LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE TWO HUNDRED-EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 3 June 2026

The Two Hundred-Eighth Meeting of the Los Angeles/Long Beach Harbor Safety Committee convened in person at the Port of Los Angeles Banning's Landing Community Center, with hybrid/virtual option. **Chairperson Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum of 11 voting members was present (need 9) (2 organizations sent non-voting representatives who don't count toward quorum).

FOR THE PORT OF LONG BEACH Mr. Darin Wright	**FOR THE PORT OF LOS ANGELES** Capt. Jay Dwyer	**FOR THE LONG BEACH PILOT ORGANIZATION** Absent
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** Capt. Thomas Osborne (Chevron)
FOR TUG & BARGE OPERATORS Mr. Brian Vartan (Leo Marine Services)	**FOR DRY CARGO VESSEL OPERATORS** Capt. David Bennet (MATSON)	**FOR RECREATIONAL BOATING OPERATORS** Capt. John Betz (CBYC)
FOR ORGANIZED LABOR Absent	**FOR THE CALIFORNIA COASTAL COMMISSION** Mr. Jonathan Bishop	**FOR MARINE OIL TERMINAL OPERATORS** Capt. 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 Absent (Representative Sent)	**FOR PASSENGER FERRY OPERATORS** Mr. Erik Bombard	**FOR THE SHIP'S AGENT ORGANIZATION** Absent
FOR THE CDF&W/OSPR Mr. Claudio Herrara	**FOR U.S. COAST GUARD SECTOR LOS ANGELES and LONG BEACH** Capt. Jarrod DeWitz, USCG	**FOR THE NOAA/NOS** Mr. Jeff Ferguson
FOR THE U.S. NAVY Absent	**FOR THE USACOE** Absent (Representative Sent)	**EXECUTIVE SECRETARY** Capt. J. Kipling Louttit (MX SoCal)

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

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. **Chairperson Betz** briefed that the meeting is open to any member of the public, the agenda has been posted and circulated, copies are available at the door or upon request, members of the public will have an opportunity to address the Committee under Agenda Item Number 4, and all persons attending this meeting are reminded to sign the attendance sheet that is available at the door. The Committee thanks the Port of Los Angeles for providing this wonderful facility for our gathering. Locations of rest rooms and emergency egress was noted. **Executive Secretary Louttit** reviewed hybrid/virtual option meeting protocols and noted **Mrs. Wendy Louttit** of the Marine Exchange staff and **CG Auxiliarist Lori Barfield** 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 several virtual members. **Chairperson Betz** had all members in the room and on-line identify themselves.

ACTION ITEMS:

(1) Mr. Herrera reported no members to be sworn in.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

(1) Chairperson Betz stated the minutes of the 207th meeting on 1 April 2026 were distributed in advance and made a motion to approve the minutes as written. There were no additions, deletions, or corrections. The motion was seconded by **Capt. McCaughey** and was approved by unanimous voice vote.

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. This puts us at 6 total incidents in 2026, 1 fewer than this date last year. The first incident of the period and 4th of the year was a passenger and roll-on/roll-off ship 0.5 miles north of Los Angeles buoy #1 inbound with no pilot aboard which rigged its pilot ladder on the wrong (port) side and could not switch it to the correct (starboard) side, and it was not possible for the pilot to board safely outside the breakwater. The LA Pilot boat escorted the vessel to the breakwater and the pilot safely boarded just inside the breakwater on the port side. The second incident of the period and 5th of the year was a tanker getting underway from El Segundo Mooring Berth #4 with pilot aboard which experienced engine issues getting underway. Both anchors were still down. After consultation with and approval from Coast Guard Sector LA/LB, the vessel shifted to safely anchor in Anchorage ES-2 using 2 assist tugs. The third incident of the period and 6th of the year was a bulk ship in the Long Beach Pilot Boarding Area with pilot aboard inbound to anchor in the Port of Long Beach which experienced a propulsion issue due to an engine cylinder overheating. The vessel made a round turn while waiting for an assist tug. The master and pilot felt comfortable proceeding to anchor with the assist tug. CG Sector LA/LB convened a conference call and cleared the vessel to anchor in Anchorage D-1 with 1 assist tug.

b) **Traffic Report**: **Capt. Louttit** referred to the handout sent with the read-ahead. New information since the last HSC meeting in April is color coded light blue. 1,908 ships of all types arrived in January through May 2026, 8 more than would be normal based on 380

arrivals/month that arrived in 2018-2019 before COVID, but 46 fewer than arrived a year ago in January through May 2025. Of the 1,908 total arrivals in January through May, 810 were container ships, 46 fewer than would be "normal" based on 5.7 arrivals/day that arrived in 2018-2019 before COVID, but 2 more than arrived during January through May 2025. 218 cruise ships arrived, 46 more than would be normal and 35 more than the same 5-month period in 2025. 135 foreign tankers arrived, 20 fewer than 2025. 76 U.S. tankers arrived, 2 fewer than 2026.

Arrival and Departure routes to and from the Ports of Los Angeles and Long Beach in 2026 closely followed patterns of 2025, with about 47% arriving from the North, 13% from the West, 38% from the South, and 2% from the East (the Chevron Offshore Marine Terminal in El Segundo). 43% departed to the North, 17% to the West, 37% to the South, and 3% to Chevron in the East 3%. There were no issues.

c) **Three Final Comments:**

i) High Wind Protocols: The VTS did not need to implement high wind anchorage protocols in April or May. The high wind protocols that were in the Harbor Safety Plan are now in the New Anchorages CFRs that went into effect 9 October 2025. High wind protocols are enacted when wind is forecast or observed more than 35 knots.

ii) 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.

iii) New Generator: The Marine Exchange will get a new emergency Diesel Generator this summer, which will take us down for at least 1 day for electrical system cutover. During this period, we'll activate our Business Resumption Plan and Continuity of Operations (COOP) Site at the Port of Long Beach Joint Command, Control, and Communication Center. You shouldn't see or hear any difference, but we wanted to alert you to this work and new equipment.

d) **Chairperson Betz** queried whether there were any questions; there were none.

2) Update on USCG Sector LA/LB and AMSC activities:

a) **Capt. Dewitz** commented that he'd recently attended the annual Pilot Advisory Council meeting, and that 11,000 safe ship moves were made by the Los Angeles Pilot Service and Jacobsen Pilot Service (Long Beach Pilots) during the past year. **Capt. DeWitz** led a round of applause for both Pilot Services.

b) **Capt. DeWitz** reported:

i) Mariners are requested to fill out the Recreational Boating Safety Survey that was recently sent out. The information is really useful to the Coast Guard by State.

ii) Coast Guard Headquarters pushed out new Certificate of Compliance requirements for Tank Vessels.

iii) The annual Port State Control report was published. Almost 9,000 exams were conducted last year and the detention rate decreased to 0.86%, which is good and indicates foreign vessels are safer.

iv) The Coast Guard continues to monitor autonomous vessel operations, which the Coast Guard now calls Unmanned Maritime Systems, and buy down risk associated with these vessels. Mariners who see these systems are requested to report them to the Coast Guard so appropriate oversight can be had.

v) The Coast Guard is heavily involved in planning for the 2028 Olympics. By the next meeting, the Sector will have 3 additional personnel who will be working on the Olympics. There are 65 working groups.

c) **Chairperson Betz** queried whether there were any questions; there were none.

3) Update on OSPR activities:

a) **Mr. Claudio Herrera** introduced the new Field Supervisor for OSPR for the Southern Region, **Mr. Joshua Kahane**.

4) California State Lands Commission (CSLC) activities:

a) **Mr. Alfonso Cornejo** reported the following for the 4-month period 1 January – 30 April 2026: 891 total transfers of which 193 vessels were monitored (22%). 69,571,514 barrels of crude oil and 48,518,824 barrels of other products were transferred, for a grand total of 118,090,338 barrels transferred. There were no oil spills reported from a terminal, vessel, or facility. Regarding marine invasive species program inspection, there were 1,902 qualified voyages of which 286 voyages were inspected (15%).

b) **Chairperson Betz** queried whether there were any questions; there were none.

5) U.S. Army Corps of Engineers (USACOE) activities:

a) **Mr. Brian Kim** reported the environmental assessment (EA) was completed and FONSI (Finding of No Significant Impact) was signed to dredge the POLB approach channel for 40,000 – 60,000 cubic yards. Plans and Specifications for the contract are undergoing final reviews, and the USACOE is still on track to advertise the contract in June 2026, award in July 2026, and begin construction in September 2026.

b) **Chairperson Betz** queried whether there were any questions; there were none.

6) National Oceanic and Atmospheric (NOAA) activities: **Mr. Jeff Ferguson** reported by VTC:

a) Anaheim Bay Chart Update: NOAA updated the Electronic Navigational Chart (ENC) for Anaheim Bay based on an Army Corps of Engineers survey conducted in March 2026. Navigation systems that automatically download updated ENCs should already have the new chart. If you need to manually update your system, download the latest version of ENC (US5LGBCF). You can check to see if your navigation system has the updated chart by querying a sounding. The SORDAT (Source date) should show 20260311, as shown in the screenshot on the handout (which was e-mailed to the HSC e-mail list).

b) Vincent Thomas Bridge Air Gap: Due to construction and scaffolding on the Vincent Thomas Bridge, the “air gap” has been reduced by 2.5 feet. NOAA’s Physical Oceanographic Real Time System (PORTS) air gap sensor on the bridge has been updated to reflect this reduction. As the image in the handout shows, the air gap suddenly jumped down 2.5 feet on 29 May.

This new reference point will remain in place through 2028, or until NOAA receives word that the construction, scaffolding, and other issues that reduce the clearance have been completed and removed. The official letter from the Department of Commerce with additional details is in the handout.

c) 2026 Voluntary Vessel Speed Reduction (VSR) Season: The program area has expanded under California Assembly Bill 14 as a statewide voluntary program, with California's Ocean Protection Council as a new stakeholder. For the 2026 season, the VSR request will go into effect 22 April through 31 December off the coast of California. Oceangoing vessels 300 gross tons (GT) or larger are asked to travel at 10 knots or less in the VSR zone during the program dates. This will reduce the risk of fatal ship strikes to whales, reduce ocean noise, and protect public health along the California coast. The "Blue Whale Blue Skies" letter is in the handout.

d) **Chairperson Betz** queried whether there were any questions; there were none.

7) Harbor Safety Committee (HSC) National Steering Team (NST) activities: **Capt. Betz** briefed:

a) **Capt. Louttit** and **Capt. Betz** are on the NST.

b) 2 documents were created by the National HSC Steering Committee, a lengthy document with content of the presentations at the National Conference in Seattle in March, and a 6-page summary. One of the key things we heard at the conference was that people are interested in improving information sharing across ports. This is also a priority for the OSPR Administrator. While it's true that "if you've seen one port, you've seen one port" that does not mean we can't learn from one another. Facilitating this information flow is part of the HSC NST's mission, why it was established in the wake of the 2024 National Conference, and why these summary documents were developed. Both will be sent to the HSC e-mail list because both have good content that might be relevant to your firm or organization, or HSC itself. We welcome your feedback.

c) The NST is working toward developing a Harbor Safety Plan (HSP) Guide that can serve as a model, example, or template, for both organization and content. The document is primarily aimed at new HSCs to aid them in developing their HSP's from the ground up. However, even established HSC's, such as LA/LB, might also benefit from using the model document to assess and to improve our Plan. We will report back on the National Committee's progress, and perhaps the HSP Guide may be a part of our HSP review process in the 2026-2027 term, recognizing that this committee is also guided by CA State Law.

d) The NST is considering how it can support information sharing across regional HSCs.

8) **Chairperson Betz** queried whether there was any more Old Business; there was none.

ITEM III - NEW BUSINESS:

1) **Sub-Committee Reports:**

a) S/C #1 (Navigation Safety) – **Capt. McCaughey** reported:

i) Old Business:

(1) The Subcommittee met twice since the last HSC meeting and will meet at 1330 today at the Marine Exchange.

(2) Autonomous Vessels: The sub-committee continues to discuss autonomous vessel operations in the port complex. There has not been any major changes in activity in recent months. The Marine Exchange and Coast Guard met with one of the major autonomous operators, DARPA (who will brief the Committee later today) to discuss waterfront conflicts. The sub-committee will continue to monitor the CG District's work group regarding these vessels and any recommendations they may have.

(3) Containership operations with barges alongside: The CG is still investigating the Pier G incident and no new directives from the CG District office have been received. The sub-committee has continued to monitor the situation and look at any possible best practices or outreach that may be necessary to prevent similar incidents. The sub-committee discussed a recent near miss involving a Vane Brothers barge and a container vessel when a very heavy rigging stanchion fell from a container vessel onto a bunker barge while alongside refueling. Fortunately, no one was injured.

(4) POLA's proposed removal of Shallow water habitat day markers B, C and D: The POLA sent letters requesting support for their removal. However, the CG District decided a couple of years ago that the markers should stay to warn boaters of the shallow water danger, as the water depth quickly goes from 50 plus feet to 12 feet. The markers are charted and lit.

(5) Polar Tanker escort exercise scheduled for July or August: The goal of this exercise is to verify a laden tanker can be maneuvered and its motion arrested offshore in the Catalina channel. The pilots, tugs, and Coast Guard are involved.

(6) ATB (Articulated Tug and Barge) workgroup: Sub-committee #1 reviewed and voted affirmatively on the newly proposed ATB regulation that would allow the ATBs to proceed at tanker speeds or 6 knots while transiting in the harbor. Currently an ATB falls into the tug/barge group with the maximum transit speed of 4 knots. The sub-committee would like to thank Max Rosenberg for his leadership in seeing this through. It has been a long hard task. The full HSC will now vote on the proposed regulation, and if passed, will be sent to OSPR for approval and hopefully approved into law. In the meantime, ATBs will continue to operate under the current letter.

ii) New Business:

(1) Continue discussion on Autonomous vessels activity.

(2) Discussing new Container ship operations with vessels alongside relating to the Pier G incident.

(3) **Chairperson Betz** added that he received input from **Capt. Mike Sitts** (alternate Recreational Boating representative) regarding 3 significant sailboat regattas with different classes of sailboats during the summer, 8-12 July, 20-24 July, and 3-7 August. Racecourses are expected to be off Point Fermin and West of the POLA Pilot Boarding Area. Sub-committee-1 will discuss this further.

iii) **Chairperson Betz** queried whether there were any questions or other new business; there was none.

b) Harbor Safety Plan Updates:

i) LA/LB ATB Escort Draft Proposed Language and Letter: **Chairperson Betz** introduced the proposed language and letter to the Administrator of OSPR, which was sent to the Committee with the read-ahead. **Capt. White** made a motion, seconded by **Capt. McCaughey**, to approve the letter and proposed language. The floor was opened for discussion. **Capt. Betz** summarized issue and history with respect to the regulations, tankers, tugs and towed barges, and ATBs. There was no discussion, questions, or comments. The motion passed by unanimous voice vote. **Capt. White** thanked **Mr. Jonathan Bishop**, **Mr. Max Rosenberg**, and **Mr. Brian Vartan** for their work over the years that got us to this point.

ii) Chapter VIII Communications: **Chairperson Betz** briefed that regarding the Francis Scott Key Bridge Collapse, the NTSB (National Transportation Safety Board) published a synopsis with 19 recommendations on 18 November 2025. One of the recommendations was made to the HSC National Steering Team. The NTSB directed the NST to do the following:

> "Share with harbor safety committees nationwide the circumstances of the contact of the containership DALI with the Francis Scott Key Bridge and subsequent bridge collapse, highlighting the importance of having a procedure, including immediately available emergency contact information, for pilots to initiate contact with shoreside support in an emergency requiring shoreside action to ensure timely and efficient action by first responders and port stakeholders."

After discussion by Sub-Committee the following Note was drafted, which is proposed to be added to the LA/LB HSP Chapter VIII, Communications. This will be discussed in Sub-Committee 1 this afternoon and approval sought. If approved by the sub-committee, a vote by the HSC will follow by electronic means (e-mail) rather than waiting for the October meeting. The Note is a proposed new paragraph which says:

> **"E. NAVIGATION EMERGENCIES IN PILOTAGE WATERS:**
>
> **"**In pilotage waters, when an emergency situation occurs that affects navigational control, a vessel may pose an immediate risk to critical shoreside infrastructure, other facilities, and the public. In those circumstances, it is critical to immediately alert the appropriate authorities and stakeholders of the danger to enable a timely shoreside response to the emergency. When an onboard emergency may endanger port infrastructure, facilities, or the public, the person in command of the vessel and/or directing the movement of the vessel should take reasonable and immediate steps to alert and warn persons, entities or other vessels that may be endangered. The above-described Emergency

Communication Protocol should be followed as applicable. Depending on circumstances and the urgency of the situation, persons in command of a vessel experiencing a navigational casualty should consider using appropriate sound signals to warn others of any imminent danger."

iii) Chapter IX: Bridges: **Chairperson Betz** briefed the following Note is proposed to be added to address the reduction in air draft clearance under the VTB (Vincent Thomas Bridge) during redecking:

"The vertical clearances described in the "Chart Note," in Paragraph b, above are temporarily reduced by 2.5 feet for the period effective April 2026 through approximately March 2029 (estimated project completion date). This reduction results from a temporary protective shield platform installed below low steel of the bridge as part of a bridge construction project. For further information, contact the Coast Guard Bridge Office at D11Bridges@uscg.mil or phone at 571-607-2206."

This language was approved by **Mr. Carl Hausner**, Chief of the Bridge Section of CG Southwest District (formerly CG District 11), which is the author of our Chapter IX and the approving authority. This language will be added to the HSP without vote unless there are any objections; there were none.

iv) Review of HSP Updates for 2025-2026 term**: Chairperson Betz** briefed the following chapters and appendices were updated:

(1) Chapter I: Geographic Boundaries including the Chartlets

(2) Chapter IV: Anchorages

(3) Chapter VI: History of Accidents

(4) Chapter XI: VTS

(5) Chapter XV: Environmental Impacts

(6) Chapter XVI: Plan Jurisdiction

(7) Appendix A: Enabling Legislation & Regulations

(8) Appendix L: Marine Safety and Pollution Prevention Laws and Enforcement Authorities

v) VOP / BMO (Vessel Operating Procedures and Best Maritime Practices)

vi) Updating the administrative information in the HSP including Title Page, Table of Contents, Change Pages, and Annual letter to the Administrator.

c) Other, as brought before the Committee: There was none.

2) Blue Highway Information Brief: **Rear Admiral Tim Sullivan, USCG, Retired**, delivered a brief on "The Blue Highway," a proposed Southern California Coastal Passenger Ferry Network by Pier to Pier, LLC, with multiple stops between Malibu and Long Beach.

   There was short discussion and questions and answers.

3) DEFIANT / USX-1 Information Brief: **Mr. Mark Rice**, Program Manager, Tactical Technology Office, delivered a brief by VTC about the DARPA (Defense Advanced Research Projects Agency) NOMARS (No Mariners Required Ship) DEFIANT / USX-1, which is a 180' long autonomous naval ship which has been and will continue to operate out of the POLA and in local coastal waters.

   There was short discussion and questions and answers. **Capt. Louttit** commented that DARPA briefed the MX and CG previously about the vessel and its operations, and has been checking in with the VTS, with no issues.

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 ask a question or make public comment. There were none.

ITEM V - ADJOURNMENT:

1) **Chairperson Betz** commented on accomplishments for the year, including:

   a) Thanked **Capt. Louttit**, **Capt. Osborne**, and **Capt. Cameron Crampton (Chevron)** for attending the National Harbor Safety Conference in Seattle.

   b) **Capt Louttit** being an active member of the NST.

   c) **Mr. Max Rosenberg** for getting the ATB draft regulations and letter done.

   d) **Lcdr. Kevin Kinsella, USCG** for his superb support of the Committee during his tour of duty as Chief of the Sector LA/LB Waterways Management division, and good luck as Chief of Inspections.

   e) Thanked all members of the Committee for their hard work and input throughout the year.

2) **Chairperson Betz** briefed that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 7 October at 10:00 AM at the Port of Long Beach Administrative Building. If an urgent matter develops, during the summer, a special meeting can be called. Contact **Capt. Betz**, **Capt. Louttit**, or **Mr. Herrera** to schedule.

3) There being no further business, **Capt. White** made a motion, seconded by **Capt. McCaughey**, and Chairperson **Betz** adjourned the meeting at 11:21 a.m.

4) **Chairperson Betz** thanked the POLA Audio-Visual Staff, **Wendy Louttit**, and **Lori Barfield**, for setting everything up.

Very respectfully submitted,

//signed// J.K. Louttit
Captain J. Kipling (Kip) Louttit
Executive Secretary
27 July 2026

LA/LB HARBOR SAFETY COMMITTEE MEETING #208, 3 JUNE 2026

If currently LA/LB HSC Member, Alternate, or listed in Roster
↓ SKIP these columns ↓

NAME	AGENCY	E-MAIL/PHONE
CPT Kip Louttit	MX SoCal	
CAPT Dave Bennett	MATSON	dbennett@matson.com
Jay Dwyer	LA Pilots	JDwyer@Portlos.org
Brian Vartan	LBC Marine	3109894768
Leslie Clemente	ARC Boats	leslie.clemente@arcboats.com
Jon Vicziana	CDFW/OSPR	Jon.Viczian@wildlife.ca
Ernie Pulido	CSLC	
Alfonso Cornejo	CSLC	
Edwards, Ralph	LA Port Police	REdwards@portla.org
Russell Brenden	LAPP	Brussell@Portla.org
Ritvik Kanuparti	The ADEPT Group	rkanuparti@adeptgroup.net
Tom Osborne	Chevron	thomas@sbcglobal.net 310 616 6362 tdosborne@chevron.com
Thomas Mackrell	Marathon	tmackrell@marathonpetroleum.com
Brian Kim	USACE	brian_y.kim@usace.army.mil

LA/LB HARBOR SAFETY COMMITTEE MEETING #208, 3 JUNE 2026

If currently LA/LB HSC Member, Alternate, or listed in Roster
↓ SKIP these columns ↓

NAME	AGENCY	E-MAIL/PHONE
Hendy Louttit	CGAUX /MX	
Lori Barfield	CGAUX	
ROB McCaughey	IMAKOMCST	ROBM@TJCOIL.COM (949)6320860
JOHN BETZ	LA PILOTS	
RYAN STIREWALT	CROWLEY	
JEFF WHITE	LA PILOTS	
Tim Sullivan	Blue Hwy	
Darin Wright		
KEVIN HORTON	HARBOR BREEZE	(562) 983 6880
Claudia Herrera	CDFW- OSPR	714-715-8443
JOSHUA HAMANO	CDFW-OSPR	562 505 8988
Kaury Namahoe	POLB	562 833 2261
FRED GHAZEEB	STATE LANDS	
ANTHONY LLANOS	STATE LANDS	
KEVIN KURAMOTO	LA PORT POLICE	KKURAMOTO@PORTLA.ORG
Jonathan Bishop	CA Coastal Commission	Jonathan.Bishop@coastal.ca.gov
Ramine Ross	WSPA	rross@wspa.org

Virtual Attendees HSC LA-LB #208, 3 JUNE 2026

Kip Louttit
Wendy Louttit
Patrick Baranic
Lori User
Port of Los Angeles Tech
Matt Rising
John Gerten
Noel Jones (USCG HQ)
Jim Peschel
Jeffrey Ferguson - NOAA
Delio, Michael
Muller, Danielle
Max Rosenberg
Sasha Coombs, USCG SWD
Rob Bolick
Kariane Dill
James Haussener
Erik Bombard
LT Allen Vorholt
Jim
LCDR Solares