

ONE HENRY HUDSON INCIDENT



December 4, 2025

Los Angeles Board of Harbor Commissioners Special Meeting

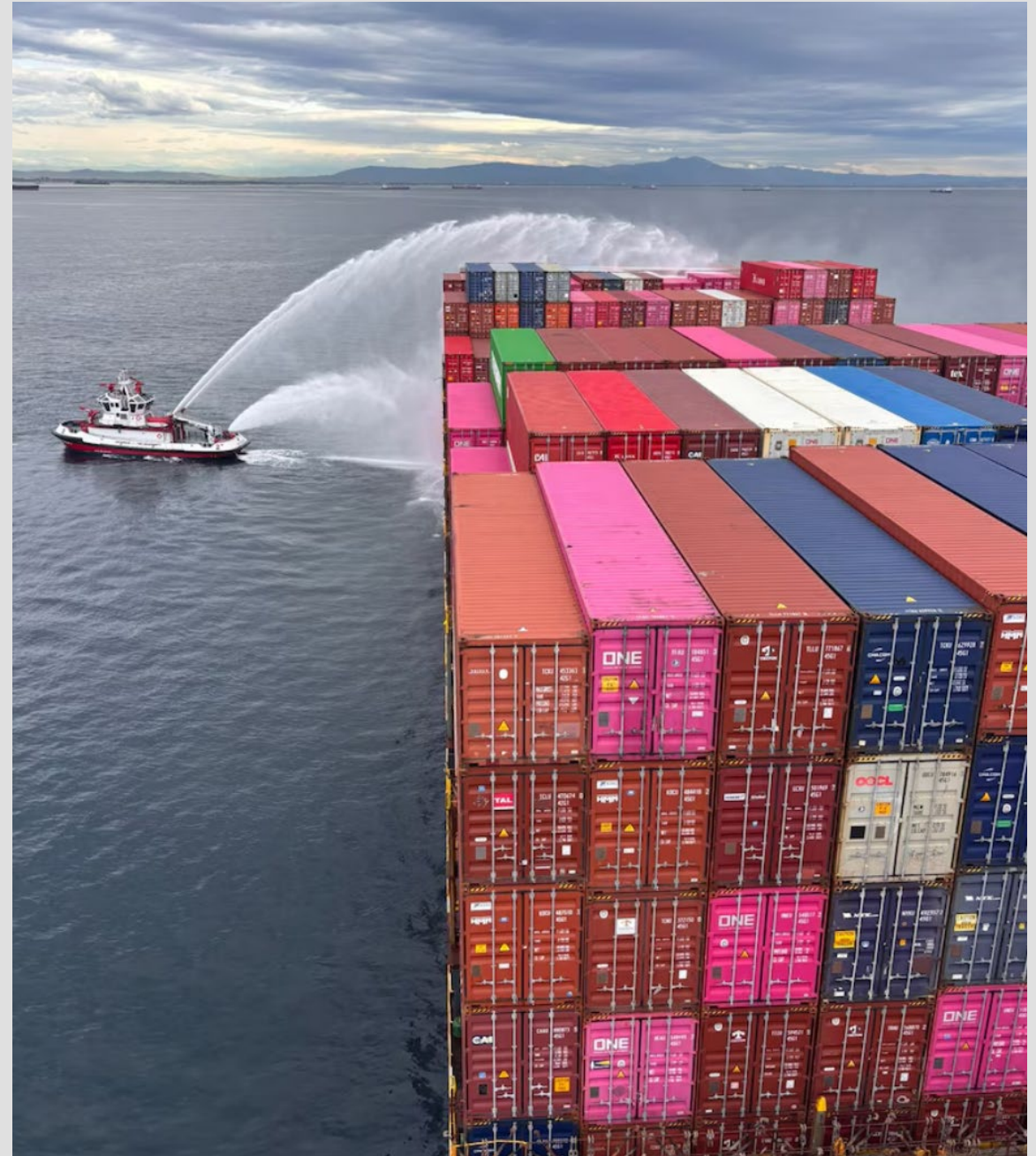
Summary, 21NOV to 22NOV

- On 21NOV at approximately 1840, a fire occurred onboard ONE HENRY HUDSON affecting cargo holds 2, 3, and 4, while onloading cargo for export at Yusen Terminal in the Port of Los Angeles
- ONE HENRY HUDSON is a Panama flagged 1,100 ft container vessel with 23 crewmembers; last port of call was Japan.
- 2,851 containers onboard
- 933K gallons of fuel oil and gas oil onboard
- Cargo manifest included:
 - Products with lithium-ion batteries
 - Hazardous substances: Oxidizers, flammable solids, flammable liquids, and corrosives. Worst case scenario, mixing oxidizers and water could result in release of chlorine gas and inability to put out fire.
 - Other general cargo
- 200+ first responders at Yusen Terminal to coordinate and combat the fire
- At 0230 on 22NOV, LAFD in conjunction with Port of LA recommended to USCG Captain of the Port (COTP) to move the vessel out of port. COTP, working with LA pilots and VTS/Marine Exchange, coordinated the transit to Anchorage G4. COTP requested agency assistance from LAFD and LBFD fireboats to continue to fight the fire while transiting and at anchorage.

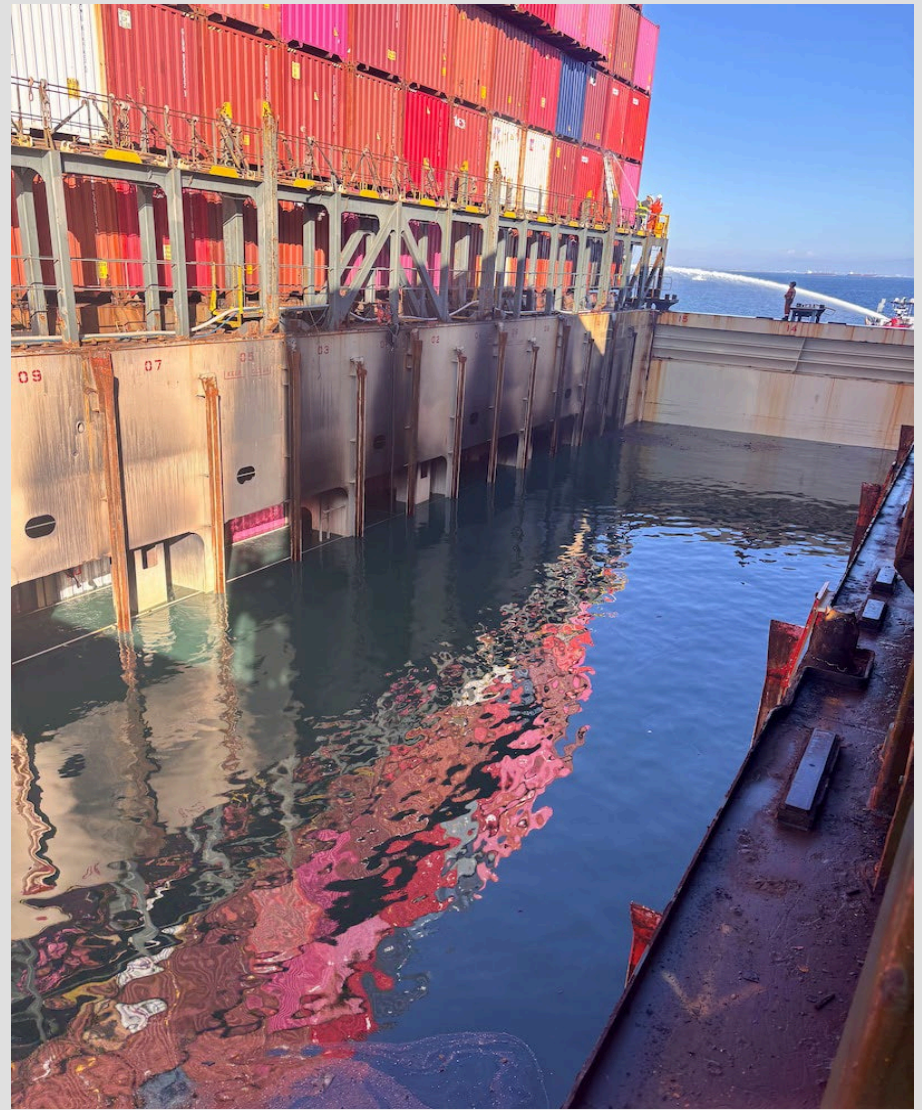
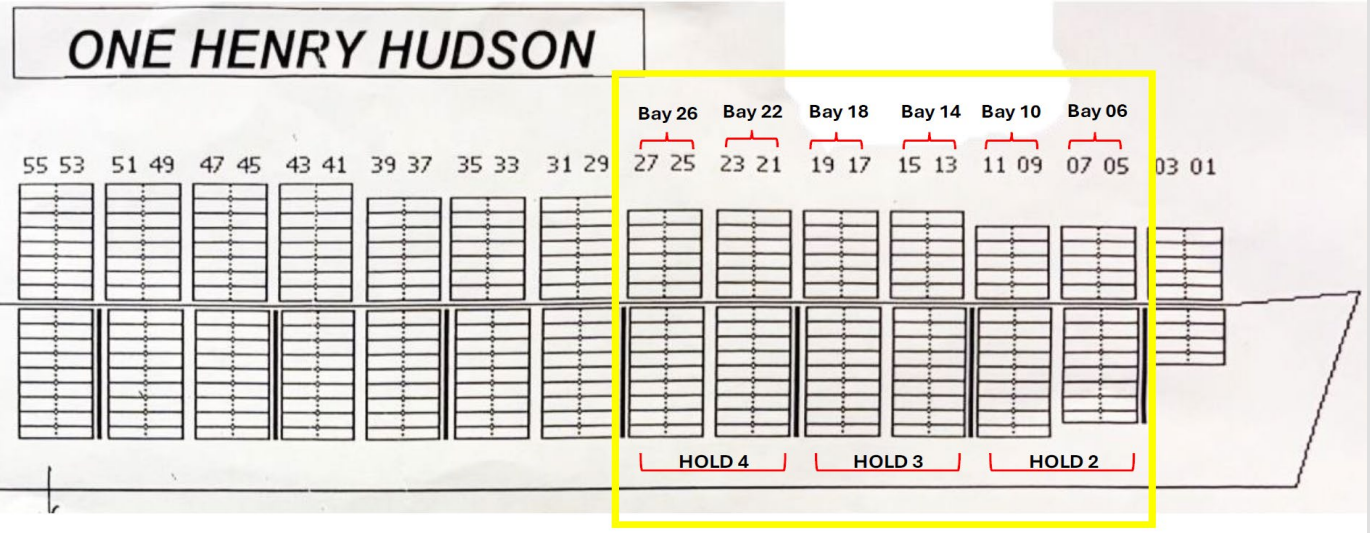


Summary, 22NOV to 26NOV

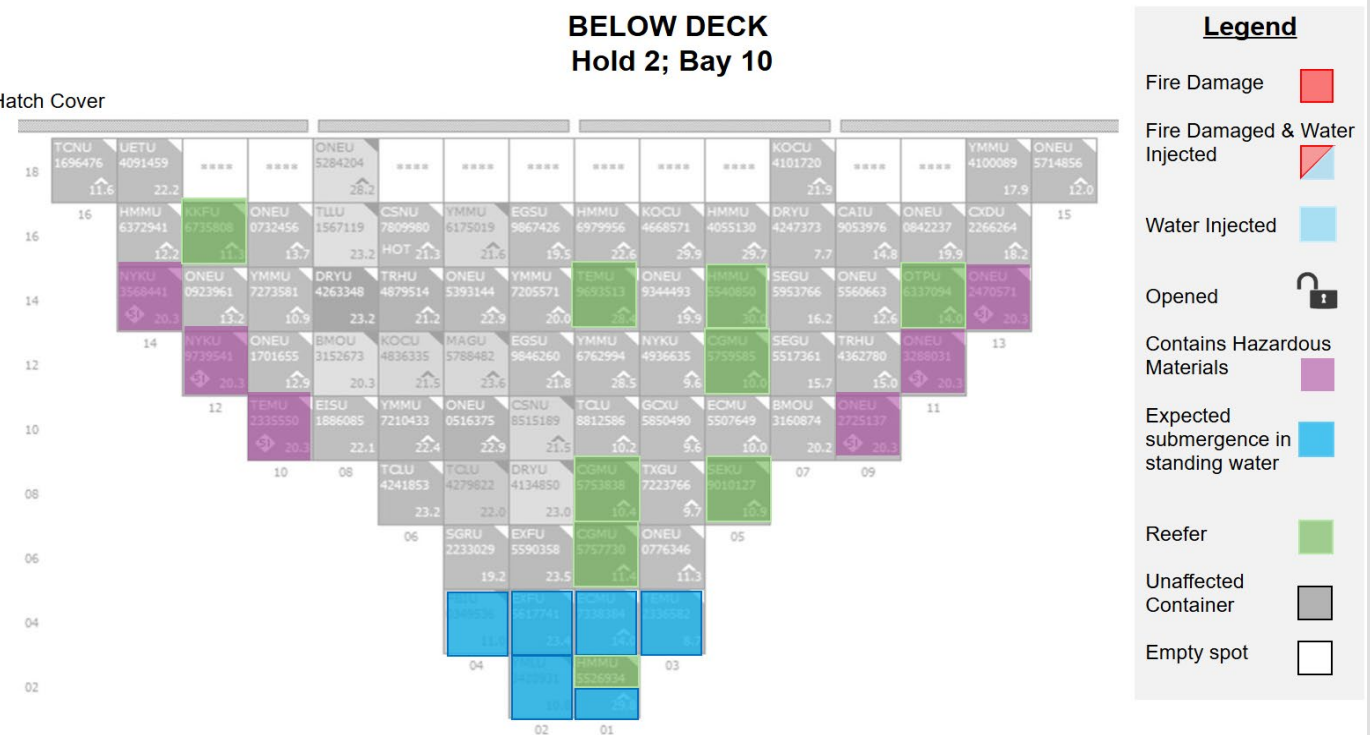
- Initial Unified Command of USCG, LAFD, LA Port Police, and Vessel Representative.
- Safety Zone and temporary flight restriction in place.
- Ships crew continued to fight the fire onboard the vessel. Firefighting boats and contracted tugs continued to fight the fire waterside; eventually transitioning to boundary cooling.
- As per 33 CFR 155, the ship's designated salvage and marine firefighting team (Don Jon SMIT) was mobilized under the Vessel Response Plan to lead the response efforts onboard the vessel.
- Accumulation of water (over 4M gallons) from the fireboats saturated the cargo bay where the fire originated. Additionally, specialized marine firefighters assisted the ship's crew in addressing burning containers above deck. The fire was officially "contained" (no active firefighting) on 25NOV.
- Unified Command developed transit plan from anchorage back to Yusen Terminal given the status of the vessel's stability, watertight integrity, and incoming weather concerns.
- ILWU Labor (20 lashers) went offshore to secure all containers to ensure a safe transit into port. The transit occurred on 26NOV.



Cargo Analysis



Above: Cargo hold 3 full of water



Left, top: Fire-affected and water-affected bays

Left, bottom: Sample cargo analysis for a single bay

Summary, 26NOV to present

- Retrieval of hatch covers
- Continuous incident monitoring:
 - Marine firefighters for temperature readings of containers, refrigerated cargo, and vessel deformation
 - Marine chemist for atmospheric testing
 - USCG Pacific Strike Team and Los Angeles Port Police for 24/7 air monitoring
- Development of plans for offload of dry cargo, wet cargo, and firefighting water



Response Phases

Phase 1 (COMPLETE): Firefighting and Damage Assessment	Phase 2 (COMPLETE): Transit Preparation and Vessel Stabilization	Phase 3 (PLANNING ONGOING): Cargo and Waste Removal. ***Earliest completion by end of December	Phase 4 (PENDS): Transition and Recovery
<ul style="list-style-type: none">• Fire contained• 24-hour reflash watch• Cargo containers visually categorized: fire-affected, water-affected, etc.• All refrigerated cargo re-energized	<ul style="list-style-type: none">• Cargo secured/lashed• Structural and stability analysis conducted• Transit to Yusen Terminal 218 for hatch covers• Transit to Yusen Terminal 212 for cargo offload	<ul style="list-style-type: none">• Dry cargo offload, affected bays• Wet cargo offload• Firefighting water offload• Unaffected cargo offload	<ul style="list-style-type: none">• Transition from emergency response back to normal operations and standdown of Unified Command• Complete documentation of incident response

Unified Command Resources and Supporting Agencies

• USCG Resources

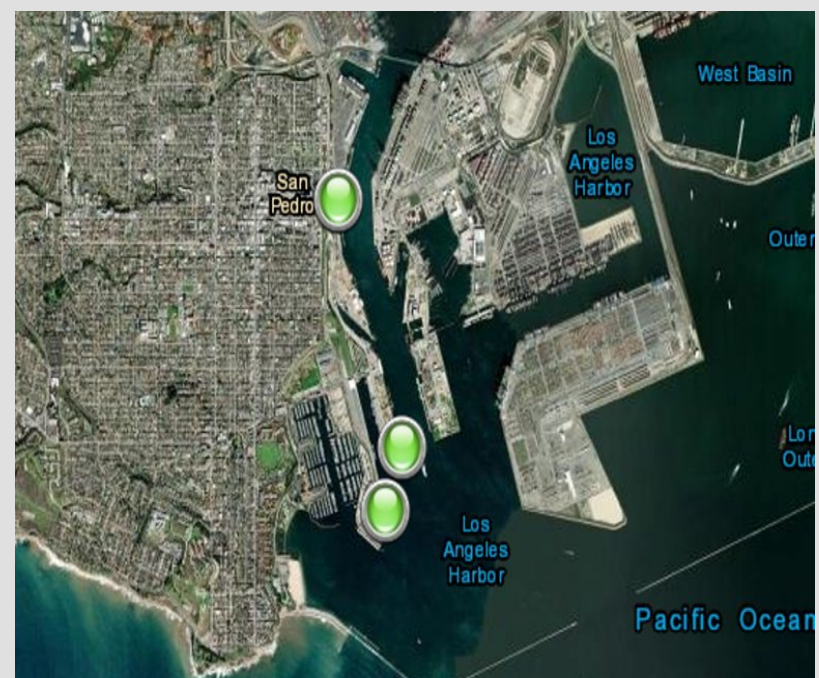
- Sector Los Angeles-Long Beach
- Station Los Angeles-Long Beach
- Southwest District (Alameda, CA)
- Pacific Strike Team (Novato, CA)
- USCG Maritime Safety and Security Team from Seattle, Honolulu, and Los Angeles-Long Beach
- USCGC BARRACUDA (Eureka, CA)
- Incident Management Assist Team (Norfolk, VA)
- Public Information Assist Team (Elizabeth City, NC)
- AiRanger X unmanned aircraft system

• UC and Supporting Organizations

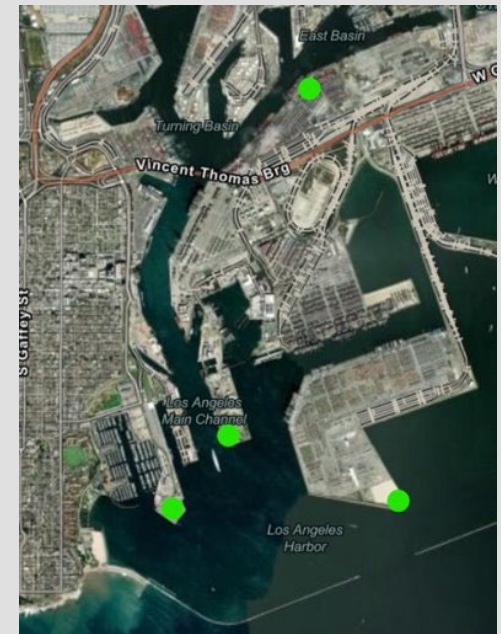
- LA Port Police
- LAFD
- Port of Los Angeles
- Yusen Terminal
- NTSB
- EPA
- CAL OES
- ILWU
- NOAA
- CBP
- LA Pilots
- CAL Fish and Wildlife
- Long Beach FD

Air Monitoring

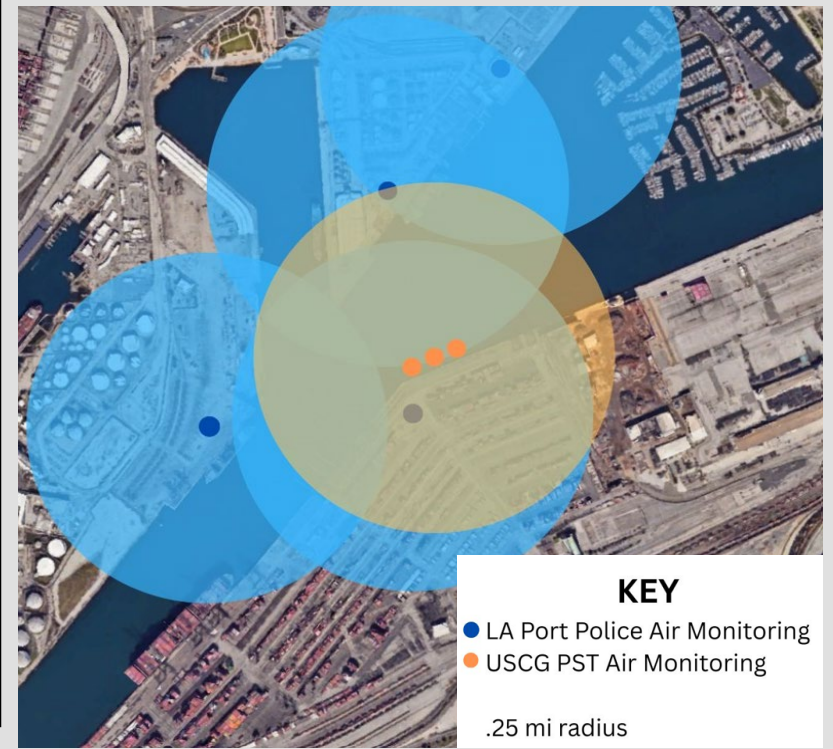
21/22NOV during transit to anchorage by EPA



22NOV to 26NOV shoreside and anchorage monitoring by USCG and LAPP



27NOV to present around Yusen Terminal by USCG and LAPP



Challenges

- Used firefighting water in cargo holds (4M+ gallons) at limits of vessel's capacity; i.e. affecting stability
- Structural integrity of fire-damaged containers and ship's internal structure (i.e. railing system) within affected bays
- Public understanding of complex operations
- Cargo analysis given discrepancies with the cargo manifest
- Potential reflashes in containers with organic cargo (ex. cotton, cardboard, etc.)
- Declaration of Lloyd's Open Form and General Average by vessel owners and charterers



Above: Container full of cotton that had been a source for reflash; now considered wet cargo