

Marine Exchange of Southern California and Vessel Traffic Service of Los Angeles and Long Beach



**Shipping
Information Brief**

**CINSMAC
Marine Shipping
Working Group**

29 June 2015

**Captain Kip Louttit
Executive Director**

Safe, Secure, Efficient, Reliable & Environmentally Sound



View from the bridge of a typical container ship.

Even the most vigilant
lookout will have
trouble seeing a whale,
and if seen,
determining direction
the whale is swimming,
so evasive action can
be taken.

Large ships turn slowly
and take many *many*
ship lengths and miles
to stop at sea.

MSC Candice



Length Overall: 336.67 m = 1,104 feet

Beam: 45.6 m = 150 feet

Distance from Bridge to Bow: 261 meters = 856 feet

Gross Tons: 107, 849

TEUs: 9,589

Time for engine to go from full ahead to full astern: 7.1 minutes

Maximum astern power is 75% of maximum ahead power

Time for rudder to go from amidships to hard over: >12 seconds

PILOT CARD

Ship's name: M/V "MSC CANDICE" Date: 18/01/2014
 Call sign: 3NCS5 Deadweight: 116,832.3 tonnes Year built: 2007
 Draft AR: 12.75 m Fwd: 11.68 m Displacement: 153,323.9 tonnes
 41.8 feet 38.3 feet

SHIP'S PARTICULARS

Length overall: 336.67 m Anchor chain: port 14 Shackles, Starboard 14 Shackles
 Breadth: 45.6 m (1 Shackles = 27.50 m / 15 fathoms)
 Bulbous bow: 303 mm Lpp: 321.00 m
 75.88 m 260.99 m Lca = 336.67 m
 45.6 m NO BLIND SECTOR 84.15% (MAX) 84.15% (MAX)

PARALLEL WL
 LOADED: m 51.66 169.5 FEET
 BALLAST: m 46.55 152.7 FEET

Type of engine	MAN MAN	Maximum power	61776KW	
Maneuvering Engine order	Rpm	Ballast	Loaded	
Full ahead	65	17.7	16.8	
Half ahead	55	15.1	14.3	
Slow ahead	45	12.8	12	
Dead slow ahead	35	10.2	9.7	
Dead slow astern	-35		9 sec	
Slow astern	-45		Full ahead to full astern: 428 sec	
Half astern	-55		Max. No. Of cones: Starts 13	
Full astern	-65		Maximum RPM 27 6.5Nm	
			Aslern power 75% full sea ahead	

STEERING PARTICULARS

Type of rudder: FULL SPADE(BECKER TLKSR) Maximum angle: P35° - S35° Hard-over to hard-over: 24.7 sec.
 Rudder angle for neutral effect: 10deg P/S
 Thruster: Bow 3000 KW 4000 HP

CHECKED IF ABOARD AND READY		OTHER INFORMATION	
Anchors	<input checked="" type="checkbox"/>	Steering gear	<input checked="" type="checkbox"/>
Whistle	<input checked="" type="checkbox"/>	Number of power units operating	<input checked="" type="checkbox"/>
Radar	<input checked="" type="checkbox"/>	Radar	<input checked="" type="checkbox"/>
ARPA	<input checked="" type="checkbox"/>	Indicators: Rudder	<input checked="" type="checkbox"/>
Speed log	<input checked="" type="checkbox"/>	Rpm / Pitch	<input checked="" type="checkbox"/>
Water speed	<input checked="" type="checkbox"/>	Rate of Turn	<input checked="" type="checkbox"/>
Ground speed	<input checked="" type="checkbox"/>	Compass system	<input checked="" type="checkbox"/>
Wind speed and direction indicator	<input checked="" type="checkbox"/>	Constant Gyro Error	<input checked="" type="checkbox"/>
Engine telegraph	<input checked="" type="checkbox"/>	VHF	<input checked="" type="checkbox"/>
PORT OF ORIGIN: LONG BEACH		GPS Model: FURLING GP-90 DUAL	<input checked="" type="checkbox"/>
MASTER SIGNATURE: [Signature]		TYPE SIGNATURE: [Signature]	
MASTER NAME: Capt. [Name]		PILOT NAME: [Name]	



USS GEORGE WASHINGTON
1,092 feet and 97,000 tons



It's 70 feet
from me on
the port
bridge wing
to the
helmsman



At sea,
only the mate
and
helmsman will
be on watch.

The autopilot
steer and the
helmsman will
be the
lookout.



View from the
helm
departing
back channel
of Long Beach

Lead
Pilot

Helmsman

Captain



Foremast on Bow

MSC Candice
headed to sea.
Catalina off
starboard
bow.

View from
where the
mate on watch
or lookout will
stand.

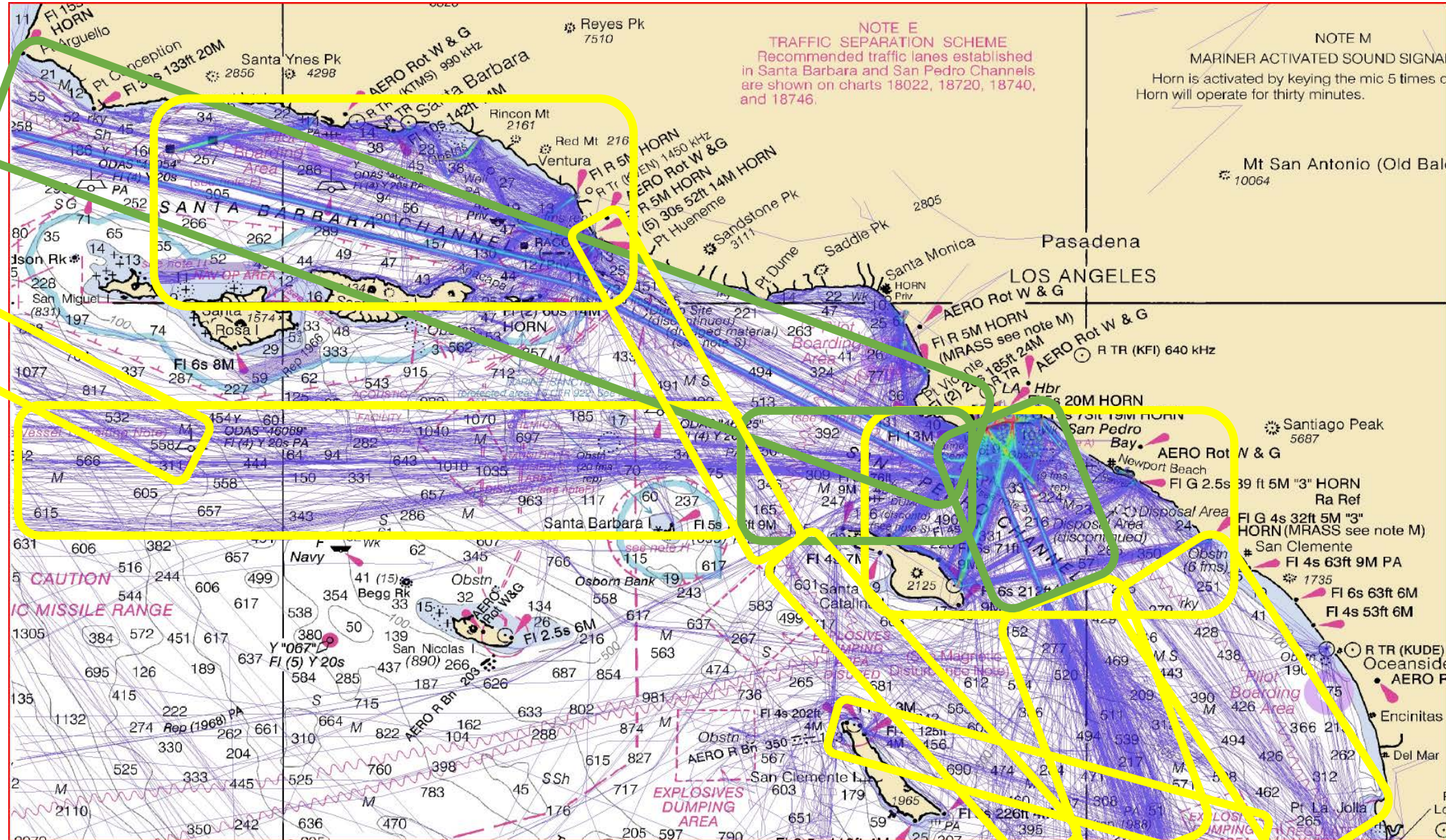
It's 261 meters
= 856 feet
to the bow.



Chart room at
after end of
bridge.

The Mate on
Watch has many
operational and
administrative
duties during
each watch.

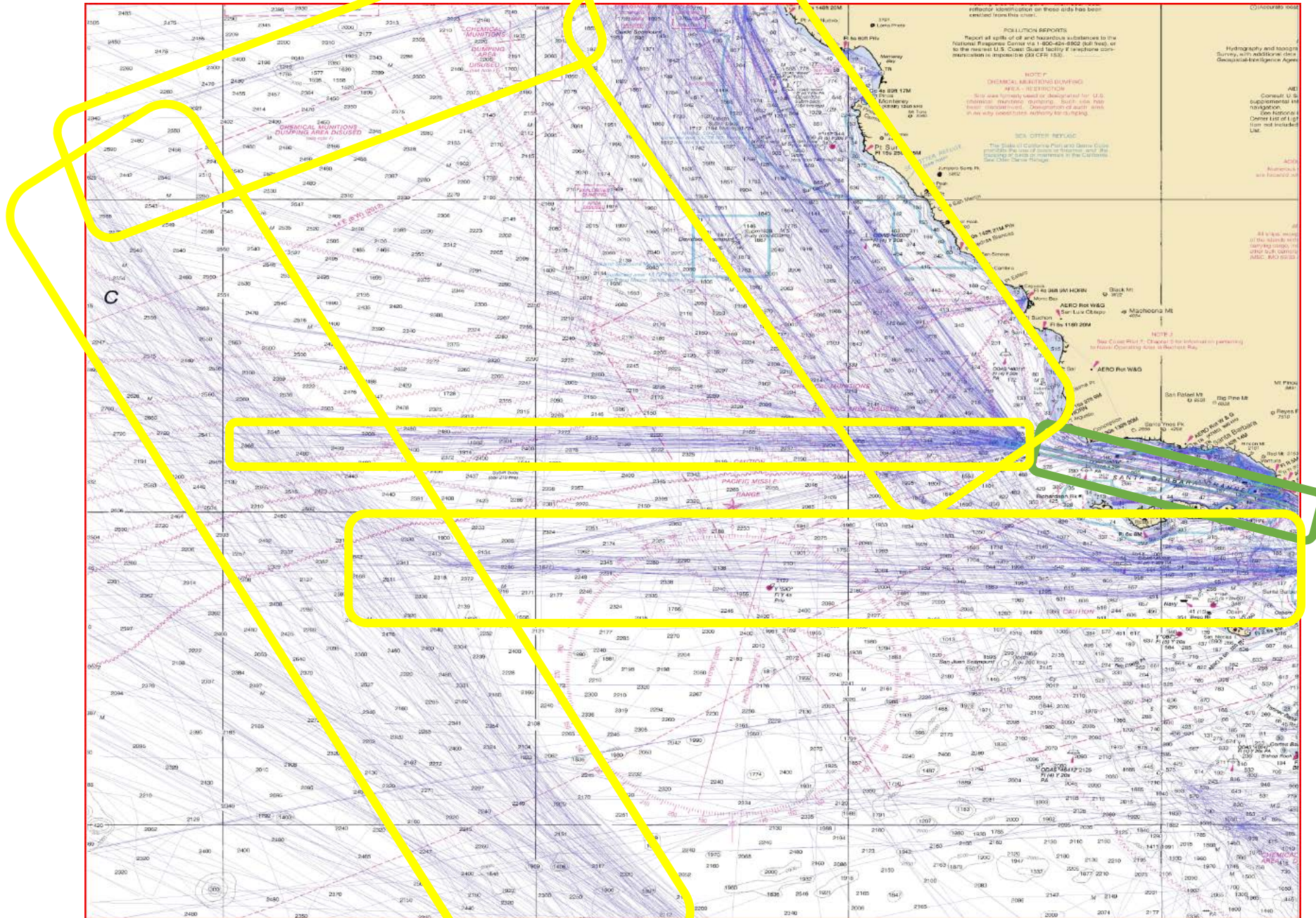
Most ships/vessels follow predictable paths in straight lines in the lanes (green), and out of or beyond the lanes (yellow)



Slide 1 of 3
SoCal Area

March 2015 CG District 11 AIS ... but many others follow the “straight line is the shortest distance between 2 points” rule

Most ships/vessels follow predictable paths in straight lines in the lanes (green), and out of or beyond the lanes (yellow)

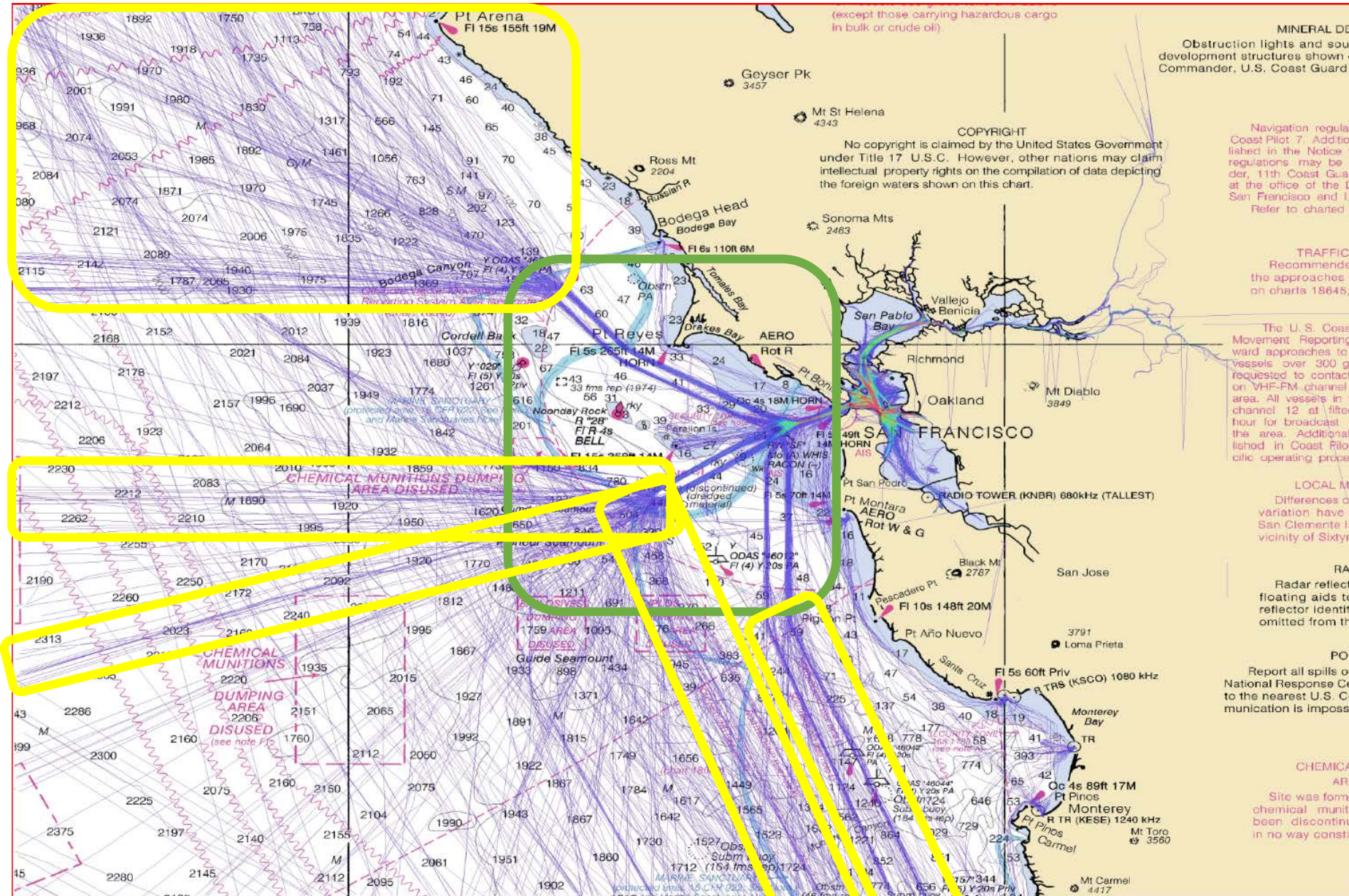


Slide 2 of 3
Santa Barbara Channel &
Central Coast Area

March 2015 CG District 11 AIS

... but many others follow the “straight line is the shortest distance between 2 points” rule

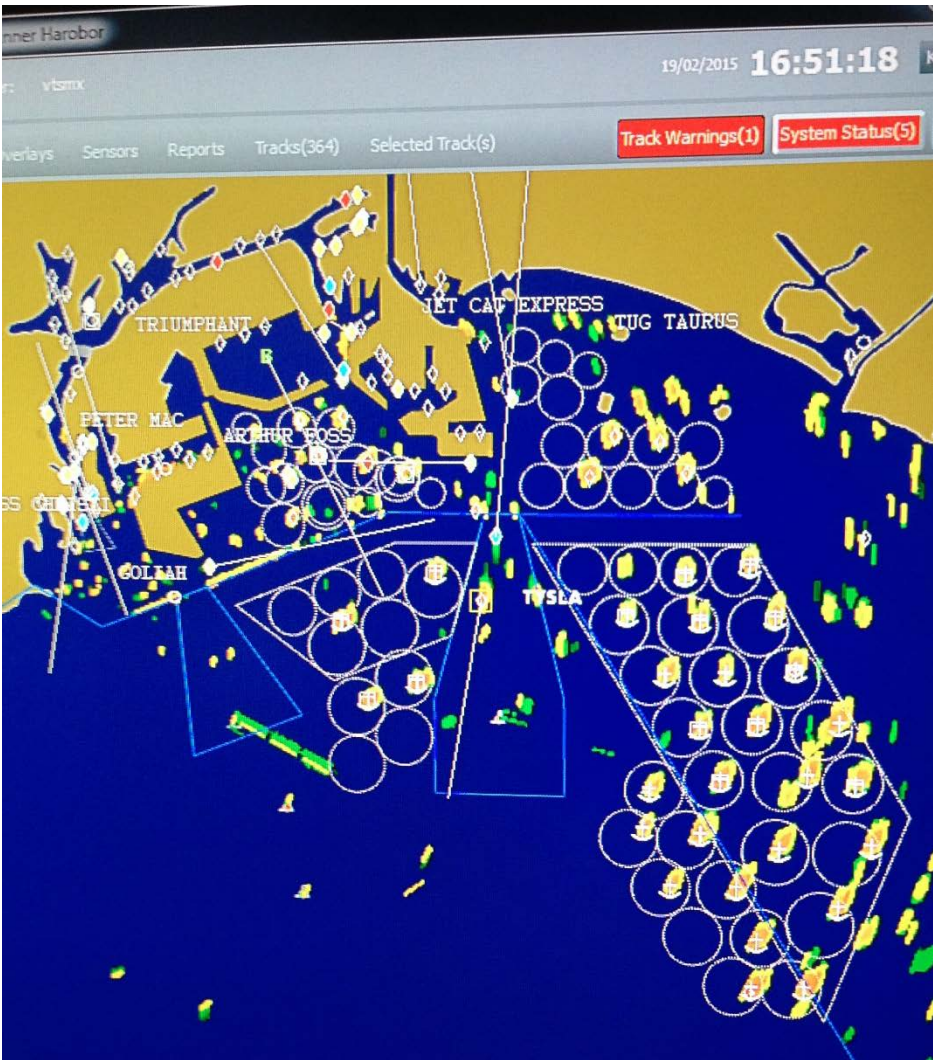
Most ships/vessels follow predictable paths straight lines in the lanes (green), and out of or beyond the lanes (yellow)



Slide 3 of 3
San Francisco Area

March 2015 CG District 11 AIS

... but many others follow the "straight line is the shortest distance between 2 points" rule

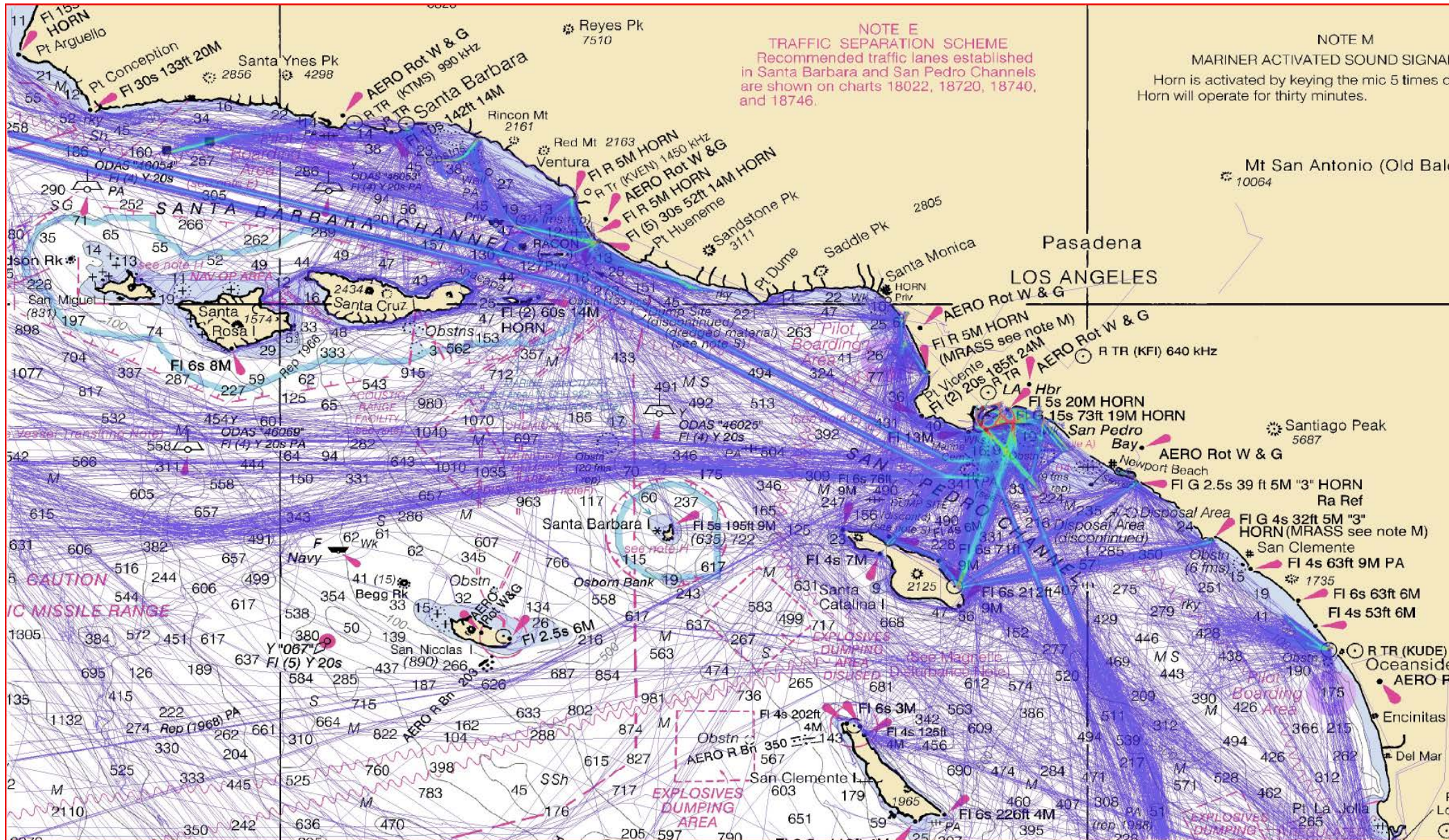


Unintended consequences

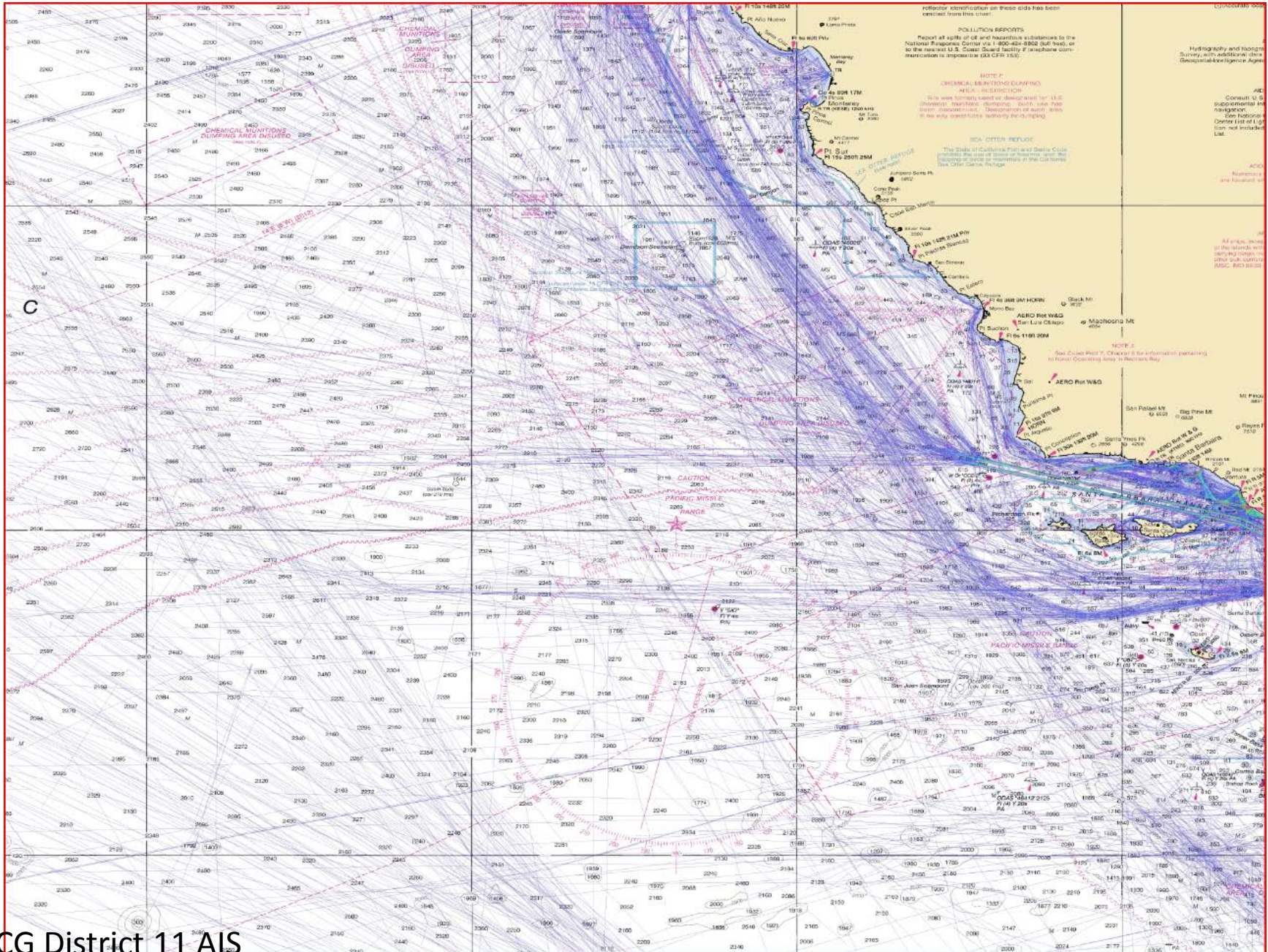
ECA change from 24 to 200 miles 1 Jan 2015 resulted in congestion ships drifting in Mexican waters, where they could burn less expensive high sulfur fuel, rather than wait at anchor in LA/LB anchorages and burn expensive low (0.1%) sulfur fuel.



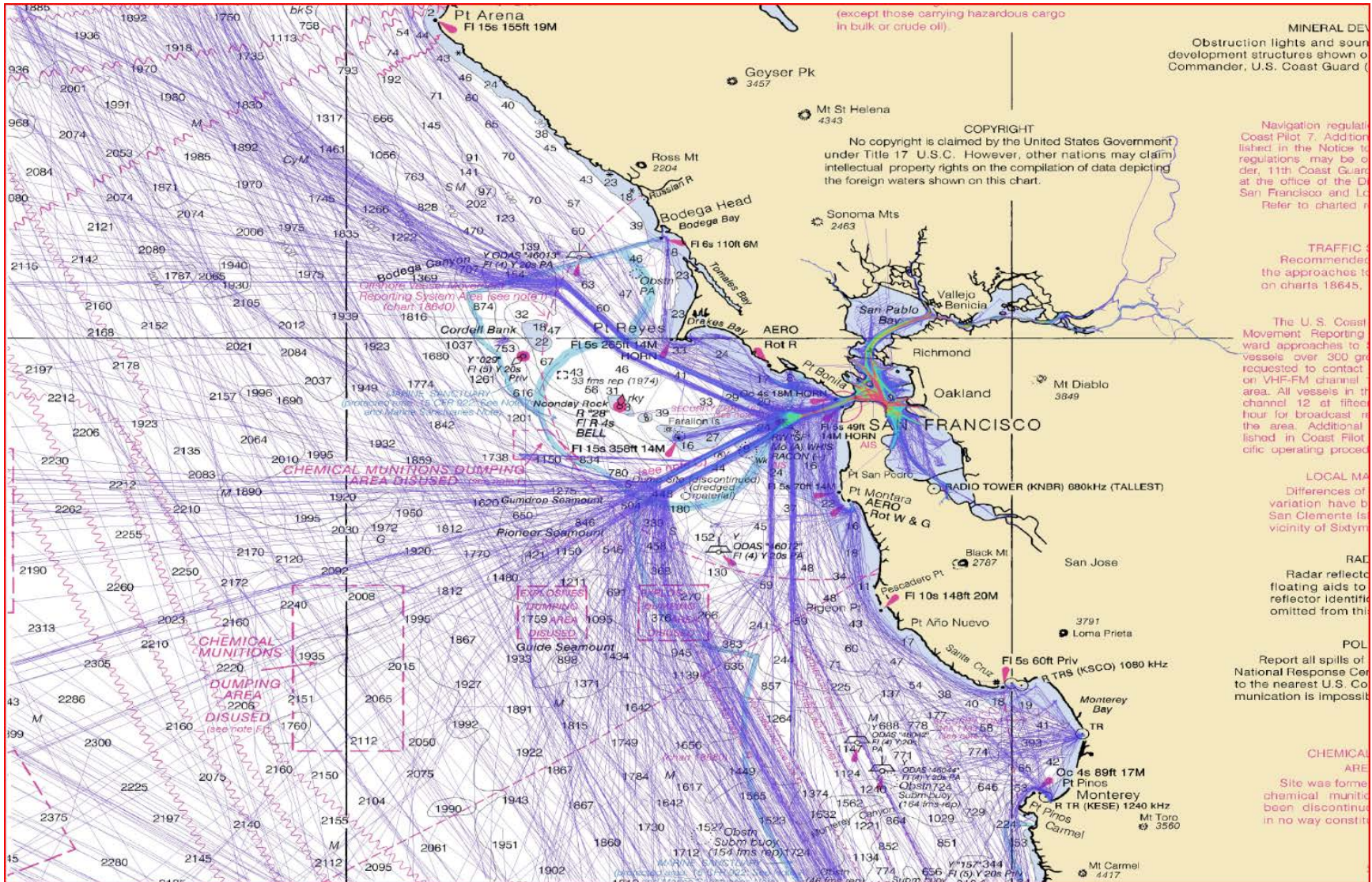
Backup #1
October 2015
CCGD11 AIS Slides
Pre-200 mile ECA



October 2014 CG District 11 AIS



October 2014 CG District 11 AIS



October 2014 CG District 11 AIS

Backup #2

29 April MSWG Slides

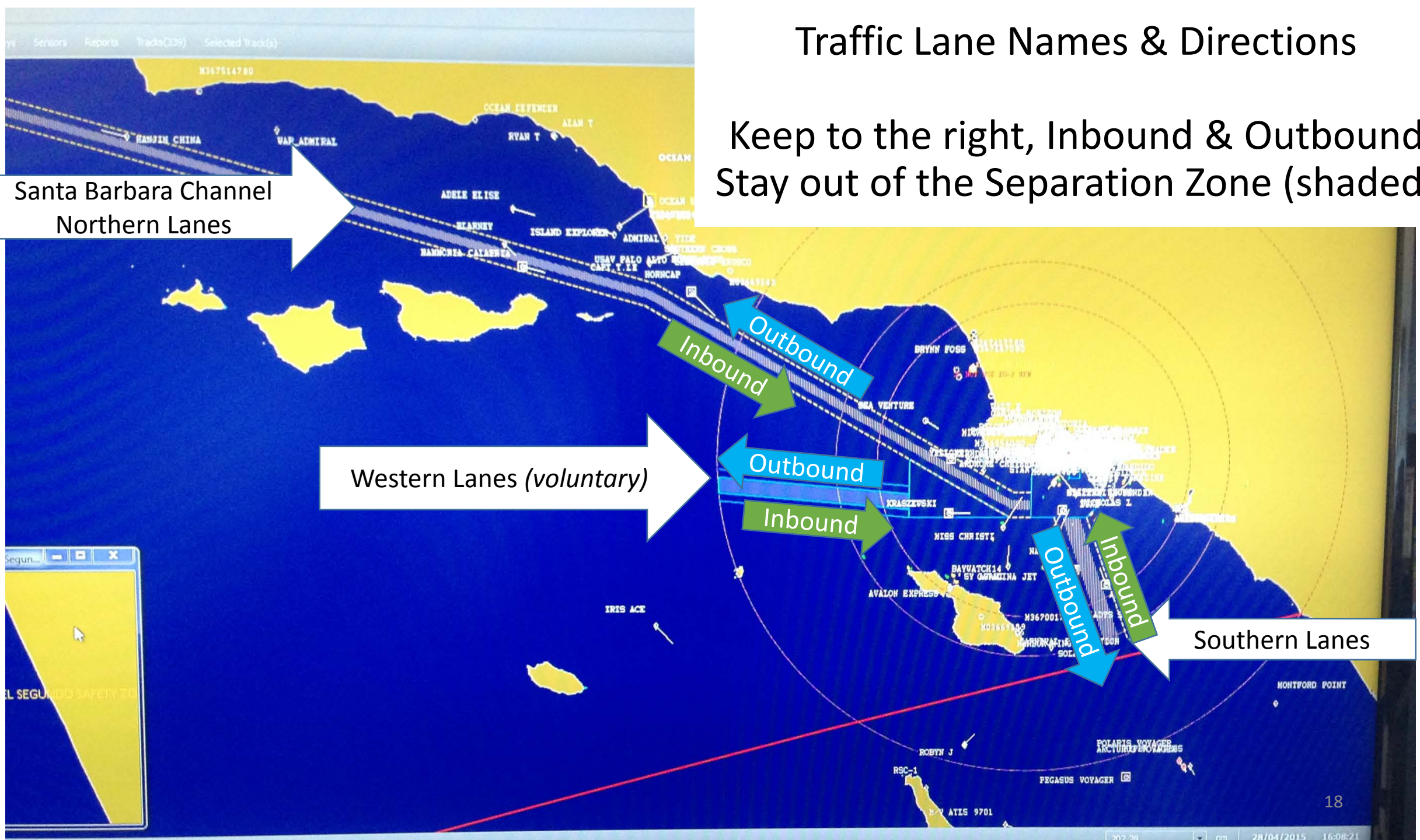
Traffic Lane Names & Directions

Keep to the right, Inbound & Outbound
Stay out of the Separation Zone (shaded)

Santa Barbara Channel
Northern Lanes

Western Lanes (*voluntary*)

Southern Lanes



**SENSITIVE
INFORMATION**For security reasons, please
handle and dispose of
properly

P.O. BOX 1949, SAN PEDRO, CA 90733 - PHONE (310) 832-6411

**Vessel Advance Arrival Report
LOS ANGELES/LONG BEACH HARBOR**

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Vessel Name	Flag	Prop	Type	Call Sign	Activity	From	Agent	ETA	Berth
Tuesday, 04/28/2015									
ADAFERA	MLT	M	TCR	9HAQ9	Disc	Singapore, SGP-Sea (PAL)	GAC Shipping (USA)	1600	B86
* COMMANDER	LBR	M	TCR	A8DU6	Disc	Tumaco, COL	Moran-Pacific	1330	T121
HORNCAP	LBR	M	GRF	ELNL6	Bnkrs	Port Hueneme, USA	General SS	2100	Anc-IS
* KRASZEWSKI	CYP	M	GGC	5BKf3	Disc	Kwangyang, KOR	Norton Lilly Int'l	1700	F205
* NYK DAEDALUS	PAN	M	UCC	3EMS	D/L	Manzanillo, PAN	Norton/NYK	1500	212
* NYK SILVIA	PAN	M	UCC	3FNU3	AB	Manzanillo, MEX	Norton/NYK	1600	Anc-OS / A92
* OOCL UTAH	HKG	M	UCC	VRNR5	D/L	Kaohsiung, TWN	OOCL (USA) Inc.	1500	F8
Wednesday, 04/29/2015									
* CAP AVATELE	SGP	M	UCC	9V2211	AB	Papeete, PYF	Norton/Hamburg Sud	0900	Anc-OS / A92
CAP PASADO	ATG	M	UCC	V2DV4	D/L	Vancouver, CAN-Oakland, USA	Norton/Hamburg Sud	1530	A94
* EVER EXCEL	GBR	M	UCC	VSXV3	D/L	Taipei, TWN	Evergreen Shpg Agcy (America)	0400	230
* HOKUETSU HOPE II	SGP	M	BBU	9VVGK5	Bnkrs	Niigata, JPN	Inchcape Shipping Srvc.	1700	Anc-IS
IRIS ACE	CYM	M	MVE	ZGBS2	Disc	Kanda, JPN-San Diego, USA	Inchcape Shipping Srvc.	2000	198
* MARAN POSEIDON	GRC	M	TCR	SVAV3	In/AB	La Paloma, URY	GAC Shipping (USA)	1100	Anc-OS / T121
POLARIS VOYAGER	BHS	M	TCR	C6AF4	AwES	Sea (PAL)	GAC Shipping (USA)	1800	Anc-OS
POLYAIGOS	GRC	M	TCR	SXVZ	AB	Sea (PAL)	GAC Shipping (USA)	0900	Anc / B86
* YM EFFICIENCY	LBR	M	UCC	A8OS5	D/L	Sendai, JPN	OOCL (USA) Inc.	1500	212
Thursday, 04/30/2015									
* APL OREGON	SGP	M	UCC	9V2108	D/L	Kaohsiung, TWN	Norton/APL	1400	304
* APL PHILIPPINES	USA	M	UCC	WCX8884	D/L	Yokohama, JPN	Norton/APL	0400	303
ARCTURUS VOYAGER	BHS	M	TCR	C6YA7	Bk/CC	Sea (PAL)	GAC Shipping (USA)	0600	Anc-IS
* CALAIS TRADER	MLT	M	UCC	9HA3875	D/L	Lazaro Cardenas, MEX	Maersk Line	0300	402
* CARNIVAL IMAGINATION	BHS	M	MPR	C6FN2	D/L	Ensenada, MEX	Carnival Cruise	0530	H4
* CHICAGO BRIDGE	PAN	M	UCC	H9NR	D/L	Xiamen, CHN	K Line America	0500	G232
* COSCO YANTIAN	GRC	M	UCC	SWWC	AB	Yantian, CHN	COSCO	0400	Anc-OS / ----
CSCL AMERICA	CYP	M	UCC	P3XP9	AB	Ningbo, CHN-Oakland, USA	China Shipping	PM	Anc-OS / ----
* HAMMONIA CALABRIA	PRT	M	UCC	CQIE	D/L	Tokyo, JPN	Norton/MOL	0430	147
HORIZON PACIFIC	USA	M	UCC	WSRL	D/L	Honolulu, USA	Horizon Lines	0530	404
* HYUNDAI SHANGHAI	CYP	M	UCC	5BZM3	D/L	Pusan, KOR	Hyundai (UCC)	0430	406
MOUNT TRAVERS	HKG	M	BBU	VRXP2	AB	Seattle, USA	Cascade Marine	1000	Anc
* MSC BHAVYA	LBR	M	UCC	D5GC9	D/L	Balboa, PAN	Norton/MSC	1400	---
* NEW CENTURY 2	PAN	M	URR	H9PJ	Disc	Toyoashi, JPN	Fujitran USA Inc.	1630	B83
PARANA	GIB	M	MVE	ZDNC4	Disc	New Westminster, CAN-Tacoma, USA	Norton Lilly Int'l	2200	197

The ships arrive in LA & LB from all over the world & are of all types.

PAL=Pacific Area Lightering Area

COL = Colombia

KOR = Korea

PAN = Panama

MEX = Mexico

TWN = Taiwan

PYF = French Polynesia

CAN = Canada

JPN = Japan

URY = Uruguay

MEX = Mexico

CHN = China

TCR = Crude Oil Tanker

GRF = Reefer Ship

GGC = General Cargo Carrier

UCC = Container Ship

BBU = Bulk Carrier

MVE = Car Carrier

MPR = Passenger Ship

URR = Roll-on/Roll-off Ship

THE MARINE EXCHANGE

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Vessels Due To Sail / Shift Report LOS ANGELES/LONG BEACH HARBOR

SENSITIVE INFORMATION
For security reasons, please handle and dispose of properly

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<i>Vessels Due To Sail</i>						
Vessel Name	Flag	Prop	Type	For	Berth	ETD
Tuesday, 04/28/2015						
ARDMORE CHEYENNE	MHL	M	TCH	Vancouver, CAN	Anc-B6	1400
ASTRO PHOENIX	GRC	M	TCR	La Paloma, URY	Anc-D1	2100
CLIPPER IZUMO	PAN	M	BBU	Visak, IND	G212	1300
DA TANG 18	CHN	M	BBU	Incheon, KOR	210	2300
GRAND PRINCESS	BMU	DE	MPR	Vancouver, CAN	92	1700
MAERSK DAMIETTA	LBR	M	UCC	Shanghai, CHN	A94	1700
MOL EFFICIENCY	HKG	M	UCC	Oakland, USA	303	1700
NAUTILUS	MHL	M	TCR	Singapore, SGP	Anc-D6	1300
WAN HAI 605	SGP	M	UCC	Yantian, CHN	G232	1700
Wednesday, 04/29/2015						
ADAFERA	MLT	M	TCR	San Francisco, USA	B86	0600
ANL BINDAREE	LBR	M	UCC	Melbourne, AUS	A92	1800
COMMANDER	LBR	M	TCR	TBA	T121	1200
GENMAR COMPANION	BMU	M	TPD	TBA	F208	PM
HORNCAP	LBR	M	GRF	Bolivar, ECU	Anc-IS	0800
IMABARI LOGGER	HKG	M	BBU	Vancouver, CAN	154	1900
MAUNALEI	USA	M	UCC	Honolulu, USA	C62	0400
NYK DAEDALUS	PAN	M	UCC	Oakland, USA	212	1700
OVERSEAS ROSEMAR	MHL	M	TPD	Esmeraldas, ECU	Anc-D2	0600
SUNSET BAY (T: KLIHYAM)	USA	M	OTB	El Segundo, USA	189	PM
XIN OU ZHOU	CHN	M	UCC	Oakland, USA	102	1900
YM MILESTONE	LBR	M	UCC	Oakland, USA	126	0500

The ships depart to all over the world

CAN = Canada
URY = Uruguay
IND = India
KOR = Korea
SGP = Singapore
CHN = China
AUS = Australia
ECU = Ecuador

TCH = Chemical Tanker
TCR = Crude Oil Tanker
BBU = Bulk Carrier
MPR = Passenger Ship
UCC = Container Ship
TPD = Product Tanker
GRF = Reefer Ship
OTB = Tank Barge

5 other ports in MX's area of responsibility

1. El Segundo Chevron Offshore Tanker Moorings 
2. Port Hueneme
3. San Diego
4. Seal Beach Naval Weapons' Station
5. Catalina Cruise Ship Anchorages*

*Cruise ships also anchor at Santa Barbara



THE MARINE EXCHANGE
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State Board Of Equalization Report
Additional Ports

There are 3 other major ports in SoCal
 As with LA/LB, the ships go to/from/between them and
 up/down the coast and thru our SWG study area

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Vessel Name	Lloyds #	Time	Type	Operator	Agent	From	For
Port: El Segundo							
Wednesday, 04/29/2015							
PEGASUS VOYAGER	9665736	0700	TCR	Chevron Shipping Co. LLC	GAC Shipping (USA)	Sea (PAL)	Richmond, USA
SUNSET BAY	9289075		OTB	Sause Bros. Towing	Sause Bros.	Los Angeles, USA	Richmond, USA
Saturday, 05/02/2015							
CENTER	9410973	1800	TCR	Icon Octavian Center LLC.	Transmarine Nav.	Cartagena, COL	TBA
POLARIS VOYAGER	9665748	0600	TCR		GAC Shipping (USA)	Sea (PAL)	San Francisco, USA
Port: Hueneme							
Wednesday, 04/29/2015							
CAP PASLEY	9344655	1700	UCC	Hamburg Sud	Norton/Hamburg Sud	Pt. Quetzal, GTM	Long Beach, USA
EMPIRE STATE	9408126	0900	TCO	APT Crowley	General SS/APT Crowley	San Diego, USA	TBA
MARBELLA CARRIER	9063653	0800	GRF	Del Monte	General SS	Pt. Quetzal, GTM	Caldera, CRI
Thursday, 04/30/2015							
CSCC EUROPE	9391593	0500	MVE	Eukor	Wilhelmsen Ships Service	Mokpo, KOR	San Diego, USA
FEDORA	9332949	1600	MVE	Wallenius Wilhelmsen Logistics	Wilhelmsen Ships Service	Manzanillo, PAN	Tacoma, USA
Friday, 05/01/2015							
VICTORIOUS ACE	9610406	0500	MVE	Eukor	Wilhelmsen Ships Service	Benicia, USA	San Diego, USA
Sunday, 05/03/2015							
HOEGH ST. PETERSBURG	9420045	0500	MVE	TBN	Norton Lilly Intl	Kawasaki, JPN	TBA
HORN BAY	8802002	1700	GRF	Del Monte	General SS	Long Beach, USA	Bolivar, ECU
Friday, 05/15/2015							
CHAMPION CORNELIA	9113147		TCO	TBN	Transmarine Nav.	Sluiskil, NLD	Stockton, USA
Port: San Diego							
Monday, 04/27/2015							
MORNING MENAD	9318515	0630	MVE	Eukor	Paxton, Shreve & Hayes	Port Hueneme, USA	Ulsan, KOR
WESTERDAM	9226891	0430	MPR	Holland America	Paxton, Shreve & Hayes	Cabo San Lucas, MEX	Victoria, CAN
Tuesday, 04/28/2015							
POSEIDON LEADER	9335965	0532	MVE	NYK Car (RoRo)	Paxton, Shreve & Hayes	New Westminster, CAN	TBA

Crude Oil Tanker: PAL, El Segundo, Richmond

Crude Oil Tanker: PAL, El Segundo, San Francisco

Reefer Ship: Guatemala, Port Hueneme, Costa Rica

Car Carrier: Panama, Port Hueneme, Tacoma

Car Carrier: Benicia, Port Hueneme, San Diego

Chemical Oil Tanker: Netherlands, Port Hueneme, Stockton

Car Carrier: Port Hueneme, San Diego, Korea

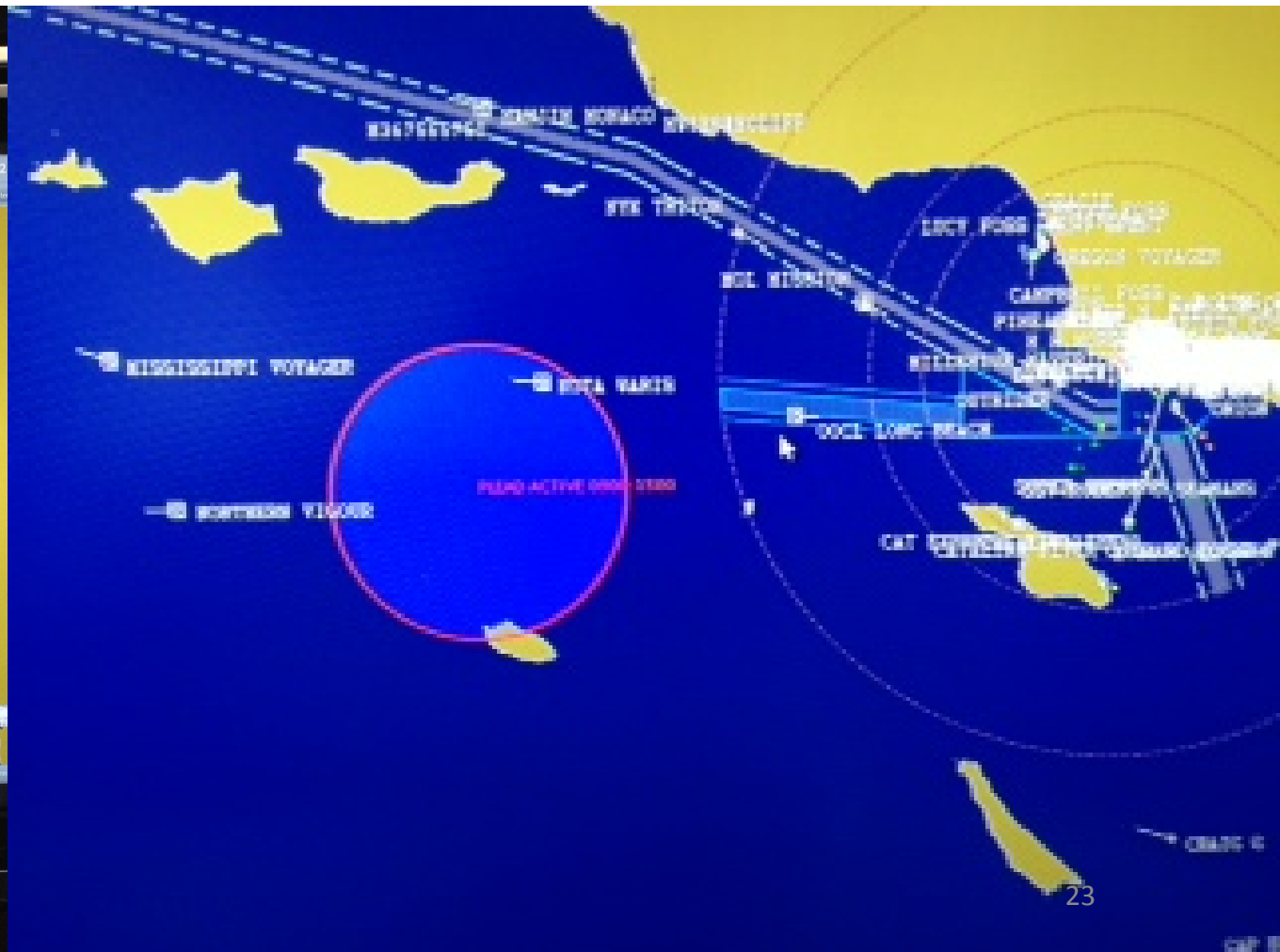
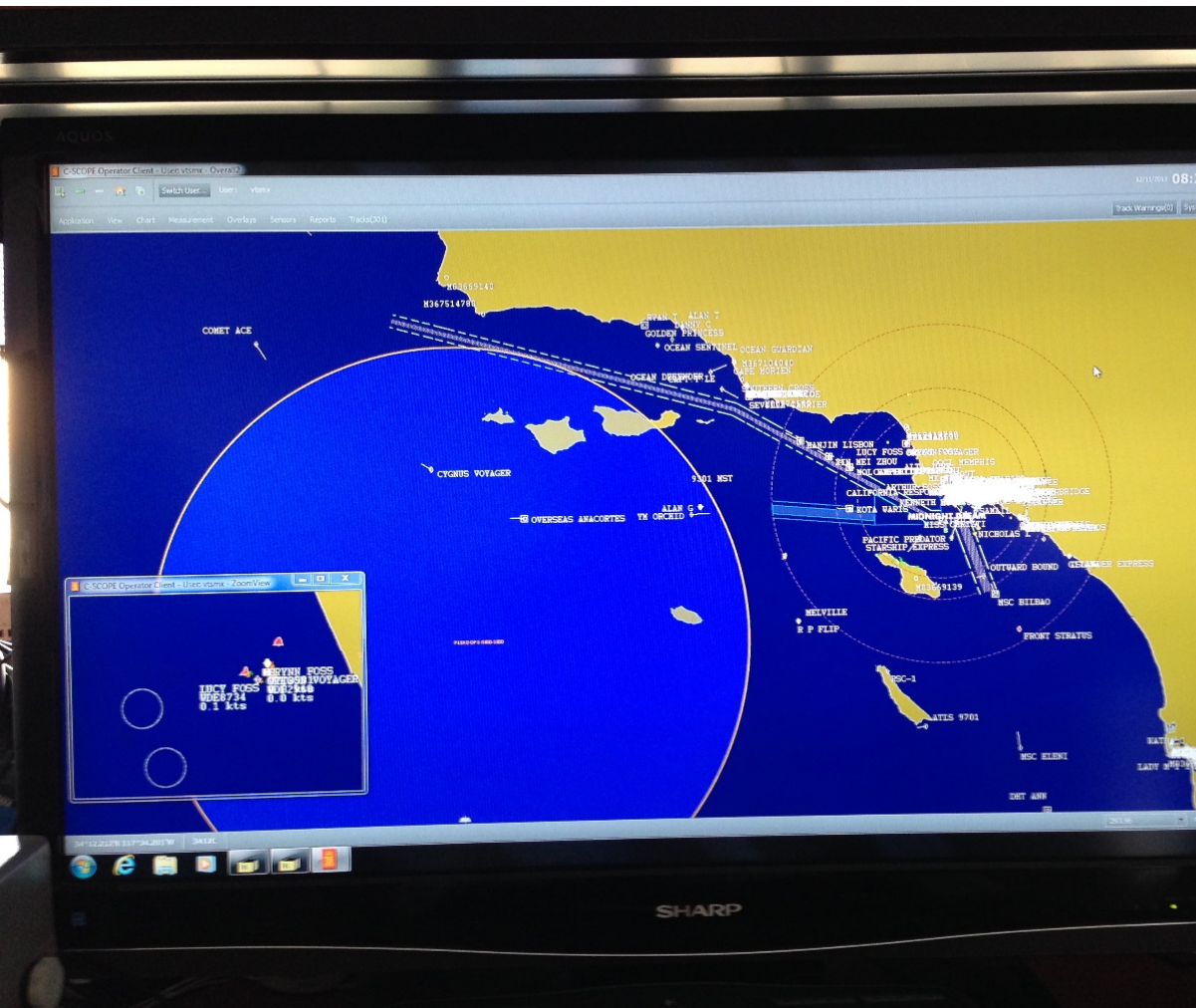
Cruise Ship: Mexico, San Diego, Canada

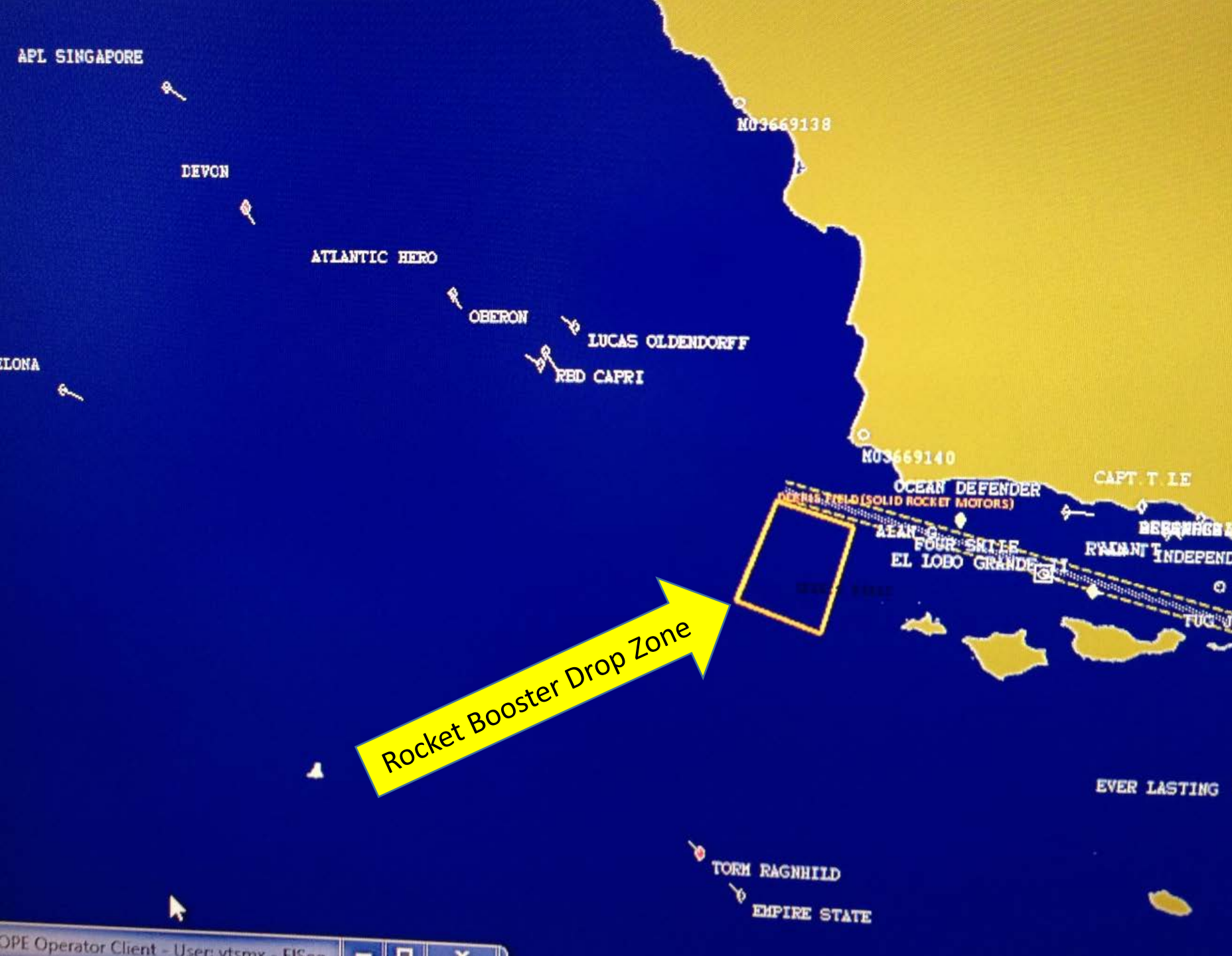
PAL = Pacific Area Lightering Area

Other user of the area 1: U.S. Navy Navair Ranges (Pacific Missile Test Range) Plead Ops

The U.S. Navy at Pt. Mugu blocks off various parts of the ocean several days a week for test operations. VTS coordinates with Plead Control to warn ships out of test areas.

The test areas vary... here are 2 examples.





Other user of the area 2:

Rocket booster drop areas from missile launches from Vandenberg AFB

VTS coordinates with Vandenberg AFB to ensure we have the latest/best info so we can warn ships/agents.

Other users of the area 3: ...*which may not be seen*

The following vessels are in these waters but don't transmit AIS due to national security reasons or because they are covert for law enforcement:

- a. U.S. Navy and other DoD Vessels
- b. U.S. Coast Guard Cutters/Boats
- c. Law enforcement vessels
 Customs and Border Protection, Sheriffs, Local Police, etc.

Other users of the area 4: ...which may not be seen. Here's who must carry AIS...everything else doesn't.

Properly installed, operational means an Automatic Identification System (AIS) that is installed and operated using the [guidelines](#) set forth by the International Maritime Organization ([IMO](#)) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or National Marine Electronics Association ([NMEA](#)) Installation Standard [0400-3.10](#) in lieu of SN/Circ.227 and 245 (incorporated by reference, see § [164.03](#)).

(b) AIS carriage.

(1) *AIS Class A device*. The following vessels must have on board a properly installed, operational [Coast Guard type-approved AIS Class A](#) device:

(i) A self-propelled vessel of 65 feet or more in length, engaged in [commercial service](#).

(ii) A [towing vessel](#) of 26 feet or more in length and more than 600 horsepower, engaged in [commercial service](#).

(iii) A self-propelled vessel that is [certificated](#) to carry more than 150 [passengers](#).

(iv) A self-propelled vessel engaged in dredging operations in or near a commercial channel or shipping fairway in a manner likely to restrict or affect navigation of other vessels.

(v) A self-propelled vessel engaged in the movement of –

(A) [Certain dangerous cargo](#) as defined in subpart C of part 160 of this chapter, or

(B) [Flammable or combustible liquid cargo in bulk](#) that is listed in 46 CFR 30.25–1, Table 30.25–1.

(2) *AIS Class B device*. Use of a [Coast Guard type-approved AIS Class B](#) device in lieu of an [AIS Class A](#) device is permissible on the following vessels if they are not subject to pilotage by other than the vessel Master or crew:

(i) Fishing industry vessels;

(ii) Vessels identified in paragraph (b)(1)(i) of this section that are certificated to carry less than 150 passengers and that–

(A) Do not operate in a [Vessel Traffic Service \(VTS\) or Vessel Movement Reporting System \(VMRS\) area](#) defined in [Table 161.12\(c\)](#) of § 161.12 of this chapter, and

(B) Do not operate at speeds in excess of 14 knots; and

(iii) Vessels identified in paragraph (b)(1)(iv) of this section engaged in dredging operations.

(c) *SOLAS provisions*. The following self-propelled vessels must comply with International Convention for Safety of Life at Sea ([SOLAS](#)), as amended, Chapter V, [regulation](#) 19.2.1.6 (Positioning System), 19.2.4 (AIS Class A), and 19.2.3.5 (Transmitting Heading Device) or 19.2.5.1 (Gyro Compass) as applicable (Incorporated by reference, see § [164.03](#)):

(1) A vessel of 300 gross tonnage or more, on an international voyage.

(2) A vessel of 150 gross tonnage or more, when carrying more than 12 [passengers](#) on an international voyage.

WEST COAST OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT PROJECT FINAL PROJECT REPORT and RECOMMENDATIONS July 2002

IV. Findings and Recommendations regarding the Distance Offshore Risk Factor

1. The West Coast Offshore Vessel Traffic Risk Management Project Workgroup finds that the risk of a grounding/collision generally increases the closer a vessel transits to shore. Using a relative ranking/risk-indexing model that incorporated nine risk factors (volume of oil/vessel design factor, drift factor, higher collision factor, distance offshore factor, weather/seasonal factor, tug availability factor, coastal route/density factor, historical casualty factor, and environmental sensitivity factor), the Workgroup mapped areas of higher risk along the West Coast of Canada and the United States. The resulting higher risk area line was generally no more than 25 miles from land along the entire West Coast, except off Southeast Alaska, off Northwest BC, and off Point Arguello in California, where it extended to 50 nm offshore in those cases. The workgroup finds that vessels transiting within these higher risk areas have a greater potential for a grounding due to one or more of the risk criteria than if they transited offshore of these areas.

Traffic Risk Management Project, Continued...

2. The West Coast Offshore Vessel Traffic Risk Management Project Workgroup recommends that, where no other management measure such as Areas to Be Avoided (ATBAs), Traffic Separation Schemes (TSSs), or recommended tracks already exist, vessels 300 gross tons or larger transiting coastwise anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles (nm) offshore.

3. For the sake of consistency with existing agreements, the Workgroup further recommends that, where no other management measures such as ATBAs, TSSs, Tanker Exclusion Zones, or recommended tracks already exist, tank ships laden with crude oil or persistent petroleum products and transiting coastwise anywhere between Cook Inlet [Alaska] and San Diego should voluntarily stay a minimum distance of 50 nm offshore.

The West Coast Offshore Vessel Traffic Risk Management Project was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and the US Coast Guard, Pacific Area.

Rick Holly of the California Office of Spill Prevention and Response served as the Task Force cochair. USCG Pacific Area co-chairs included CAPT Ed Page, CAPT Frank Whipple, and CAPT Glenn Anderson.

Challenge 1: Southern California Weather...Inshore clear and *dense* coastal fog.



Going...



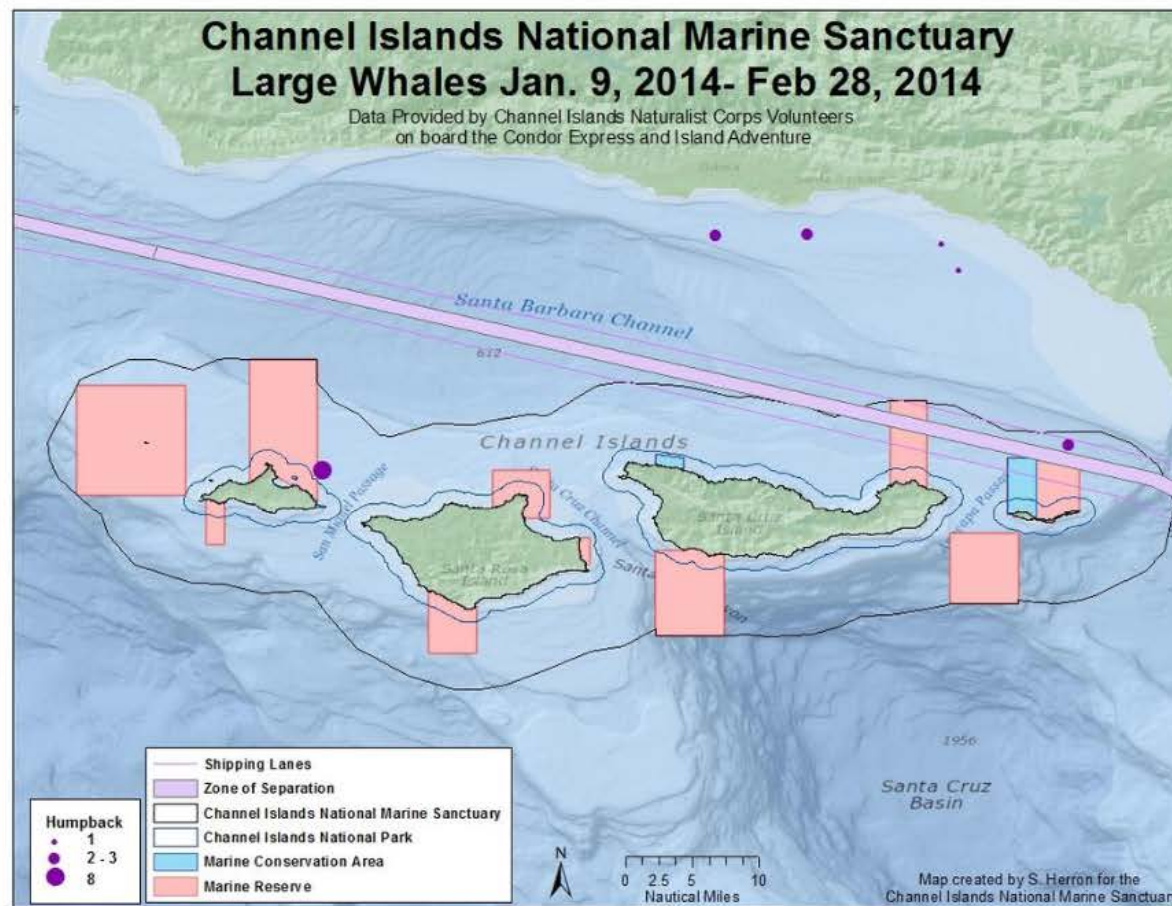
Going...



Gone!

Challenge:

Living
Marine
Resource
Protection



Kip Louttit @MXSOCAL · Mar 7

Mariners: reminder this is whale migration season. Map shows updated sightings. Pls. use caution in these waters.
pic.twitter.com/u5KCIDc92t

Reply Retweet Favorite

Flag media

Whale Information
received from NOAA
transmitted by MX
by:

- ✓ Radio to Ships,
- ✓ e-mail to Agents
- ✓ Twitter to Followers



MX mission: 7 x 24 x 365 provide traffic management, communications, and maritime information services to promote a safe, secure, efficient, reliable and environmentally sound marine transportation system.



MX: There when you need us most... emergencies (fires, medical, rescue), fog and bad weather, natural or man made disasters

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