



# ON STATION

The Newsletter of the American Pilots' Association

March 31, 2023

Page 1

## IMO SALUTES CAPTAIN GEORGE QUICK

The International Maritime Organization (IMO) recognized Captain George Quick for his nearly 50 years of extraordinary service at IMO. He attended his first meeting of the IMO's predecessor organization, the Intergovernmental Maritime Consultative Organization (IMCO) in 1974. IMO recognized his tremendous contributions to the SOLAS and STCW conventions, two IMO instruments that are key to shipping safety and mariner qualifications.

Captain Quick graduated from the U.S. Merchant Marine Academy at King's Point in 1951 – 72 years ago this year. He also later earned his law degree from the University of Baltimore Law School and is a proctor member of the Maritime Law Association of the United States.

After sea service as a deck officer, where he was licensed by the U.S. Coast Guard as master of ships of any gross tonnage, he entered the training program of the Association of Maryland Pilots in 1956. He became a fully licensed Maryland pilot in 1962 and retired from active piloting in 2001 after a distinguished piloting career of over 40 years.

Captain Quick has held numerous leadership positions during his career, including as President of the Association of Maryland Pilots, President of the Port of Baltimore Maritime Exchange, APA Vice President, and Vice President of the International Organization of Masters, Mates, & Pilots.

Captain Quick was also in the small group of pilots who helped to form the International Maritime Pilots' Association in 1970. IMPA now represents over 8,200 pilots in 53 countries.

Among his countless honors, Captain Quick has received lifetime achievements from national marine societies, the American Pilots' Association and Safety at Sea Magazine, and was chosen as a distinguished graduate of the Merchant Marine Academy.

Through his leadership positions in U.S. labor organizations, Captain Quick has represented the International Transport Workers' Federation (ITF) at

IMO meetings for decades where he has been an unwavering advocate for seafarers' rights. Captain Quick's contributions to the maritime industry are too numerous to catalogue. In recent years he has had an active role in discussions of autonomous shipping and the effects of the COVID-19 pandemic on seafarers.

While Captain Quick has worked with IMO as an ITF delegate for many years, his history with the Organization goes back much further. Captain Quick attended his first meeting here in London in 1974, but as mentioned earlier, this meeting was with IMO's predecessor organization, IMCO.

Since his first meeting nearly 50 years ago, Captain Quick has attended well over 100 IMO meetings, where he has substantially contributed to the drafting and amendment of many IMO instruments, resolutions, and other standards that have contributed directly to the safe operation of world shipping and the welfare of seafarers around the globe.

While his contributions to the work of IMO, IMPA, and APA have been substantive and substantial and cannot be overstated, his personal impacts as a mentor to countless pilots, attorneys, and IMO delegates from countries all over the world represent his real legacy. He has been a role model to so many women and men who will continue to carry forward the important work of advancing pilotage standards and protecting seafarers.

As IMO Secretary General Ki Tack Lim said while honoring Captain Quick, "Over his nearly 50 years at IMO/IMCO, Captain Quick has made the Organization better and more effective, and he has helped to ensure its future is in good hands."



IMO Secretary General, Ki Tack Lim (left) and Captain Quick



### HUMAN ELEMENT, TRAINING, AND WATCHKEEPING

The 9th Session of IMO’s Sub-Committee on Human Element, Training and Watchkeeping (HTW 9) was held from February 6-10. APA Executive Director-General Counsel, Clay Diamond, served as a member of the U.S. Delegation. IMPA President, Captain Simon Pelletier, and IMPA Secretary General, Matthew Williams, also attended HTW 9.

HTW 9 also agreed to begin working on a comprehensive review of the STCW Convention and Code. Among the many issues driving the need for a comprehensive review and update to the STCW are the continued introduction of enhanced technologies aboard ships and the need to ensure seafarers training and certification keeps pace.

While pilots are not covered by the STCW, amendments to this treaty result in changes to U.S. credentialing regulations. The last time IMO undertook amendments to the STCW in 2012, changes to domestic regulations had unintended consequences for pilots that had to be “un-done” by APA working with the Coast Guard. As such, APA will be closely involved in IMO’s review and amendment of STCW.

HTW 9 also agreed, as a matter of urgency, to begin work on amendments to the STCW to prevent and respond to bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH). The U.S. Delegation led the effort to include SASH provisions in the STCW.

Finally, HTW9 continued laying the groundwork for electronic mariner credentials. There are still practical and security issues to address, but “e-credentials” are on the not-to-distant horizon.

**AMERICAN PILOTS’ ASSOCIATION**  
 499 South Capitol Street, S.W., Suite 409  
 Washington, D.C. 20003  
 (202) 484-0700 • www.AmericanPilots.org

Captain Jorge J. Viso ..... President  
 Captain W. Crayton Walters III ..... Secretary-Treasurer  
 Captain Eric A. Nielsen ..... Sr. Vice President-North Atlantic States  
 Captain R. Trey Thompson III ..... Vice President-South Atlantic States  
 Captain Clint A. Winegar ..... Vice President-Gulf States  
 Captain Michael T.D. Miller ..... Vice President-Gulf States (Louisiana)  
 Captain Hans H. Antonsen ..... Vice President-Pacific Coast States  
 Captain John R. Boyce ..... Vice President-Great Lakes  
 Clayton L. Diamond ..... Executive Director-General Counsel  
 Brendan P. O’Shea ..... Dep. Director-Assoc. General Counsel  
 Lisa Powell Townshend ..... Operations Director

**ON STATION** is published by the American Pilots’ Association, a non-profit professional association composed of groups of state-licensed pilots operating in each of the coastal states, as well as groups of U.S. registered pilots in the Great Lakes region. Each pilot in APA-member groups receives ON STATION, the costs of which are paid from the member’s dues. Any comments, suggestions or questions concerning ON STATION should be directed to the attention of the APA office at the above address.



### ISO UPDATE ON PILOT LADDERS AND TRANSFER ARRANGEMENTS

The International Organization for Standardization (ISO) approved a new proposal to work on Ship Hull Securing Equipment. This will provide performance, maintenance, and inspection standards for equipment used to secure pilot ladders and accommodation ladders to a ship’s hull, including when combination and trapdoor arrangements are used.

### PILOT FATALITIES

Sadly, we are reminded about the danger associated with piloting by two recent tragedies. This is an issue that continues to demand our full attention.



### MARINE PILOT FATALITY IN UNITED KINGDOM

On January 8, 2023, Captain Francesco Galia, a highly experienced pilot, died in the line of duty while transferring from a pilot boat to an ocean-going vessel in the Humber Estuary (Northern UK).

According to a statement from the UK Pilots, Captain Galia was known for his passion for the maritime industry and his dedication to his job. His loss is particularly devastating in that he had planned to retire soon, after over two decades of service as a pilot. The Marine Accident Investigation Branch is conducting a full investigation into the accident.



### SINGAPORE HARBOR PILOT KILLED IN FALL

A Singaporean harbor pilot died after falling overboard while disembarking a vessel off of Singapore’s Southern Islands on February 11, 2023. The pilot was wearing a life jacket at the time of the fall. Investigations into the incident are on-going.

Tragically, these two incidents are stark reminders of the risks and challenges facing pilots at work every day. Transferring from one vessel to another in hazardous conditions, alongside large ocean-going vessels, often in darkness, requires precise timing and coordination between the ship, transfer boat, and pilot. It also requires exact judgment as pilots move from one moving platform to another.

Pilots must remain vigilant and report examples of inappropriate transfer equipment to correct deficient transfer arrangements and drive any necessary changes in law, regulation, and enforcement at the local, national, and international levels.



## START OF THE 118th CONGRESS

The 118th Congress convened on January 3, 2023. As all are aware, the 2022 elections brought a shift of power to Washington. Republicans gained control of the House of

Representatives for the first time in three Congresses, while Democrats retained control of the Senate. The Republicans control the House by nine seats and the Democrats control the Senate by two seats. Additionally, retirements, election results, and change in committee assignments brought new leadership to three-quarters of the committees/subcommittees of primary concern to APA. In the House, this is the Transportation and Infrastructure (T&I) Committee and its Coast Guard and Marine Transportation (CG&MT) Subcommittee; in the Senate, this is the Commerce, Science, and Transportation (CST) Committee and its Subcommittee on Oceans, Fisheries, Climate Change, and Manufacturing (OFCM).

For the House, Rep. Sam Graves (R-MO/6th), the previous ranking member is now the chair of T&I and Rep. Daniel Webster (R-FL/11th), is the new chair of the CG&MT sub-committee. Rep. Rick Larsen (D-WA/2) is now the ranking member of T&I and Rep. Salud Carbajal (D-CA/24th) (previous chair) is now the ranking member of CG&MT.

In the Senate, Sen. Maria Cantwell (D-WA) remains chair of CST and Sen. Tammy Baldwin (D-WI) remains chair of the OFCM Subcommittee. Sen. Ted Cruz (R-TX) takes over as the ranking member of CST and Sen. Dan Sullivan (R-AK) remains the ranking member of OFCM.

## COAST GUARD AUTHORIZATION ACT

The 117th Congress passed the 2022 Coast Guard Authorization Act (CGAA) as part of the National Defense Authorization Act (NDAA) of 2023 in December, 2022. The bill was signed by the President and is now law.

As previously reported in *ON STATION*, there are numerous provisions in the CGAA that are of interest to pilots. The APA is monitoring how these various provisions will be enforced. The CGAA is important to APA and pilots since it is used as a vehicle to which other maritime-related legislation can be attached. The last few CGAAs have been passed on a two year cycle, so it would not be a surprise if there is not another CGAA passed until 2024.



## REPORTING SEXUAL MISCONDUCT ON U.S. VESSELS



The U.S. Coast Guard issued Marine Safety Information Bulletin (MSIB) 01-23, which is titled "Sexual Misconduct Reporting Requirements." This MSIB supersedes MSIB 11-21, which was issued on December 16, 2021 in response to provisions included in the newly enacted CGAA.

Recent changes to the law now require the responsible entity of a vessel, defined as the owner, master, or managing operator, to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. While this reporting requirement does not explicitly apply to pilots, making such reports when warranted is encouraged and is consistent with the high standards maintained by U.S. pilots.

To help facilitate reporting, MSIB 01-23 has consolidated reporting for all types of sexual misconduct and established multiple reporting options. The reporting options include a CGIS Tips App, and/or the email address [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil) which can be used by all reporting sources, including bystanders and survivors, who have access to a smart phone or the internet. The reports, which can be anonymous or for attribution, are received and reviewed by the Coast Guard Investigative Service (CGIS). An investigation will be initiated for all reports received and someone will provide follow-up communications with all reporting sources who provide contact information. The Coast Guard also maintains a 24/7 watch, which can field reports of sexual misconduct via the National Command Center (NCC) phone number at 202-327-2100.

CGIS will immediately initiate a criminal investigation for a sexual crime occurring on a U.S. flagged vessel anywhere in the world. The Coast Guard will respond to any reports of sexual misconduct with trained investigators and will hold offenders accountable through criminal prosecution and/or actions against merchant mariner credentials.

If the responsible entity in charge of a U.S. flagged vessel makes a report, including providing detailed contact information for further follow-up, of a sexual misconduct incident through CGIS Tips, via the CGIS email at [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil), or the NCC's phone line the report will satisfy the reporting requirements of 46 U.S. Code § 10104(a).



## REDUCE THE CHANCES OF CREDENTIALS BEING LOST IN THE MAIL

The National Maritime Center (NMC) mails completed credentials via standard USPS mail, which does not include a means of tracking. Delivery can take up to 21 days. Below are some important things you can do to reduce the chances of the credential being returned or lost in the mail:

- Validate your address. When applying for a credential, make sure the address on your application form is accurate and legible. If you change your address after the application has been submitted, notify the NMC as soon as possible before your credential is processed and mailed by contacting the NMC Customer Service Center at 1-888-IASKNMC (427-5662). After the credential has been processed and mailed, the NMC cannot change the method used for mailing.
- Consider using an expedited mailing option. The NMC strongly recommends using an expedited mailing option. The cost incurred for expedited mailing is the responsibility of the mariner.

### If your credential is lost in the mail

A replacement credential will be issued to mariners whose credentials were lost in the mail prior to receipt through no fault of their own.

Affected mariners should follow the steps below to obtain an expedited replacement credential:

1. Confirm that the NMC mailed your credential by using the Credential Application Status tool.
2. If you have not received your credential by 21 days after it was mailed, provide a CG-719B application for a Merchant Mariner Credential and affidavit of loss to the NMC within 60 days of mailing of the original credential in person or via e-mail to your servicing Regional Examination Center. The affidavit should contain the following:
  - a. Mariner's full name
  - b. Mariner's date of birth
  - c. Mariner's reference number
  - d. The mailing address the replacement credential should be sent to
  - e. Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary
  - f. Description of the circumstances surrounding the loss, i.e., never received the initial credential.

If your original credential is subsequently received, you must immediately return the credential to the NMC.

E-mailing your application is the preferred method. While the Coast Guard can accommodate e-mails with attachments up to 35 MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

If you have questions regarding duplicate or replacement credentials, please contact the NMC Customer Service Center via NMC online chat system or by calling 1-888-IASKNMC (427-5662).



## USCG PROPOSES FURTHER DELAY FOR MUCH MALIGNED TWIC PROGRAM

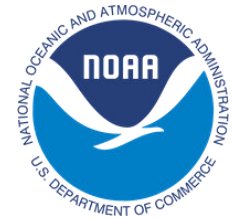
The U.S. Coast Guard proposes to further delay the effective date for certain facilities affected by the final rule entitled "Transportation Worker Identification Credential (TWIC)—Reader Requirements," published in the Federal Register on August 23, 2016. The current effective date for the final rule is May 8, 2023.

The Coast Guard proposes delaying the effective date for: facilities that handle certain dangerous cargoes in bulk, but do not transfer those cargoes to or from a vessel; facilities that handle certain dangerous cargoes in bulk, and do transfer those cargoes to or from a vessel; and facilities that receive vessels carrying certain dangerous cargoes in bulk, but do not, during that vessel-to-facility interface, transfer those bulk cargoes to or from those vessels.

Specifically, the Coast Guard is proposing to delay the effective date for these facilities for 3 years from the original delay expiration date of May 8, 2023 to May 8, 2026.

### DON'T FORGET THE APA PAC FUND

Send your voluntary contribution to:  
**APA Political Action Committee**  
 499 South Capitol St., SW—Suite 409  
 Washington, DC 20003-4023



## NOAA RELEASES CUSTOM CHART VERSION 2.0

On February 14th, NOAA's Office of Coast Survey released NOAA Custom Chart version 2.0, a dynamic map application that allows users to create their own paper and PDF nautical charts derived from the official NOAA electronic navigational chart (NOAA ENC). NOAA Custom Chart version 2.0 is available at:

<https://devgis.charttools.noaa.gov/pod/>

The online application uses NOAA ENC to create nautical charts with customized scale and extent, which can then be downloaded as PDF files. The chart shows soundings, buoys, beacons and other aids to navigation, and compass roses.

NOAA continues to work on updates to its NOAA Custom Chart application. NOAA plans to end production of its traditional paper nautical charts by January, 2025. APA is working closely with NOAA on these efforts. NOAA is also soliciting feedback about users' experiences through its online ASSIST customer feedback interface available at:

<https://www.nauticalcharts.noaa.gov/customer-service/assist/>



## DOT ANNOUNCES MONEY FOR TWO GRANT PROGRAMS

The U.S. Department of Transportation (DOT) has announced the availability to two grants that may be of interest to pilot groups.

First, the Maritime Administration (MARAD) announced \$662 million in FY 2023 money for the Port Infrastructure Development Program (PDIP).

The program consists of grants to help eligible applicants including port authorities, states, local governments, indigenous Tribal nations, counties, and other eligible entities complete critical port and port-related infrastructure projects. Grants are awarded on a competitive basis to support projects that improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. In the past, pilot associations have been able to partner with these eligible entities to be awarded PDIP grants.

Applications must be submitted through grants.gov by 11:59 p.m. EST on April 28, 2023. More information on the program may be found at:

<https://www.maritime.dot.gov/newsroom/usdot-announces-more-660-million-available-through-port-infrastructure-development-program>

Additionally, new funding for the U.S. Marine Highway Program was announced by MARAD on March 1, 2023. More than \$12.4 million will be made available in fiscal year 2023 for the United States Marine Highway Program. The purpose of the grants are to support "the development and expansion of the marine highways, vessels, and landside ports and infrastructure, which are critical to building supply chain resilience," said MARAD Administrator Ann Phillips.

Applications must be submitted through grants.gov by 11:59 p.m. EST on April 28, 2023.

Information on the program may be found at:

<https://www.maritime.dot.gov/newsroom/usdot-announces-more-12-million-funding-us-marine-highway-program>



## IMPA LEAVING HQS WELLINGTON AS HEADQUARTERS

The Secretary General of the International Maritime Pilots' Association (IMPA), Mr. Matthew Williams announced on March 31, that IMPA is leaving HQS WELLINGTON with immediate effect.

This development is the result of a deteriorating material situation on board the ship. "This is a sad and disappointing turn of events because of the Association history held within the bulkheads of the ship and the uniqueness of WELLINGTON as a platform for supporting IMPA's influence and stakeholder engagement activities," Williams said.



**The HQS Wellington, built in 1934, saw service in World War II and eventually became Headquarters of the International Maritime Pilots' Association.**

While IMPA has not ruled out a return to WELLINGTON in the future, Williams added, "The Secretariat is identifying alternative offices in London and new partners within the city to help us deliver the standard of influence and engagement activity that the Association has become synonymous with.

IMPA remains fully operational and available to support pilots throughout the world.



## APA NEWS

### CAPTAIN KURTZ NAMED ONE OF TOP 20 WOMEN IN MARITIME

Captain Carolyn Kurtz, Tampa Bay Pilots Association's (TBPA), was recently named one of Marine Log's Top 20 Women in Maritime.

This honor is based on peer nominations. Captain Kurtz has been a Tampa Bay Pilot since 1995. Prior to that, she sailed for seven years, sailing as a Chief Mate and receiving her unlimited Master's license in



Captain Carolyn Kurtz

1993. Captain Kurtz has served as co-manager and training coordinator of TBPA, Secretary of the Florida Harbor Pilots Association, and as Chair of the Navigation Safety Advisory Council (NAVSAC), an advisory board to the U.S.

Coast Guard that provides advice and recommendations on navigation safety related issues.

Captain Kurtz currently serves as Chair of both the Florida Board of Pilot Commissioners and NAVSAC, and also serves on the boards of the Mariners' Museum and Park, the First 10 Forward, a non-profit founded by Kings Point women grads benefiting girls and women pursuing non-traditional careers. She has been a guest instructor at MITAGS and the Maritime Pilots Institute, has served on numerous professional panels, and is an active mentor with Women Offshore.

The Marine Log's video showcasing this year's honorees can be found at:

<https://www.marinelog.com/video/video-top-women-in-maritime-2022/>



### 2023 BOARD OF TRUSTEES MEETING

The 2023 Meeting of the APA Board of Trustees will be held at the Intercontinental Hotel at the Wharf in Washington, DC from October 16-18, 2023.

A "Save the Date" has been sent to APA Officers, Trustees and Member Pilot Groups.



### AFTER MORE THAN 50 YEARS—CAPTAIN WHIT SMITH RETIRES

After more than 50 years as a pilot and 40 years as the president of the Charleston Harbor Pilots, Captain Whit Smith retired on December 31, 2022.

Captain Smith began with the Charleston Pilots Association as an apprentice in 1969. A native Charlestonian, Captain Smith graduated from the Citadel and began working at the family-owned Port City Glass and Mirror until his apprenticeship.

Throughout his career, Captain Smith has been a constant leader in his profession and community at a local, state, and national level. He was elected president of the Charleston Branch Pilots Association in 1980 and again in 1987, a position he held until his retirement. He was the longest serving president of any harbor pilots' association in the United States.



Captain Whit Smith

Since 1992, Captain Smith has also served as secretary-treasurer of the American Pilots Association in Washington, D.C. In 1999, he was first appointed to serve on the South Carolina Ports Authority's (SCPA) board of directors, the agency that owns and operates the Port of Charleston. He was SCPA Board president from 2001-2004 when he was called on to testify before the U.S. Congress.

The South Carolina General Assembly adopted a resolution in Captain Smith's honor, which is available at:

[https://www.scstatehouse.gov/sess125\\_2023-2024/bills/3699.htm](https://www.scstatehouse.gov/sess125_2023-2024/bills/3699.htm)

### ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.

The following pilots associations announced new officers:

- ♦ Charleston Harbor Pilots: Capt. Craton Walters III (**President**).
- ♦ The United New Jersey Sandy Hook Pilots Benevolent Association: Capt. Tim Ferrie (**President**), Capt. Dan Foley (**Vice-President**), Capt. Lee Evans (**Secretary**), Capt. James R. Britton (**Treasurer**).
- ♦ The United New York Sandy Hook Pilots Benevolent Association: Capt. James Mahlmann (**President**), Capt. John DeCruz (**Vice-President**), Capt. Charlie Mayer Jr. (**Secretary**), Capt. Tom Sullivan (**Treasurer**).
- ♦ Western Great Lakes Pilots Association: Capt. Chris Edyvean (**President**).