



ON STATION

The Newsletter of the American Pilots' Association

September 15, 2024

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140 YEARS OF EXCELLENCE IN PILOTING: September 30, 1884 - September 30, 2024

One hundred and forty years ago this month, pilot leaders from around the U.S. met in New York City to form what is now the American Pilots' Association.

From the founding of our nation through much of the 19th century, individual pilots struggled against one another in a mad race to the sea to provide pilotage services to the first incoming ship. This race to be the first to "speak" a ship was certainly inefficient - pilots raced to provide pilotage to one ship while other ships waited in vain for a pilot. More importantly, however, many pilots perished during this senseless "race to the sea."

Such a system of uncoordinated effort could not survive for long. Fortunately, it was the pilots themselves who organized to stop this wasteful and dangerous practice. While robust state regulation of pilots was firmly in place in the 19th century, pilots within the various ports recognized that government regulation alone was not sufficient to ensure quality piloting services. An organized and unified effort on the part of the professional pilots themselves was also necessary. By 1884, pilots in most ports had formed into a single, port-wide association. This unity and coordination served to eliminate wasteful competition, ensure appropriate responses to political efforts detrimental to compulsory pilotage, and promote the highest professional standards for pilots.

Pilot group leaders soon discovered, however, that local pilot associations would also benefit immensely from a national organization. These forward thinking pilots recognized that even though states regulated pilotage, federal law and policy - if left unchecked - had the potential of overriding state authority.

In fact, from 1837 to 1884, some Congressional proposals (made at the behest of shipping interests) were advanced that were not only hostile to pilots, but to compulsory pilotage itself. These anti-pilot efforts posed a clear threat to the State Pilotage System and set the stage for the creation of a national pilot organization.

On September 30, 1884 at the Metropolitan Hotel in New York City, representatives from the various pilot groups around the United States held a conference "to organize an association of American pilots for mutual protection." The conference produced a statement of objective, which read in part:

Notwithstanding our geographical position, the mail and telegraph can soon bring us together in spirit if not in body, and we wish, while in no way interfering with the laws of other States, to present a solid front as pilots whenever and where ever a pilotage system is attacked.

Those visionary pilot leaders who attended the 1884 conference in New York set out and unanimously approved a full set of declarations, among them:

That never since the U.S. became a nation, has there been any abatement of the necessity for the pilot's calling, or of sincere respect for his services as a seaman expert, always on the alert to safeguard human life.

The conference attendees also adopted a resolution creating an organizational and leadership structure for the American Pilots' Association:

BE IT RESOLVED, that a committee of five, with power to add to their number, and with a president and secretary, be and is hereby formed for the purpose of frustrating any overt act against the employment and livelihood of the pilots of the United States of America.

With this stroke of a pen, the nearly one hundred year period without a national pilot organization in the United States came to a close.

Consistent with the vision of the APA founders 140 years ago, and as expanded upon by the long line of APA Presidents and officers, today APA's objectives include:

- ◆ *Promote the welfare and common business interests of State pilots and pilot associations;*
- ◆ *Assist state pilots in their efforts to maintain the traditionally high standards;*
- ◆ *Promote public safety, and protect life and property on the inland and coastal waters;*
- ◆ *Cooperate with federal and state authorities in the national interest in matters relating to pilotage;*
- ◆ *Gather and distribute information pertaining, or of interest, to state pilots and state pilot organizations;*
- ◆ *Cooperate with shipping and transportation industries and organizations in matters relating to pilotage; and*
- ◆ *Encourage and aid in the development of closer relationships between the public and licensed pilots.*

(The above is a summary of information contained in the book *State Pilotage in America*, written by Captain Ernest Clothier and Captain W. Hilton Lowe, both former Presidents of the American Pilots' Association)



INTERNATIONAL STUDY ON REMOTE PILOTAGE

The International Maritime Pilots' Association (IMPA) is partnering with the Canadian National Centre of Expertise on Maritime Pilotage (NCEMP) and the Canadian Coast Guard to study remote pilotage and ground-truth its feasibility, readiness, and impacts on safe navigation practices and systems. This will provide authoritative insights into the current and potential use of remote pilotage on conventional ships and those that might be navigated remotely or by software with autonomy in the future.

The International Maritime Organization (IMO) recognizes the importance of employing qualified, licensed pilots on board ships in areas where such pilotage services would contribute to the safety of navigation more effectively than other possible measures, including ports and other areas where specialized knowledge is essential. Countries rely on the expertise and local knowledge of maritime pilots to ensure the safe and efficient movement of ships in compulsory pilotage areas where marine navigation conditions are most challenging. Maritime pilots play a vital role in ensuring that shipping does not negatively impact coastal communities and the economic, social, and environmental interests of nations relying on maritime trade.

IMPA considers it critically important that any concept that could impact compulsory pilotage practices and systems, including remote pilotage, be carefully examined and assessed. Captain Simon Pelletier, President of IMPA says, "The number and variety of people talking about remote navigation and pilotage makes it necessary for IMPA to conduct a rigorous, objective analysis to help pilots' organizations, competent authorities, and industry make

informed decisions. Providing authoritative, evidence-based guidance to support objective decision-making in maritime pilotage is key to ensuring the continued safety of marine navigation."

According to Captain Alain Arsenault, Executive Director of the NCEMP, remote navigation trials have different motivations, reflect different realities, and use various operational solutions. "A lot is being said about remote pilotage, but ensuring that aspirations and technological solutions do not get ahead of navigation safety is in everyone's interests. We need clear, evidence-based and authoritative guidance, not just in Canada but in other jurisdictions as well."

The above was taken from IMPA's press release. APA has and will remain engaged with IMPA on this study, and will continue to advocate for both pilotage and the safety of maritime navigation.

IMPA LAUNCHES ANNUAL PILOT TRANSFER SAFETY CAMPAIGN

According to IMPA, its annual Safety Campaign "is a vital source of data used to promote a reinvigoration of the safety culture around pilot transfer arrangements. Our most recent success is using the data to support amendments to SOLAS regulation V/23 and developing a new mandatory performance standard for pilot transfer arrangements."

APA STRONGLY encourages member pilot associations to participate in the Safety Campaign to the maximum extent possible. APA hopes pilot group leaders will encourage pilots within their group to take part in this important campaign. Of this year's campaign, Captain Viso said, "Pilots must lead the effort to improve the safety of pilot transfer arrangements, and this Safety Campaign is a critical component of these ongoing efforts."

The IMPA survey application link is below:

https://play.google.com/store/apps/details?id=org.impahq.app&hl=en_US&pli=1
<https://apps.apple.com/us/app/impa-safety-survey/id6494986139>

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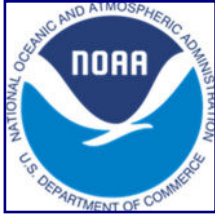
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ON STATION is published by the American Pilots' Association, a non-profit professional association composed of groups of state-licensed pilots operating in each of the coastal states, as well as groups of U.S. registered pilots in the Great Lakes region. 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.



CHANGE TO BECOME AN INTERGOVERNMENTAL ORGANIZATION

On August 23, the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) announced it has officially changed from a non-governmental organization (NGO) to an Intergovernmental Organization (IGO). As an IGO, governments are directly involved in IALA's work, making IALA's more authoritative and influential. APA will continue to participate in IALA meetings.



NOAA DELAYS IMPLEMENTATION OF RICE'S WHALE RULE

National Oceanic and Atmospheric Administration (NOAA) Fisheries has delayed the designation of a new critical habitat for the Rice's Whale. A critical habitat designation requires federal agencies that undertake, fund, or permit activities in an affected area to consult NOAA Fisheries to ensure those actions do not adversely modify or destroy these designated critical habitats. NOAA Fisheries had submitted its final rule to designate critical habitat to the White House Office of Information and Regulatory Affairs (OIRA) in June 2024 with an expected final action by September.

The efforts to designate critical habitat for Rice's Whale was the result of a settlement of an earlier lawsuit environmental groups brought against NOAA to protect the endangered whale. The proposed critical habitat for the Rice's Whale follows the continental shelf from the Florida Keys to Texas' southern border. Designation of critical habitat does not create protected areas or restrictions but does serve as a baseline for future conservation measures to protect the Rice's Whale. APA continues to monitor this effort as it relates to on-going efforts that could impact the ability of pilots to safely carry out their responsibilities of safe navigation and environmental protection.



CONGRESS RETURNS TO WORK BEFORE ELECTIONS

The House and Senate returned from August recess to numerous unresolved items to complete in a short amount of time. Congress needs to address the National Defense Authorization Act (NDAA) and funding. With this being a presidential election year, there are not likely to be many legislative days left in this 118th Congress.

APA continues to monitor legislation that would impact pilots on a national level, as well as other maritime issues. APA expects that the Coast Guard Authorization Act (CGAA), the legislative "vehicle" where many maritime laws are packaged together, will be an amendment to the NDAA. We expect a few pieces of legislation to be of interest to pilots. For example, a federal advisory group on autonomous shipping, a new class E felony for grossly negligent operations of a vessel, and an autonomous shipping "pilot program" for research and survey.



NTSB RELEASES 2023 SAFER SEAS DIGEST

The National Transportation Safety Board (NTSB) Safer Seas Digest shares safety issues and recommendations developed during the 31 marine investigations completed by the Office of Marine Safety in 2023.

Some of the lessons learned included avoiding nonoperational cell phone use and other personal electronic devices, and reporting chart changes and hazards to navigation. The full report can be found below.

<https://www.nts.gov/about/organization/MS/Pages/saferseas.aspx>



Senator Maria Cantwell (D-WA) with Captain Dan Jordan, Columbia River Bar Pilots

PILOTS PARTICIPATE IN ILWACO ROUNDTABLE

Captain Dan Jordan, Columbia River Bar Pilots, participated in a roundtable discussion at the Port of Ilwaco, WA with U.S. Senator Maria Cantwell. In addition to raising local navigation and aids to navigation issues with Sen. Cantwell, Chair of the Senate Commerce Committee, Captain Jordan emphasized the important role pilots and pilotage play in the safe, efficient, and environmentally-friendly movement of maritime commerce.

PILOTS SPEAK AT GREAT LAKES PORT CONFERENCE



AMERICAN
GREAT LAKES PORTS
ASSOCIATION



Left to Right: Clay Diamond (APA Executive Director—General Counsel), Captain John Boyce (St. Lawrence Seaway Pilots' Association), Paul LaMarre (Dir. Port of Monroe), Gregg Thauvette (VP, Great Lakes Towing), Captain Anthony Brandano (Lakes Pilots' Association), and Captain Chris Edyvean (Western Great Lakes Pilots)



CHARLESTON BRANCH PILOT RECOGNIZED FOR MERITORIOUS PUBLIC SERVICE

The Coast Guard presented a Meritorious Public Service Award to Captain Christopher Thornton with the Charleston Branch Pilots for his actions in response to the uncontrolled acceleration of the MSC Michigan VII on June 5th. The Meritorious Public Service award is the second-highest public service aware that the Coast Guard may bestow.

Captain Thornton was piloting the 979-foot container ship outbound from the North Charleston Container Terminal when the MSC Michigan VII experienced a loss of engine control causing an uncontrolled acceleration of the ship on the Cooper River. Captain Thornton safely piloted the runaway ship for over 20 nautical miles, including several major turns and under the Arthur Ravenel Jr. Bridge at nearly twice the normal transiting speed for the river.

Rear Admiral Douglas Schofield, Commander of Coast Guard District Seven, said:

His [Captain Thornton] immediate action to not only continue piloting the ship effectively but also notify all port partners of the ship's mechanical difficulties was vital in protecting the safety of both property and people in and around the greater Charleston waterways.

NATIONAL FEDERAL ADVISORY COMMITTEE MEETINGS



Captain David Berault (center), Mobile Bar Pilots, with RADM Wayne Arguin and new NMERPAC members

Bar Pilot, was sworn in as a member of NMERPAC for the marine pilot position. The meeting was attended by APA Deputy Director-Associate General



RADM Douglas Schofield with Captain Christopher Thornton

Counsel Brendan O'Shea, who attends to offer pilot specific policy and legal input to NMERPAC.

The committee reported on its feedback to the Coast Guard for the on-going review of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) and the accompanying STCW Code. The Coast Guard accepted the committee's 66 recommendations for gaps in the existing STCW code and submitted a recommendation to the IMO to examine 172 different gaps in the STCW code. Many of these gaps focus on the potential of MASS, remote operation, and use of simulators to qualify for sea time. Identifying a gap does not mean there will be changes to the STCW on these topics or others, but the APA will remain continually engaged in these efforts.

NMERPAC made two recommendations that would prove valuable to pilots. First, NMERPAC recommended that MSIB 06-23 remain in effect. MSIB allows use of the e-verification tool to show proof of a valid credential to remain in effect. Second, NMERPAC recommended the MSIB 06-23 be updated to include medical certificates as well. Both of these recommendations should help with the continued processing delays at the NMC.

NATIONAL MERCHANT MARINER MEDICAL ADVISORY COMMITTEE MEETING

The National Merchant Mariner Medical Advisory Committee (NMEDMAC) held its Eighth Meeting virtually September 10-11, 2024. Captain Elizabeth Christman, Association of Maryland Pilots is the marine pilot member and vice-chair of the committee. APA Deputy Director-Associate General Counsel Brendan O'Shea also attended the meeting.

NMEDMAC established a new sub-committee to make recommendations for the Coast Guard's efforts in developing a replacement system for its Merchant Mariner Licensing and Documentation (MMLD) database that is used to issue credentials and approve medical certificates. Captain Christman was chosen as the vice-chair of this sub-committee.

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

OPENWATERS LOUISIANA: OPENS DOORS TO OPPORTUNITY

Below is a letter describing Open Waters Louisiana:

"Now, more than ever, careers in the U.S. maritime industry are open to all. Today, 525,000 well-paying jobs await young people from all backgrounds in a growing and vibrant field that was, until recently, out of reach to many. Open Waters Louisiana was founded in 2021 to provide a ladder of opportunity, helping individuals climb toward lifelong careers they never knew existed.

Three short years ago, the Crescent River Port Pilots' Association (CRPPA) joined forces with New Orleans-Baton Rouge Steamship Pilots Association (NOBRA) to create Open Waters Louisiana, a non-profit committed to addressing the barriers that have historically limited access to maritime careers in our state.

One in five Louisiana jobs are tied to the maritime industry. It's time the doors are open to all. Through paid internships, scholarships, events, advocacy, and policy work, Open Waters Louisiana is building awareness and nurturing the growth of individuals with a profound sense of duty, responsibility, and passion for our industry.

In my 30 years as a mariner, I know firsthand that our industry has failed to reflect Louisiana's great diversity. I'm proud to say that's changing. I know. I've lived it. Through hard work and the selfless mentorship of others, I've achieved my dream of becoming a state-licensed pilot and the first African



Pictured left to right: Captain Willie Brown, NOBRA Secretary-Treasurer, Peyton Melancon, Open Waters Louisiana Mentee, Lee Jackson, Open Waters Louisiana Board Chair

American to serve as President for NOBRA's board of examiners.

Today, I have the honor of paying it forward by mentoring others.

The truth is inclusion isn't just the right thing to do – it's also the smart thing! It ensures

economic growth and the durability of our industry.

I am excited to share the dynamic success stories of the Open Waters program at this year's APA convention in New Orleans. I look forward to the collaborations that will emerge. Let's keep the conversation flowing."

Sincerely,

Captain Lee Jackson
Open Waters Louisiana Board Chair

**HELLO, FROM
THE ARANSAS-
CORPUS
CHRISTI PILOTS**



"The Port of Corpus Christi opened on the coast of Texas in 1926 primarily as a cotton port. The port, however, soon evolved into a major oil port as oil production took hold in Texas and refineries developed along the ship channel. The oil and gas industry provides the mainstay for the port and is supplemented by sorghum, iron ore processing, military cargo, and project cargos.

The Aransas-Corpus Christi Pilots Association presently consists of 21 State-commissioned pilots that provide compulsory pilot services for the Port of Corpus Christi. Since the development of hydraulic fracturing and directional drilling, oil and gas production has risen dramatically within the Permian Basin and Eagle Ford shale formations in Texas. The Port's proximity to these two oil fields, along with the lifting of the oil export ban in 2015 allowed for the rapid development of oil and gas exports within the port. The Port of Corpus Christi is now a major exporter of liquified natural gas (LNG) and is now third in the world behind Saudi Arabia and Russia in crude oil exports.



The Corpus Christi Ship Channel

The pilots have met the challenges associated with these developments. We have increased the size of our pilot roster by over 60%. The pilots developed protocols that allow for the safe transit of Very Large Crude Carriers (VLCCs) with a draft of 52 feet to and from two of the port's oil export terminals. The pilots will soon begin construction of a third pilot vessel that will further ensure uninterrupted 24 hour pilot service for the port. The pilots are ready to meet an additional challenge as we anticipate an increase of LNG exports later this year when new production capacity comes on line.

Over the last 10 years we have adapted to tremendous change. It has been reassuring to have the resources and knowledge of the APA behind us."



APA NEWS

CHARLESTON PILOTS RESCUE TWO KAYAKERS



Charleston Pilots pilot boat fleet Captain John Miles rescued two men stranded on a jetty roughly one mile out off of Sullivan's Island late August 24. Cap-

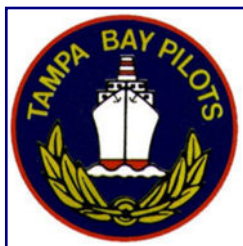
tain Miles was headed to sea to retrieve a pilot when he noticed two men stranded and waving. Conditions were risky to approach the rocks, but Captain Miles knew they were in serious peril, and got close enough for them to make a short swim to him.

The two men had been kayaking with friends, but they were unable to make headway against the strong seas and current when they tried to return. They decided two of them should get off onto the jetties, while the other two paddled to shore for help. The two men were attempting to walk to shore on the jetty rocks. Neither had a lifejacket, shoes, a radio or cellphone. Darkness and rain clouds were approaching. The jetties are not walkable, and they are submerge at high tide, which would have left the two men swimming in the ocean in the dark.

Captain Miles rescued the two men and notified the Coast Guard, who put out a radio broadcast, before the other two came ashore twenty minutes later.

APA joins the Charleston Pilots in commending Captain Miles for his outstanding performance!!

HARBOR PILOT AVERTS DISASTER, STOPS CARGO SHIP FROM CRASHING



Tampa Bay Pilot Ken Sears' quick thinking prevented the 1000 foot container ship Tyndall from crashing into the pier and cranes in Port Tampa on September 5. The ship lost its engine approximately 200 feet from the dock, and Captain Sears quickly directed the two tugboats that were assisting to slow the Tyndall as quickly as possible. Captain Sears was able to get the ship speed under control and angle the vessel away from the dock. Captain Sears actions and expertise averted a crisis. Below is a link to a local news story:

<https://www.fox13news.com/news/harbor-pilot-stops-cargo-ship-from-crashing-after-malfunction-port-tampa-bay>



2024 APA BIENNIAL CONVENTION New Orleans, Louisiana

The American Pilots' Association's (APA) 2024 Biennial Convention will be hosted by the four Louisiana Pilot Groups in New Orleans from October 20-25.

Pre-convention activities will include the Biennial APA Golf Tournament, a Fishing Rodeo at Shell Beach, the opening of registration, and the always-fun hospitality suite on October 20th.

APA pre-convention meetings will begin on October 21st, starting with the Attorneys' Meeting in the morning followed by committee meetings in the afternoon.

On Tuesday, October 22nd, the Convention officially opens and runs through Friday, October 25th. The Suppliers' Exhibition, consisting of vendors of interest to pilots, will be on Wednesday and Thursday.

Social events include a Welcome Reception on Monday evening at the Four Seasons River Ballroom; Tuesday evening cocktails, dinner, and entertainment on the *CREOLE QUEEN*; an accompanying persons' luncheon on Wednesday at the Commanders' Palace; cocktails and heavy hors d'oeuvres in Freedom Hall at the WWII Museum on Thursday night; and the Friday night black tie Gala reception and dinner dance at the Four Seasons.

Daily breakfasts, hospitality events, and much more are being planned.

Updated APA Convention information is available on our website:

www.americanpilots.org.

ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.

The following pilots associations announced new officers:

♦ Galveston-Texas City Pilots' Association for : **Captain Ryan Malcolm** (Presiding Officer), **Captain Matthew Bush** (Vice President), **Captain Jon Halvorsen** (Secretary-Treasurer), **Captain Chris Henry** (Boatkeeper).

♦ The Association of Maryland Pilots: **Captain Eric Nielsen** (President), **Captain Noah Seiple** (1st Vice President), **Captain John Kinlein** (2nd Vice-President), **Captain Chris Wilson** (Secretary), **Captain Eric Dankewicz** (Treasurer), **Captain Mark Baummer** (Harbor Representative).