive Secretary
21 November 2025

LA/LB HARBOR SAFETY COMMITTEE MEETING #204, 1 OCTOBER 2025

If currently LA/LB HSC Member, Alternate, or listed in Roster

↓ SKIP these columns

[illegible]

LA/LB HARBOR SAFETY COMMITTEE MEETING #204, 1 OCTOBER 2025

If currently LA/LB HSC Member, Alternate, or listed in Roster

↓ SKIP these columns ↓

[illegible]

Virtual Attendees HSC LA-LB #204, 1 OCT 2025

Patrick Baranic
Mike Martin
Harris, Sylvester
Rob Bolick
Igor Loch Jr
Paul Hendriks
Ramine Ross
Jacqueline Moore
Bishop, Jonathan
LCDR Solares
Robert Caropino LAFD
Eric Morgan -EMD
Irish, Bryan
Bruce Worcester
Osborne, Thomas
Jim Peschel
Steve Duboyce