

VIII. COMMUNICATION

A. CURRENT STATUS: Operational communications in the LA/LB Harbor area use marine VHF radio and commercial telephone communications. The five principal nodes are San Pedro Vessel Traffic Center (VTC), Los Angeles Pilots, Long Beach Pilots, POLB Security and the Captain of the Port. These stations exchange vessel movement information and safety notices over the Harbor Information Transmission System (HITS), a computer based fax messaging program connecting each station. In addition, the stations exchange urgent safety information by telephone.

Marine VHF radio is the most heavily used means of communication: vessels use Channel 13 VHF bridge-to-bridge, and VTS uses Channels 14, 73 and 74 VHF to pass traffic information to participating vessels (see Chapter XI, VTS). Harbor area bridge-to-bridge transmissions, added to Navy traffic from San Diego and the local area will occasionally congest Channel 13. On-duty pilots (Long Beach, Los Angeles and El Segundo) work on Channels 5a, 65a, and 77 for tug control and monitor Channels 13 or 14 for traffic. All primary users monitor Channel 13, allowing very successful safety communications between vessels underway in the LA/LB area.

1992 FCC regulations changed VHF Channel 9 to an alternate calling frequency for non-commercial vessels. Those who previously used Channel 9 as a working frequency have been, or will be, reassigned an alternate VHF working channel.

These vessel categories must monitor Channel 13: power driven vessels 65.5' (20m) or longer; vessels 26' (7.9m) or longer with tows; vessels 100 gross tons or heavier carrying one or more passengers for hire; vessels certified for 150 passengers or more for hire and dredge and floating plants operating in or near a fairway or channel.

All VHF-equipped vessels and all Coast Guard Stations must monitor Channel 16.

B. PRINCIPAL OPERATING CHANNELS (VHF-FM):

<u>STATION</u>	<u>CHANNEL</u>	<u>FREQUENCY</u>
Bridge to Bridge	13	156.650
Non-Commercial Calling	9	156.450
Distress Safety & Calling	16	156.800
VTS San Pedro Sector	14	156.700
VTS LA Sector	73	156.675

VTS LB Sector	74	156.725
LA Pilots (Primary)	73	156.675
LA Pilots (Secondary)	63A	156.175
Long Beach Pilots (Primary Working)	12	156.600
Long Beach Pilots (Secondary)	74	156.725
U.S. Coast Guard	16 (Primary) 22A (Secondary)	156.800 157.100
U.S. Navy	12 (Primary) 65A (Secondary)	156.600 156.275
Harbor Tug Working Channels	77 (LA) 65A (Seal Beach) 5A (LB)	156.875 156.275 156.25
Inter-Ship Safety	6	156.300
El Segundo Pilots	77 10	156.875 156.500

C. CURRENTLY - INSTALLED COMMUNICATIONS

EQUIPMENT: VTS, Los Angeles Pilots and Long Beach Pilots (Jacobsen) use state-of-the-art communications equipment well-suited to the requirements of the area. The Committee does not know of any area within the LA/LB Harbors with inadequate radio communications.

1. VTS LA/LB

- a. Three SEA156 25-watt shipboard-type all-channel synthesized VHF transceivers with scan capabilities and local antennae.
- b. One diesel-fueled, Automatic-starting emergency generator (55KW).
- c. One PC-based, private circuit faxed based message program to exchange vessel movement information among operating entities throughout the harbor area.

- d. One battery-based uninterruptible power supply (UPS).
 - e. One Simrad VHF automatic digital direction finder.
 - f. One automated independent surveillance system.
2. Los Angeles Pilot Station
- a. One primary VHF transceiver, Motorola Desktrak base station, 50-watt, Channels 16 and 73 have a remote antenna located on San Pedro Hill.
 - b. One secondary VHF transceiver, Furuno FM 2510, shipboard-type, all channel synthesized, 25-watt, with local antenna.
 - c. One standard SR-C805Z VHF monitor receiver, Channel 16 only, internal antenna.
 - d. One diesel-fueled, automatic-starting emergency generator (45KW).
 - e. One PC-based, private circuit fax based message program.
3. Long Beach Pilot Station
- a. Two primary VHF transceivers, Motorola base-station C53RTB-1196C, 50-watt. Used on Channels 12, 1+-6 and 74; with unselected audio monitor speakers on Channels 5A, 12, 13, 14, 16, 65A, 73, 74 and 77. The second, remote unit is sited on San Pedro Hill and connected to the pilot station by a leased telephone line.
 - b. Two secondary VHF transceivers, Sea 156,25 watt shipboard-type, all-channel synthesized radio with scan.
 - c. One diesel-fueled automatic-starting emergency generator (50KW).
 - d. One PC-based private circuit fax based messaging program.

D. OBSERVATIONS:

- 1. VTS and both pilot groups use high-quality, reliable communications equipment. Any replacement equipment should equal or exceed the current equipment.
- 2. All primary communication users encourage their personnel to minimize voice traffic on channel 13. The Committee supports this necessary effort to maintain circuit discipline and minimize congestion.

3. Both pilot organizations normally use low transmitting power when communicating with their escort/assist tugs. This usually minimizes interference and congestion on Channels 5A and 77. High power is only used when low power doesn't work.
4. Chapter XI gives specific communication requirements for the VTS area.