

Garfinkle, Allen@BOPC

From: John Carlier <portagent@sfbarpilots.com>
Sent: Thursday, July 6, 2023 8:40 AM
To: Garfinkle, Allen@BOPC
Cc: JENNIFER SCHMID; Tynan, Karen
Subject: Ruby Princess - SFO27

EXTERNAL EMAIL. Links/attachments may not be safe.

Allen,

At approximately 0615 this morning while berthing at SFO Pier 27, the port quarter of the P/V Ruby Princess allided with the pier.

The pilot on board was Dustin Slack. The agent for the ship is Itzel Monzon. Her cell is 415-535-1022. The ship is scheduled to depart

Today at 1600.

Best Regards,
John

Captain John Carlier
Port Agent
San Francisco Bar Pilots
415.393.0450

Garfinkle, Allen@BOPC

From: Garfinkle, Allen@BOPC
Sent: Friday, July 7, 2023 10:49 AM
To: Fong, Kevin K CIV
Subject: Board of Pilot Commissioners - Public Record Act request

Good day Kevin,

When it rains, it pours!

I am initiating a Public Records Act request for records involving the docking of the RUBY PRINCESS at Pier 27, San Francisco at approximately 0615 hours on July 6, 2023.

This request is for all written documentation of ship's logs, bell books, data loggers, and any other documents collected relevant to this event. I also request copies of any statements or reports provided by the ship personnel during the course of the investigation and any Vessel Data Recorder and AIS information collected.

I understand that there was also an attempted medical evacuation while the ship was enroute to San Francisco, and I am requesting information on that medical evacuation, including communications with the vessel and reports generated as a result of the attempted evacuation.

Thank you.

Respectfully,

Allen G.

Allen Garfinkle

Executive Director

Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun

660 Davis Street, San Francisco, California 94111

allen.garfinkle@bopc.ca.gov

Phone: 415-397-2253

Fax: 415-397-9463

Garfinkle, Allen@BOPC

From: Fong, Kevin K CIV USCG SEC SAN FRAN (USA) <Kevin.K.Fong@uscg.mil>
Sent: Friday, July 7, 2023 11:16 AM
To: Garfinkle, Allen@BOPC
Subject: RE: Board of Pilot Commissioners - Public Record Act request

Allen,

I acknowledge your request for records regarding the docking of the RUBY PRINCESS at Pier 27, San Francisco on July 6, 2023.

Please note that the current ongoing investigation and collection of evidence may hold, delay, or affect the release of responsive records.

Respectfully,

Kevin

Kevin Fong
Investigative Support Specialist
Unit FOIA Coordinator

USCG Sector San Francisco
Prevention Department
Investigations Division
1 Yerba Buena Road, Bldg. 26
San Francisco, CA 94130-1527
415-399-2046 Telephone
415-399-2047 Fax

From: Garfinkle, Allen@BOPC <Allen.Garfinkle@bopc.ca.gov>
Sent: Friday, July 7, 2023 10:49 AM
To: Fong, Kevin K CIV USCG SEC SAN FRAN (USA) <Kevin.K.Fong@uscg.mil>
Subject: [Non-DoD Source] Board of Pilot Commissioners - Public Record Act request

Good day Kevin,

When it rains, it pours!

I am initiating a Public Records Act request for records involving the docking of the RUBY PRINCESS at Pier 27, San Francisco at approximately 0615 hours on July 6, 2023.

This request is for all written documentation of ship's logs, bell books, data loggers, and any other documents collected relevant to this event. I also request copies of any statements or reports provided by the ship personnel during the course of the investigation and any Vessel Data Recorder and AIS information collected.

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB NO: 1625-0001
Exp. Date: 07/31/2022

REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY

Section I - Reporting Vessel/Facility Information

1. Vessel or Facility Name RUBY PRINCESS		2. Vessel Official Number or IMO Number IMO 9378462		3. Vessel Flag BERMUDA	
4. Vessel Length 946.8 <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Meters		5. Vessel Gross Tons 113,561		6. Vessel Propulsion Type DIESEL ELECTRIC	
7. Vessel or Facility Type PASSENGER SHIP		8. Vessel or Facility Service or Occupation PASSENGER SERVICE			
9. FOR TOWING ONLY	9a. Arrangement:		9b. Number of Vessels Towed:		9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>(If Yes complete and attach one or more CG-2692A forms to this report)</i>
	<input type="checkbox"/> Pushing Ahead		Empty _____		
	<input type="checkbox"/> Towing Astern		Loaded _____		
<input type="checkbox"/> Towing Alongside		Total _____		9c. Maximum Size of Tow/Tow-Boat(s):	
				Length _____ feet	
				Width _____ feet	

Section II - Reason for Submitting this Report (Check all that apply)

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):

1. Unintended grounding or an unintended strike of (allision with) a bridge

2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below

3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel

4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route

5. Loss of life

6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties

7. Occurrence causing property damage in excess of \$75,000

8. Occurrence involving significant harm to the environment

11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):

1. Loss of life

2. Diving-related injury to any person causing incapacitation for more than 72 hours

3. Diving-related injury to any person requiring hospitalization for more than 24 hours

12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):

1. Death

2. Injury to 5 or more persons in a single incident

3. Injury causing any person to be incapacitated for more than 72 hours

4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment

5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility

6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

Section III - Associated Parties Information (Fill all fields that apply)

13. Name of Owner Princess Cruise Lines Ltd		Telephone 661 753 0000		14. Name of Operator or Manager Princess Cruise Lines Ltd		Telephone 661 753 0000	
Address Suite 200 24305, Town Center Drive Valencia CA 91355-4999 USA		Email address		Address Suite 200 24305, Town Center Drive Valencia CA 91355-4999 USA		Email address	
15. Name of Master or Person-in-Charge (Last, First, Middle) TANI, Mario		Telephone		16. Name of Agent (Last, First, Middle) Attorney: Tribolet, Chris		Telephone	
Address Please contact Captain Tani through counsel: 415 706 7460 ctribolet@peacockpiper.com		Email address		Address Peacock Piper Tong + Voss 100 West Broadway Suite 610 Long Beach, CA 90802		Email address ctribolet@ peacockpiper. com	
17. Name of Dive Supervisor (Last, First, Middle) NA		Telephone NA		18. Name of Pilot (Last, First, Middle) SLACK, Dustin		Telephone	
Address		Email address		Address % SF Bar Pilots Association Pier 9 San Francisco, CA		Email address	

Section IV - Casualty Information

19. Date/Time (local) of Occurrence 6 July 2023 / 0600 local		20. Location-Name of Body of Water or Waterway: Latitude: 37° 48' 27.8"N San Francisco Bay at Pier 27 Longitude: 122° 24' 08.6"W OR River Mile Marker:	
21. Property Damage Estimated Damage Cost(s) to: Vessel: \$ <200,000 Cargo: \$ 0 Facility: \$ <200,000 Other: \$ 0		Describe the Extent of Property Damage Vessel: Localized damage in the aft port trim tank. Pier: Damage to steel brackets attaching fenders to the pier.	
22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report)			
Total Number of Persons:		On Board the Vessel: _____ Injured: 0 Dead: 0 Missing: 0	

Section IV - Casualty Information (continued)

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

Yes No Not at this Time, But is Likely to Become an SMI (If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

Yes No (If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

Yes No (If Yes, note the individual(s) who refused in block 24c)

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test (if more space is needed, continue in block 25c)

NA. No such individuals.

24d. Is there evidence that alcohol use contributed to this casualty?

Yes No (If Yes, discuss in block 25b)

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

The vessel was mooring at Pier 27 in the Port of San Francisco.

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

During mooring, observed current forces were greater than predicted currents. The vessel was forced towards the pier more rapidly than expected. Contact with a fender at Pier 27 resulted in damage to that fender and the stern of the ship.

25c. Any other comments, including with respect to use of or need for emergency response equipment:

Section V - Person Making this Report

24. Name (PRINT) (Last, First, Middle) TRIBOLET, Christopher	25. Signature:	26. Date 07/11/2023
27. Title Attorney, Peacock Piper	28. Address 100 W. Broadway, Suite 600, Long Beach CA	
29. Telephone No.	30. Email ctribolet@peacockpiper.com www.peacockpiper.com	

INSTRUCTIONS FOR COMPLETION OF FORM CG-2692
REPORT OF MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, OR OCS-RELATED CASUALTY

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-INV), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503.

WHEN TO USE THIS FORM

1. This form satisfies the requirement for written reports of casualties and accidents found in the Code of Federal Regulations for vessels, commercial diving operations, and Outer Continental Shelf (OCS) facilities. Depending on the circumstances surrounding an incident, a written report may be required if it meets one or more of the conditions described in instructions 2 - 4.
2. **VESSELS.** If you are the owner, agent, master, operator, or person in charge of a vessel, other than a public vessel or an uninspected recreational or state-numbered vessel, you must submit a report if your vessel:
 - A. is involved in a marine casualty or accident that occurs upon the navigable waters of the United States, its territories or possessions and meets any of the criteria in block 10, or
 - B. is a United States vessel involved in a marine casualty or accident, wherever such casualty or accident occurs, that meets any of the criteria in block 10, or
 - C. is a foreign vessel engaged in OCS activities as defined in 33 CFR 140.10 and is involved in a marine casualty or accident that meets any of the criteria in block 10, or
 - D. is a foreign tank vessel operating in waters subject to the jurisdiction of the United States, including the Exclusive Economic Zone (EEZ), which involves significant harm to the environment or material damage affecting the seaworthiness or efficiency of the vessel.
3. **DIVING.**
 - A. **Commercial Diving.** If you are the master or person in charge of a vessel or facility from which a commercial diving operation is conducted: (1) at any deepwater port or the safety zone thereof as defined in 33 CFR Part 150; (2) from any artificial island, installation, or other device on the Outer Continental Shelf (OCS) and the waters adjacent thereto as defined in 33 CFR Part 147 or otherwise related to activities on the OCS; (3) from any vessel required to have a certificate of inspection issued by the Coast Guard, including mobile offshore drilling units, regardless of their geographic location; or (4) from any vessel connected with a deepwater port or within the deepwater port safety zone or from any vessel engaged in activities related to the OCS, you must submit a report if there is a diving casualty meeting the criteria in block 11, except if the diving operation is:
 1. performed solely for marine scientific research and development purposes by educational institutions,
 2. performed solely for research and development for the advancement of diving equipment and technology, or
 3. performed solely for search and rescue or related public safety purposes by or under the control of a governmental agency.
 - B. **All Other Diving.** Any occurrence of injury or loss of life to any person while diving from a vessel subject to instruction 2 and using underwater breathing apparatus must be reported under instruction 2.
4. **OUTER CONTINENTAL SHELF (OCS) FACILITIES.** If you are the owner, operator, or person in charge of an OCS facility engaged in OCS activities as defined in 33 CFR 140.10, you must submit a report if your facility is involved in a casualty or accident that meets any of the criteria in block 12.

COMPLETION OF THIS FORM

5. In accordance with 46 CFR §4.05-10, 46 CFR §197.486, and 33 CFR §146.35, this form shall be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a block is not applicable, the abbreviation "NA" should be entered in that space. If the answer is unknown and cannot be obtained before the report has to be submitted (i.e. within 5 days of the accident), the abbreviation "UNK" should be entered in that block. If "NONE" is the correct response, enter it in the block.
6. Once completed, deliver, email, or fax this form within 5 days of the casualty to the Coast Guard Sector, Marine Safety Unit, or Activity nearest the location of the casualty or, if at sea, nearest the arrival port. <https://www.uscg.mil/Units/Organization/>
7. Tugs or towboats with tows under their control shall complete blocks 9a through 9d and, if one or more barges in their tow causes or sustains damage or meets any other reporting criteria, use the "Barge Addendum," CG-2692A to report information on the barge(s) involved.
8. If an incident involves multiple barges suffering or causing damage while moored or anchored (such as in a fleeting area), or breaking away from their moorage and causing or sustaining damage, enter the location of the moorage in Block 1 of the CG-2692 and complete the form except for blocks 2-8. Details for the barges will be entered on the CG-2692A. If a single barge is involved in a marine casualty while moored or anchored, it shall be documented as any other vessel using the CG-2692.
9. If the casualty meets the criteria for a serious marine incident as defined in 46 CFR §4.03, use the "Chemical Drug and Alcohol Testing Addendum," CG-2692B to report information on required drug and alcohol testing following a serious marine incident.
10. If one or more persons on the vessel or facility were injured, killed, or missing as a result of the casualty, use the "Personnel Casualty" Addendum," CG-2692C to report information on the extent of all personnel casualties.
11. For facilities and vessels engaged in OCS activities who are reporting a casualty in accordance with 33 CFR §146.35 or 33 CFR §146.303, use the "Involved Persons and Witnesses Addendum," CG-2692D to provide a list of all involved persons and witnesses to the casualty being reported. The CG-2692D may also be used to provide data on persons involved or witnessing a marine casualty or commercial diving casualty.
12. Block 20 - "Location": Always identify the body of water or waterway. Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In those cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible.

Privacy Act Notice

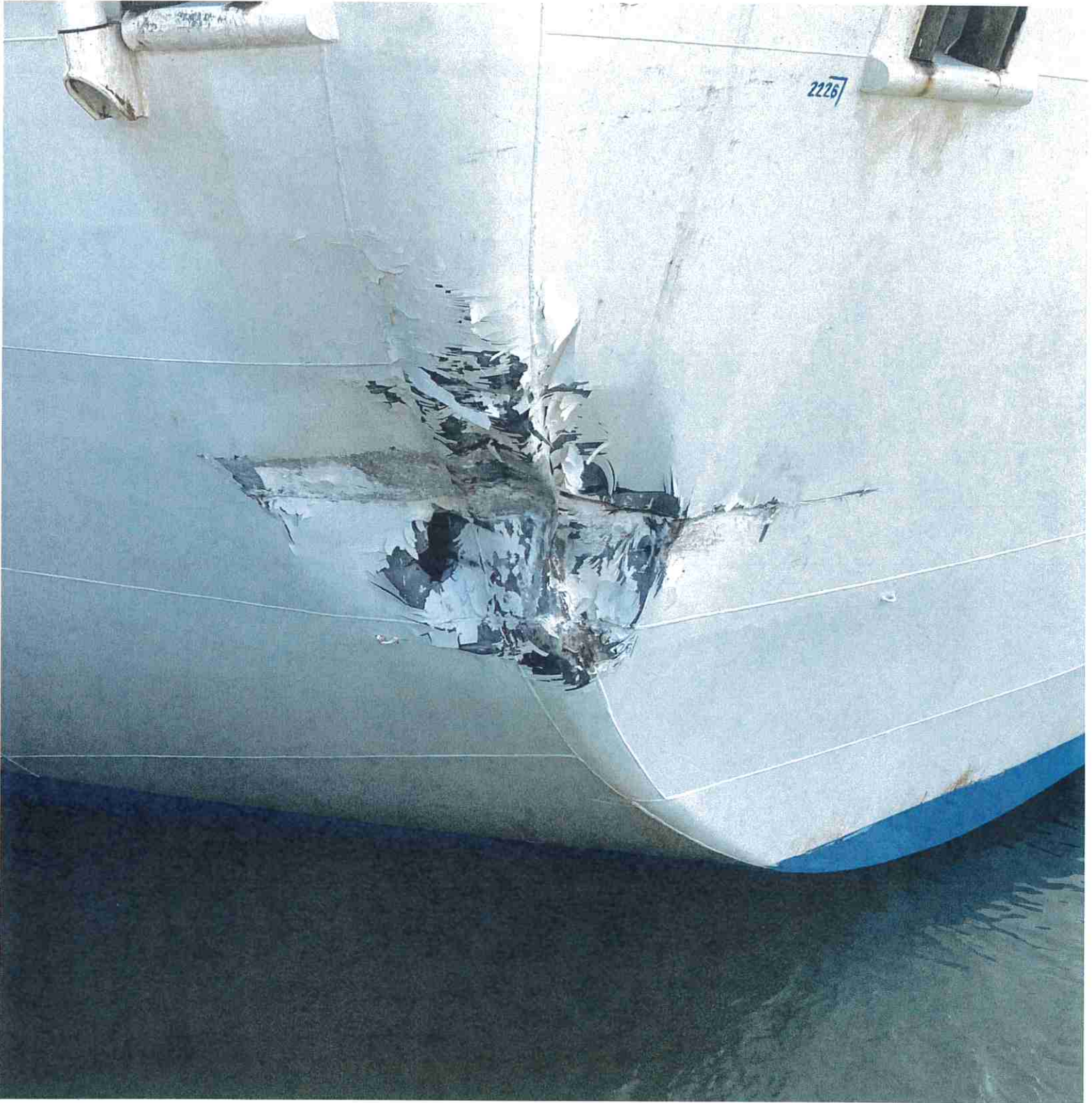
(CG-2692, CG-2692A, CG-2692B, CG-2692C and CG-2692D)

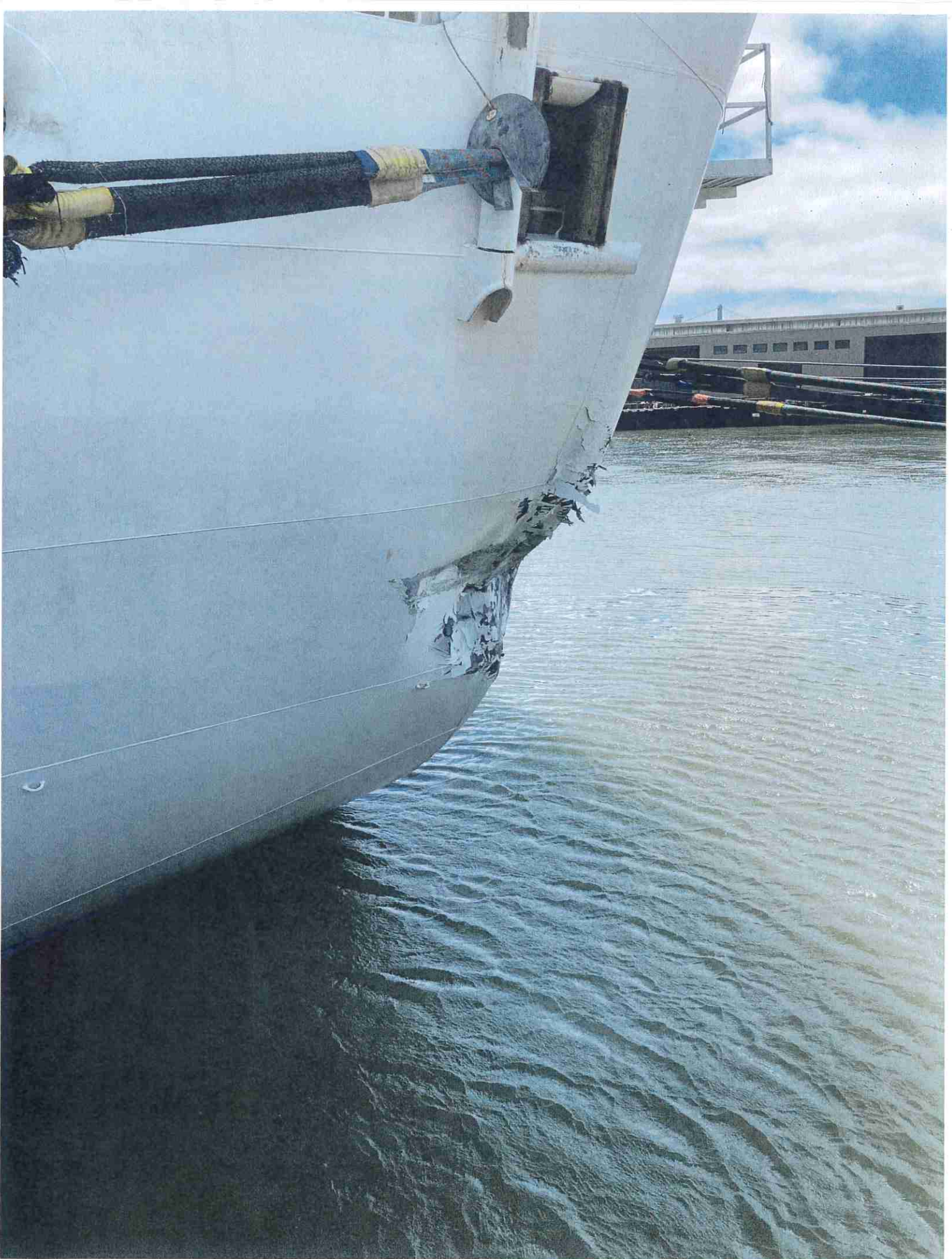
Authority: Title 46, United States Code (U.S.C.) §6301, Title 46, Code of Federal Regulations (CFR), Parts 4 and 197, and Title 33, CFR Part 146 authorizes the collection of this information. Specifically, 46 CFR §4.05-10 mandates that vessel owners, agents, masters, operators, or persons in charge file a written report of any marine casualty required to be reported under 46 CFR §4.05-1, 46 CFR §197.486 mandates that persons in charge of vessels or facilities file a report of any diving casualty required to be reported under 33 CFR §197.484, and 46 CFR §146.35 mandates that owners, operators, or persons in charge of an OCS facility or vessel engaged in OCS activities file a report of any OCS-related casualty required to be reported under 33 CFR §146.30. For marine casualties, diving casualties when the diving installation is on a vessel, and The written report must be provided on Form CG-2692 (Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty) supplemented as necessary by appended Forms CG-2692A (Barge Addendum), CG-2692B (Chemical Drug and Alcohol Testing Addendum), CG-2692C (Personnel Casualty Addendum), and CG-2692D (Involved Persons and Witnesses Addendum). The forms may be used for diving casualties when the diving installation is on a facility or for OCS-related casualties that are not also marine casualties under 46 CFR Part 4.

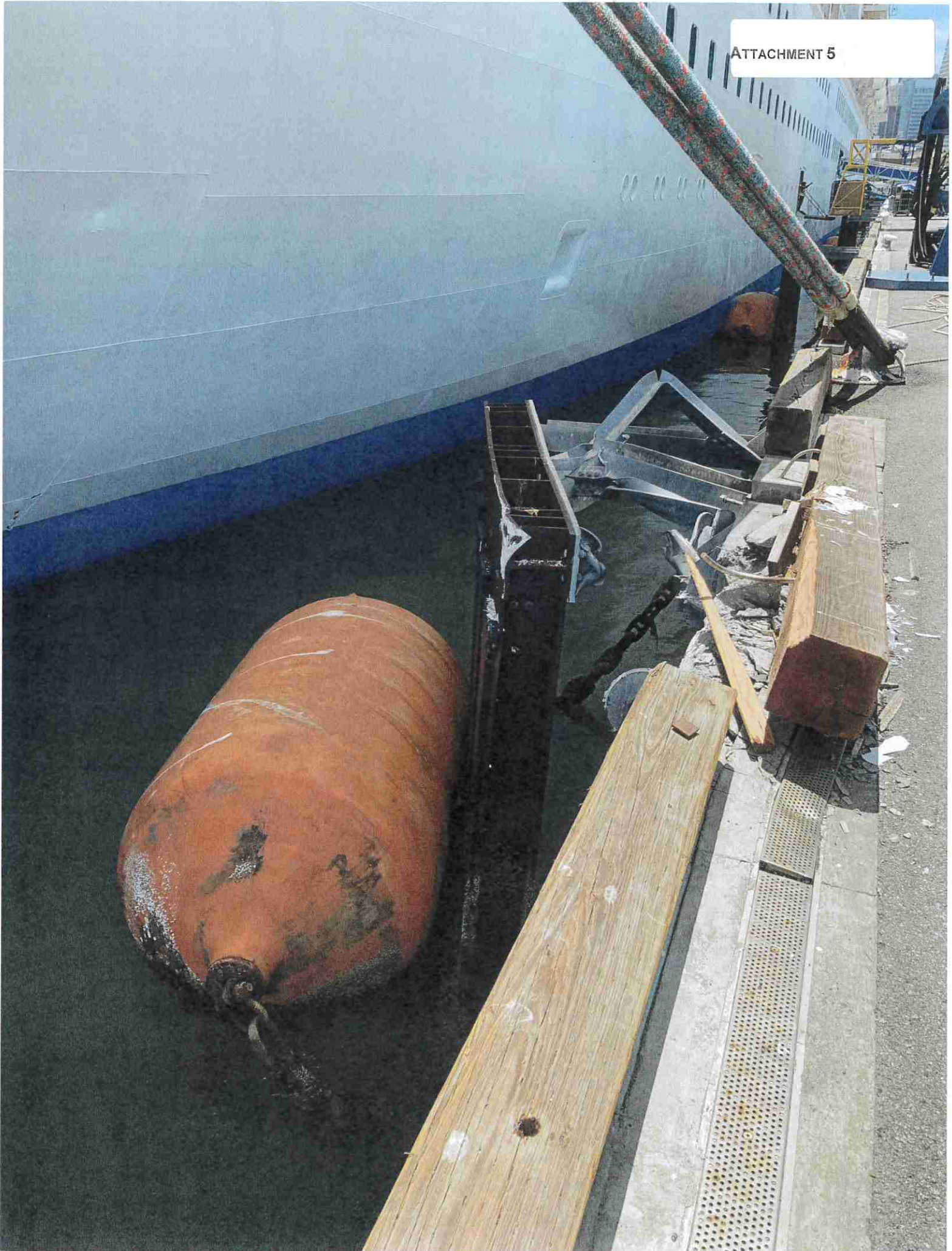
Purpose: The Coast Guard uses this information in gathering facts to determine causes surrounding reportable marine casualties. This information assists in promoting the safety of life, property, and the protection of the marine environment through preventing the reoccurrence of accidents.

Routine Uses: Reportable marine casualty information is needed for Coast Guard investigations of vessel casualties involving injury, death, property damage, environmental damage and dangerous conditions and for preparation and submission of data reports mandated by Congress (see 46 U.S.C. 6301). Information gathered is also used to determine whether new or revised safety laws, regulations, and policies are necessary. Additionally, chemical testing information is needed to improve Coast Guard detection and reduction of drug use by mariners. The information contained on forms CG-2692, CG-2692A, CG-2692B, CG-2692C, and CG-2692D may be disclosed under the Freedom of Information Act (FOIA) in response to a written FOIA request.

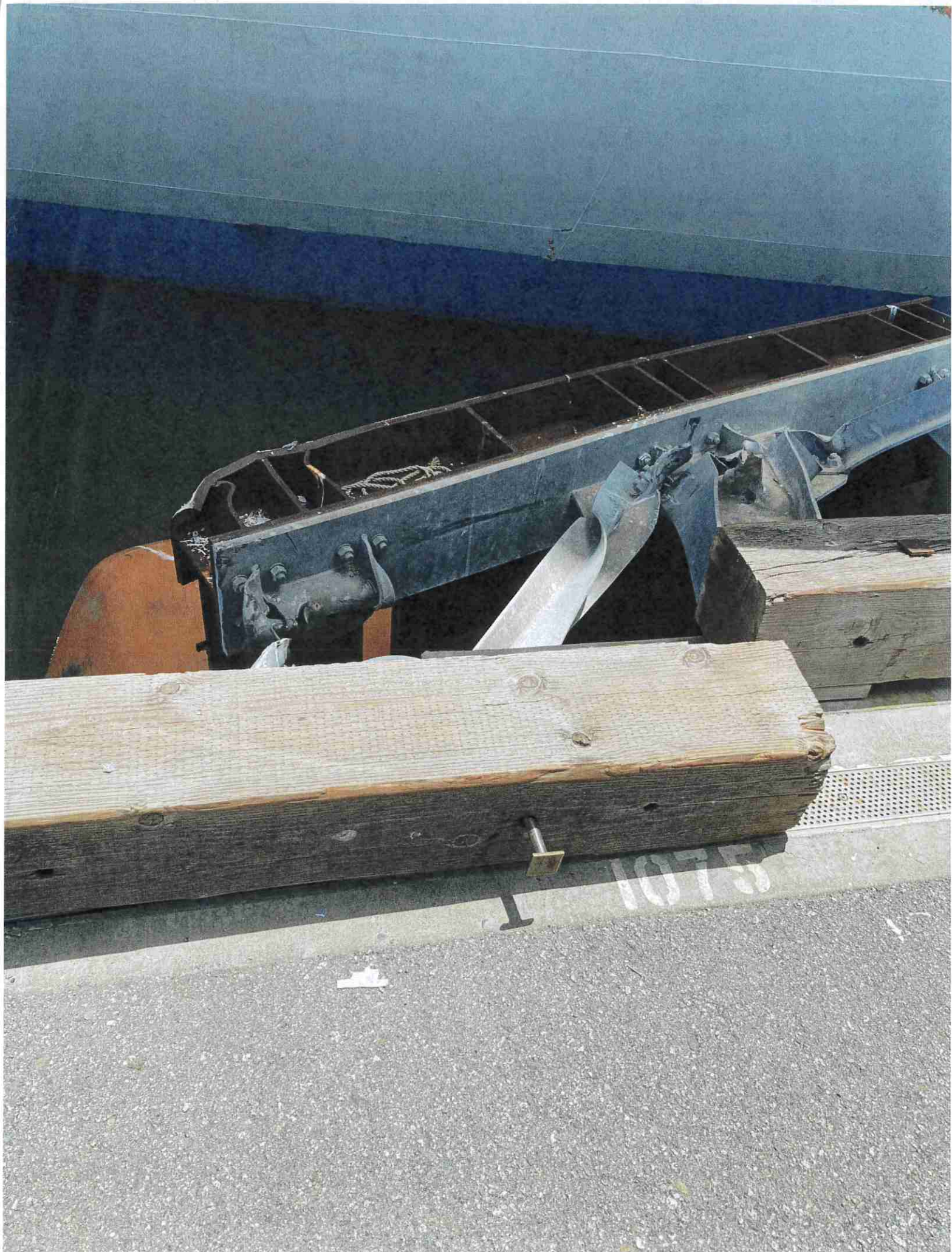
Disclosure: Furnishing this information is mandatory per 46 CFR §4.05-10. Failure to furnish the requested information for occurrences that are reportable marine casualties, diving casualties, or OCS-related casualties may result in civil penalty sanctions as outlined in 33 CFR Part 1. Coast Guard credentialed mariners may be subject to administrative adjudication per 46 CFR Part 5 for reporting failures. Some of the casualty information collected on this form may be made available for public inspection; however, information collected is protected from use in civil litigation per 46 U.S.C. §6308. Personal privacy information will not be disclosed routinely. Social Security numbers are not mandated on this form.

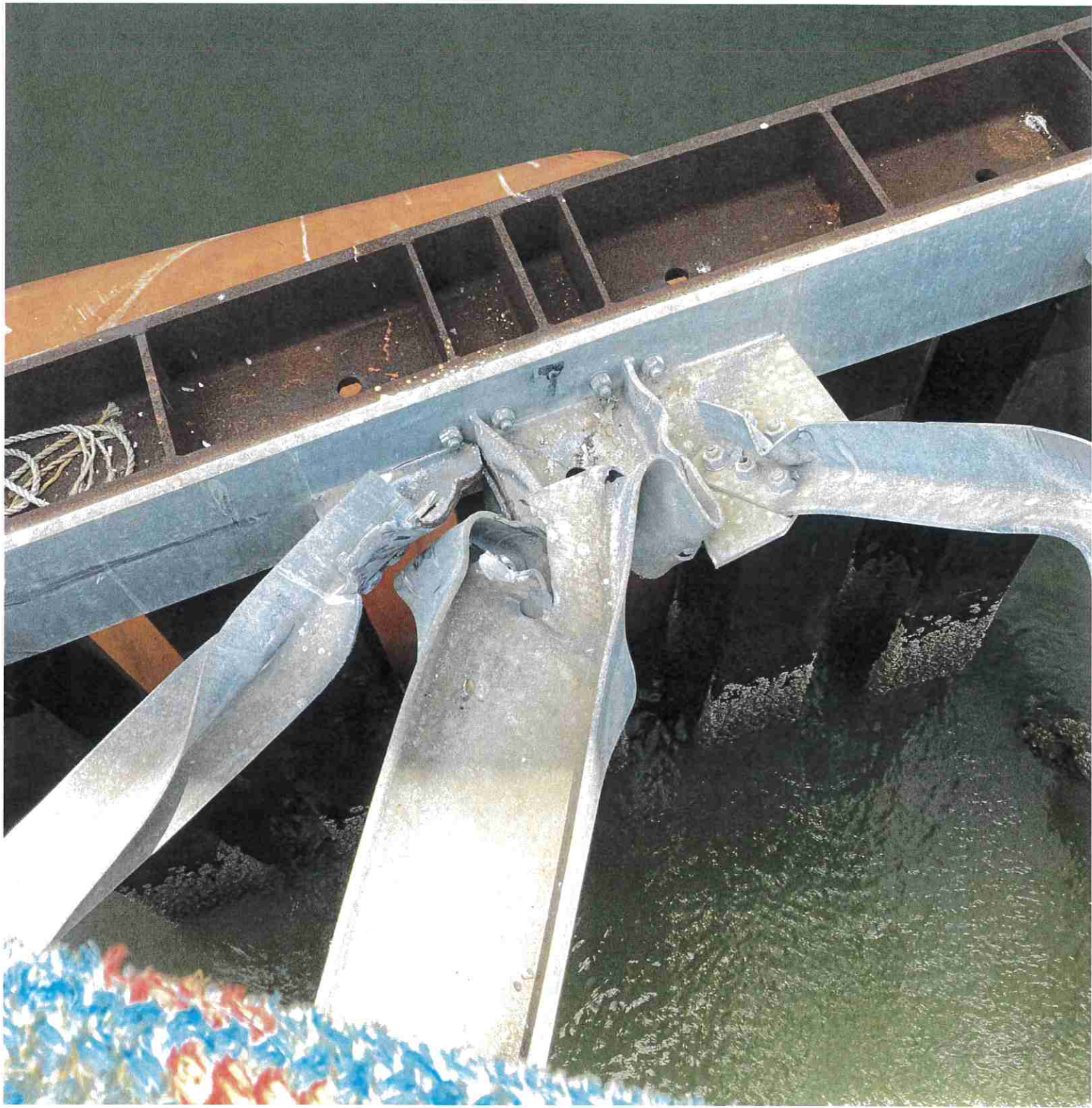


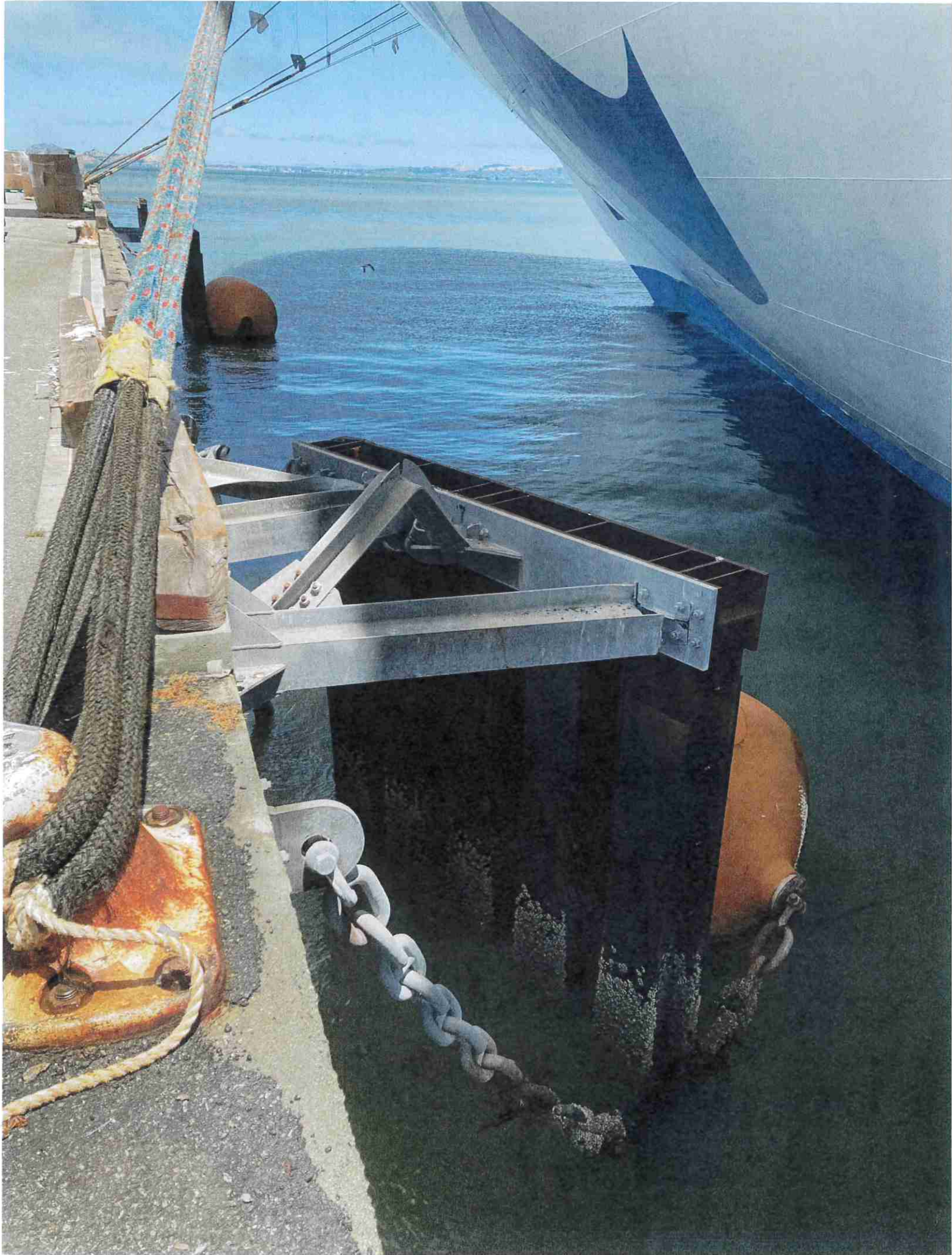




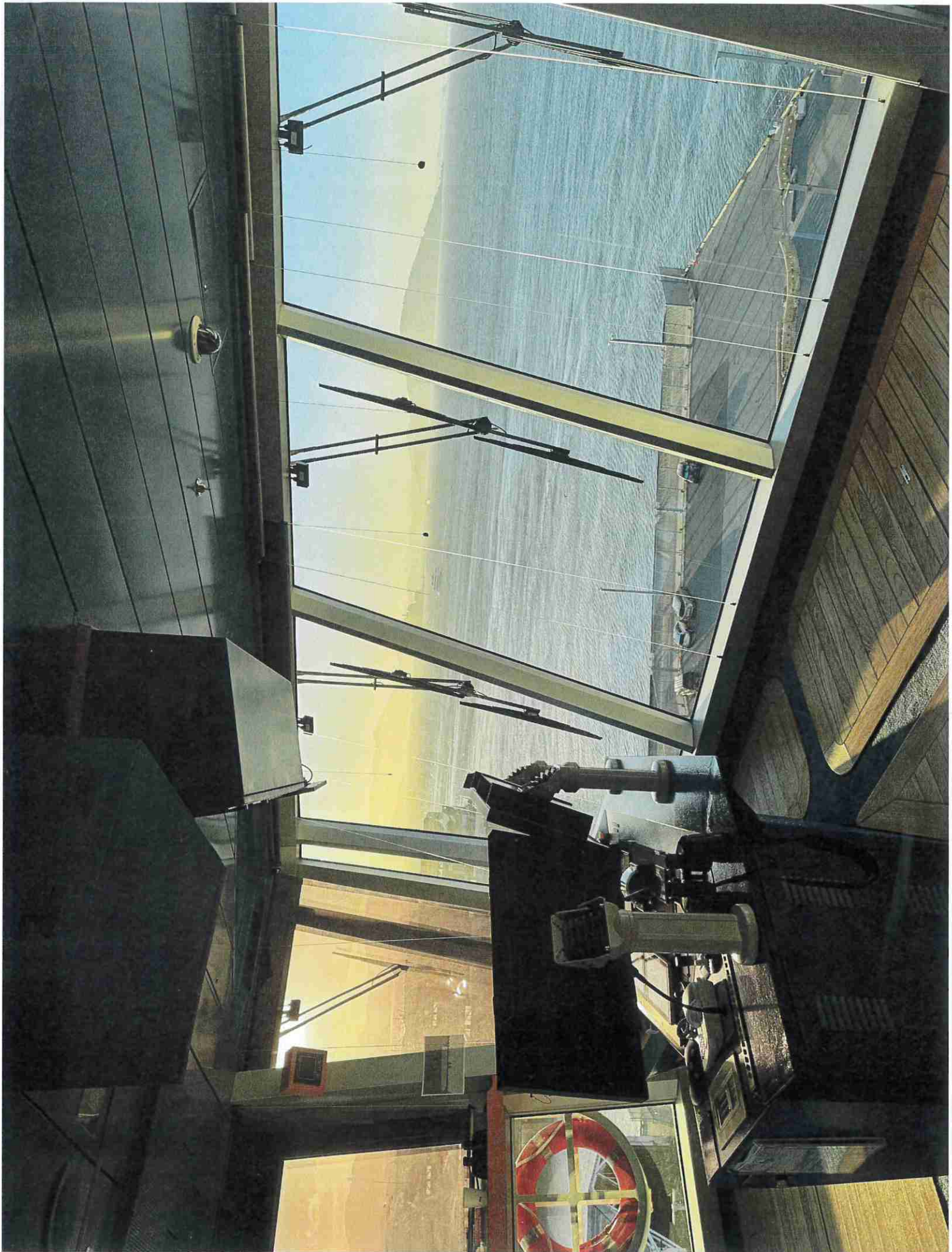






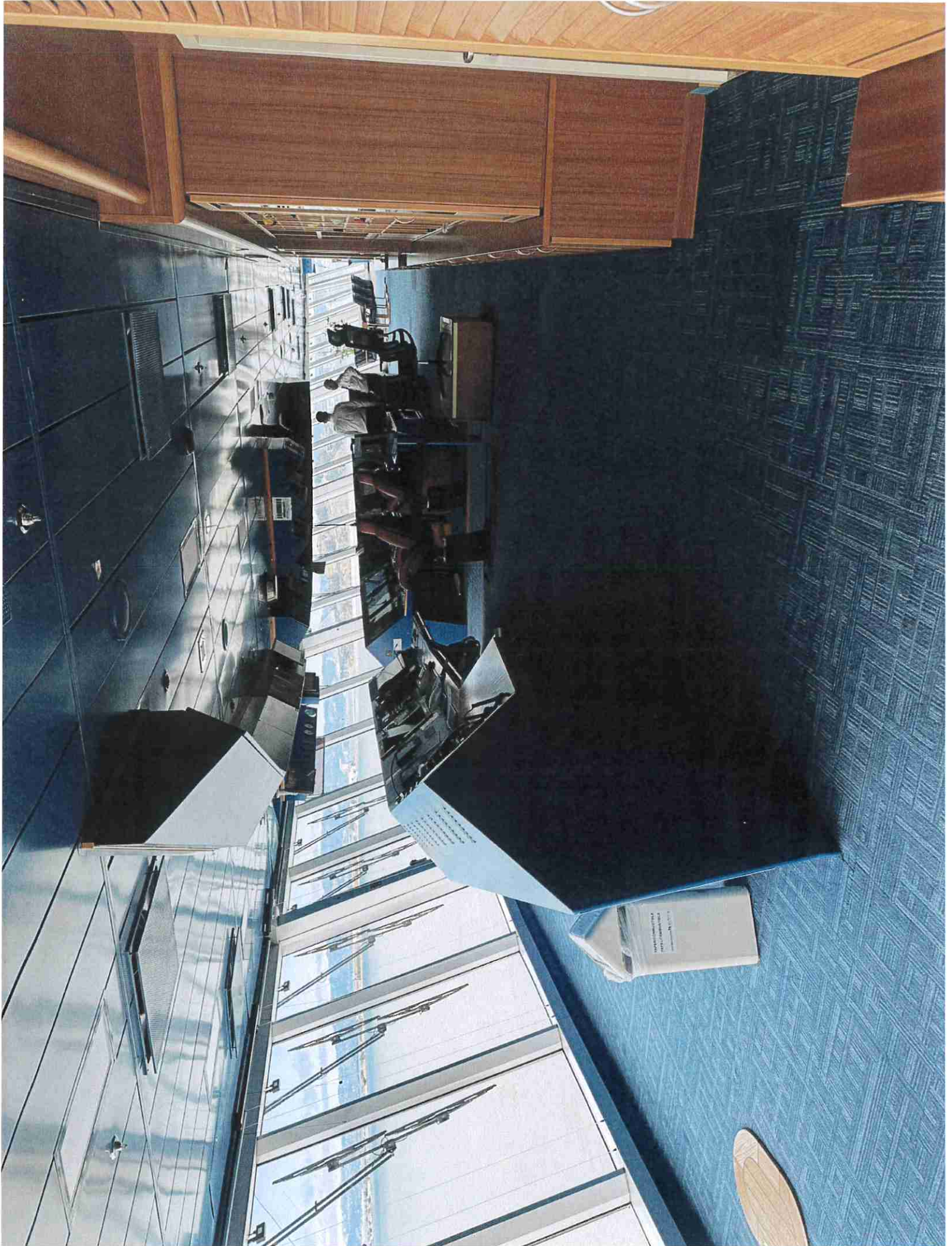




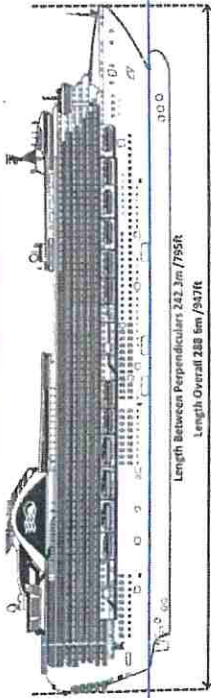
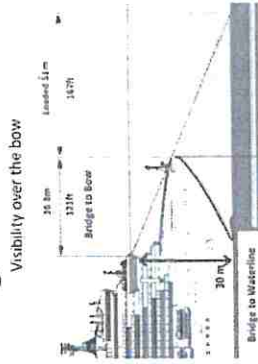








Port: SAN FRANCISCO
 Date: 6-2017-2023



Alt Draught: ft
 Midship Draught: ft
 Fwd Draught: ft

Displacement: Gyo Error:

Call Sign: **ZCDY2**

MMSI: **310 567 000**

Official Number: **9378462**

Port of Registry: **Hamilton Bermuda**

Captain:

Passengers and Crew:

Length Overall	288.6m	946.8ft
Length Between Perpendiculars	242.3m	794.9ft
Extreme Breadth (Bridge Wings)	50.42m	165ft
Moulded Breadth	36.02m	118ft
Air Draught (Mast Raised)	59.39m	195ft
Air Draught (Mast Lowered)	56.20m	185ft
Summer Load Draught	8.50m	27.9ft
Freeboard	2906mm	9.53ft

Navigational Equipment		
The following have been checked and are ready		
Radar	1 S band 2 X band 3 X band 4/5 X band Flow and Stern main mast	Yes
ARPA	Yes	Yes
Speed Log	Doppler, Water track, Ground track	2 x SARA electronics
Echo Sounder	2 x SARA electronics	
Electronic Frang Aids	GPS, DGPS	3 x SARA RS Supreme
VHF	24 Sailor C/B0/B Genie Console	24 Sailor 9222 08055 x Pilot Console M/S Wing
Electronic Charts in use		ENC's
Gyro	2 Standard gyroscopes (Specter/marine) Digital gyro compass navigat	8 MW 1
Engine Telegraph		Siemens (3 Sets) - Main Console, Port and STBD Wing
Steering Gear	4 Hots Rouse pumps	Units operating - 4

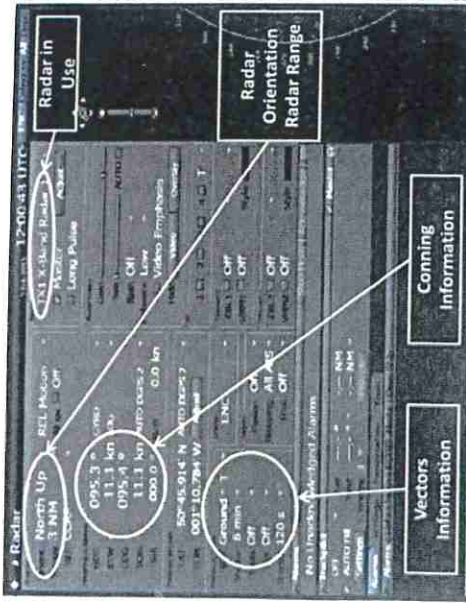
Gross Registered Tonnage	113,561 Tonnes	
Net Registered Tonnage	83,606 Tonnes	
SPEED RAMP		
(Acceleration & Deceleration)		
Lower Limit (rpm)	Upper Limit (rpm)	Time (s)
0	50	25
50	82.5	50
82.5	150	97.5
Upper Limit (rpm)	Lower Limit (rpm)	Time (s)
145	80	30
80	50	10
50	20	10
Anchors: 2	Anchors weight 13t each	Port 13 shackles (357.5m) Starboard 14 shackles (385m)

The Master or his representative reserves the right to advise the Pilot at any stage if they consider that actions taken by him are compromising the safe navigation of the vessel, and to take over the control of the vessel should this be deemed necessary.

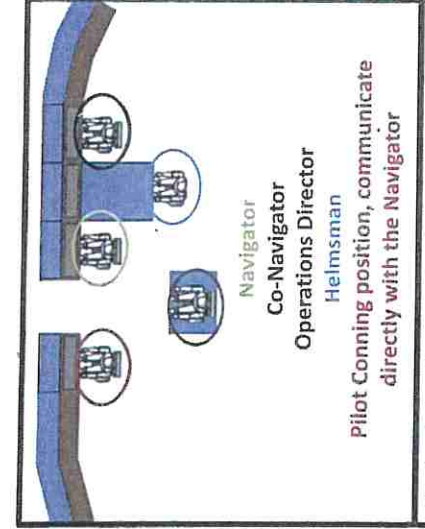
Ruby Princess is fitted with Voyage Data Recording equipment.

Heret instructions

950 IRR 3-24 - Pilotage and the Pilot Information Card - Revised - Nov 2021



Target List:
 Open with Tools>Targets>List. Click on column title to sort rows
 The line for the selected target (click on tracked target on MFD) is highlighted.

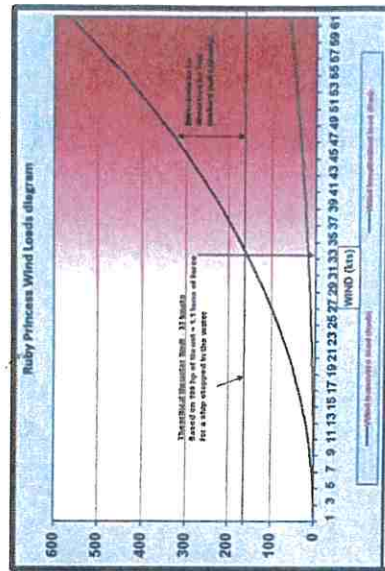


Navigator
Co-Navigator
Operations Director
Helmsman

Pilot Conning position, communicate directly with the Navigator

Turning circle and maneuvering characteristic diagrams are located on the central aft bulkhead leading to the chartroom

CLOSED LOOP COMMUNICATION
 ORDER GIVEN YES
 REPEATED NO



Wind (knots)	Wind Transverse Load (kN/m)	Wind (knots)	Wind Transverse Load (kN/m)
10	15.44	28	121.02
11	18.68	29	129.82
12	22.23	30	138.93
13	26.05	31	148.35
14	30.26	32	158.07
15	34.73	33	168.11
16	39.52	34	178.45
17	44.61	35	189.10
18	50.02	36	200.04
19	55.73	37	211.33
20	61.75	38	222.91
21	68.08	39	234.79
22	74.71	40	246.99
23	81.66	41	259.49
24	88.92	42	272.30
25	96.48	43	285.43
26	104.35	44	298.86
27	112.55	45	312.60

Known Defects:

Wind Speed (kts)	SQUAT EFFECT	
	Speed	Open Waters
2.0	41.24	1.08
2.0	46.27	3.75
3.0	51.30	5.63
4.0	56.33	7.50
5.0	61.35	9.37
6.0	66.37	11.24
7.0	71.37	13.10
8.0	76.37	14.96
9.0	81.35	16.82
10.0	86.31	18.67
11.0	91.27	20.51
12.0	96.20	22.35
13.0	101.12	24.19
14.0	106.02	26.01
15.0	110.90	27.83

RATE OF TURN

Rev/min	0.25	0.50	0.75	1.00	1.50	2.00	2.50	3.00	3.50	4.00
3	11.1	5.7	3.8	2.5	1.5	1.1	1.0	0.8	0.7	0.7
4	18.2	7.6	5.1	3.8	2.5	1.9	1.5	1.1	1.0	1.0
5	19.1	7.5	5.4	4.3	3.2	2.4	1.9	1.6	1.4	1.2
6	22.4	11.5	7.6	5.7	3.8	2.9	2.3	1.9	1.6	1.4
7	25.7	13.4	8.5	6.7	4.5	3.3	2.7	2.2	1.9	1.7
8	30.6	15.3	10.7	7.6	5.1	3.8	3.1	2.5	2.2	1.9
9	24.4	17.2	11.5	8.5	5.7	4.3	3.4	2.9	2.5	2.1
10	33.3	19.1	12.7	9.5	6.4	4.8	3.8	3.2	2.7	2.4
11	42.0	21.0	14.0	10.5	7.0	5.3	4.2	3.5	3.0	2.6
12	45.8	21.9	15.3	11.5	7.6	5.7	4.6	3.8	3.3	2.9
13	47.1	24.8	15.6	12.4	8.3	6.1	5.0	4.1	3.5	3.1
14	51.3	24.7	17.8	13.4	8.5	5.7	5.1	4.5	3.8	3.3
15	51.3	24.7	17.8	13.4	8.5	5.7	5.1	4.5	3.8	3.3
16	48.1	22.1	15.1	10.2	7.6	6.1	5.1	4.4	3.8	3.3
17	48.1	22.1	15.1	10.2	7.6	6.1	5.1	4.4	3.8	3.3
18	45.8	17.6	13.8	11.5	8.4	6.9	5.7	4.9	4.3	3.7
19	45.8	17.6	13.8	11.5	8.4	6.9	5.7	4.9	4.3	3.7
20	42.0	14.0	11.5	10.2	8.1	6.5	5.4	4.6	4.1	3.5
21	42.0	14.0	11.5	10.2	8.1	6.5	5.4	4.6	4.1	3.5
22	40.0	12.0	10.0	9.0	7.5	6.0	5.0	4.2	3.7	3.2
23	37.0	11.0	9.0	8.0	6.5	5.5	4.5	3.8	3.3	2.9



MAR-1201-F3 Pilot Exchange Briefing Checklist

Initial Information	Tick
Ship's position, heading, speed and immediate traffic	
Navigator will keep the Conn and follow the planned track while the briefing is carried out. Navigator will advise of any changes	
Show the VHF and radar for the pilot (assist with radar setup)	
Hand out Pilot Card	
Ask the Pilot if they have any immediate requirements	
Discuss as and when appropriate	Tick
<ul style="list-style-type: none"> • Draft and UKC including minimum UKC expected / Squat • Air draft (if applicable) • Main dimensions of the ship • Propulsion, rudders, and thrusters • Tugs (if applicable) - bollard pull, position, and maximum operational wind limit • Gyro, log, rudder, and RoT indicator and AIS socket • Maximum safe rate of turn relative to ship's speed • Defects discussed (If Applicable) 	
Passage plan and berthing/un-berthing maneuver. Agree upon navigational and speed limits. Tugs (if applicable)	
Traffic situation including at assigned berth	
Weather conditions. Tide / current	
Introduce Bridge team and explain functions (responsibilities)	
Discuss who will have the Conn and change over positions (if applicable)	
Closed loop communications: Explain; invite the Pilot to participate, if not Navigator will close the loop for the Pilot	
Explain "thinking aloud", encourage pilot to communicate with the Navigator	
Pilot to inform the Bridge team of any intention to deviate from the agreed passage plan	
Ask the Pilot to give orders to the helmsman with an initial rudder angle followed by the planned rate of turn	
Inform the Pilot about the company policy not to use mobile phones or other personal electronic devices on the bridge while underway other than for navigational purposes	
If agreed the Pilot may take the Conn or act as a supervisor	
Before disembarkation of the Pilot at sea, discuss weather conditions and optimal ship's speed and heading	

Tug's Size (Length/Breadth/HT)		
Tug's Type (Conventional/Asiuth/Walk Schraeder/ASD)		
Tug's Power (Horse Power & Estimated Bolard Pull)		
Tug's Minimum Screens (Ahead/Astern/Lateral)		
Tug's Line Type (Composition/Strength)		
Tug's Complement (Number of Persons on Board)		
Placement of the Tugs (Forward/Aft - Ahead/Astern/Outboard/Inboard/Ahead and Astern)		
Tugs to be Massed (Pushing/Pulling/Secured)		
Tug's Line Size & Life (Life Length)		
Maximum Angle of Steaming/ing Screen with Tug Mast (Ahead/Astern/Aft)		
Communications (In English/Other Language) (VHF/UHF - Channel - Primary/Secondary)		
Tug's Towing Point Location/Type		
Inspection		
Condition of Line Type (Fiberglass/Steel)		
Position of Line (Secured/Not Secured)		
Condition of Deck of the Tug (If Secured/Not Secured)		
Condition of Deck of the Tug (If Secured/Not Secured)		
EAT No. (If Ahead for Tug)		
Angle Location/Tilt/Speed to Secured or Let Go Tug		
Condition of Secured When (Overhead/Mass Field)		
Location of Emergency Release/Secured		
Availability of General Emergency Release (Time Limit to 50%)		
Are Available Tugs for Recovery Purpose		YES/NO
Have the Necessary Procedures for Secured and Let Go		YES/NO
Do Procedures Reduce Risk to an Acceptable Level		YES/NO

Ship: Ruby Princess IMO9378462
 Book: Deck
 Logbook Day: Jul 6, 2023

Time of entry	Name of entry	Details				Maker
July 06, 2023 00:03 -07:00	End of watch	Latitude	37° 42.3' N	Longitude	123° 45.6' W	castellano, gianvincenzo (3rd officer)
		Vessel state	steady	State severity	slightly	
		Sea force	3 bf	Sea direction	NNW	
		Swell	short low	Average speed	17.62 kn	
		Log miles during watch	71.6 NM	Sky status / cloud cover	overcast	
		Precipitation	no precipitation	Compass Error Obtained	Yes	
July 06, 2023 00:03 -07:00	Start of watch	Latitude	37° 42.3' N	Longitude	123° 45.6' W	[automation]
		Officer rank		Junior rank		
		Manning Condition	Green	Confirmed over boards with ECR?	No	
July 06, 2023 00:03 -07:00	Start of watch	Latitude	37° 42.3' N	Longitude	123° 45.6' W	MICHELE, DELLEPIANE (3rd Officer)
		Officer rank	S2/O	Officer	Agostino Pisera	
		Junior rank	3/O	Junior officer	Michele Delleplane	
		Look out	Aparicio, Alonso	Manning Condition	Green	
		Confirmed over boards with ECR?	Yes	Checklist Type	Take Over Watch at Sea	
July 06, 2023 00:03 -07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge COO.	Ballast	NIL	[automation]
		Heeling	AS REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB 10 - 11. (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 6S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production, DW residual & others stability parameters.			
July 06, 2023 00:03 -07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge COO.	Ballast	NIL	MICHELE, DELLEPIANE (3rd Officer)
		Heeling	AS REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB 10 - 11. (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 6S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production, DW residual & others stability parameters.			

Event ID	Event Name	Event Type	Event Date	Event Time	Event Location	Event Status
1	Event 1	Event Type 1	2023-07-07	08:00	Location 1	Completed
2	Event 2	Event Type 2	2023-07-07	09:00	Location 2	Completed
3	Event 3	Event Type 3	2023-07-07	10:00	Location 3	Completed
4	Event 4	Event Type 4	2023-07-07	11:00	Location 4	Completed
5	Event 5	Event Type 5	2023-07-07	12:00	Location 5	Completed
6	Event 6	Event Type 6	2023-07-07	13:00	Location 6	Completed
7	Event 7	Event Type 7	2023-07-07	14:00	Location 7	Completed
8	Event 8	Event Type 8	2023-07-07	15:00	Location 8	Completed
9	Event 9	Event Type 9	2023-07-07	16:00	Location 9	Completed
10	Event 10	Event Type 10	2023-07-07	17:00	Location 10	Completed
11	Event 11	Event Type 11	2023-07-07	18:00	Location 11	Completed
12	Event 12	Event Type 12	2023-07-07	19:00	Location 12	Completed
13	Event 13	Event Type 13	2023-07-07	20:00	Location 13	Completed
14	Event 14	Event Type 14	2023-07-07	21:00	Location 14	Completed
15	Event 15	Event Type 15	2023-07-07	22:00	Location 15	Completed
16	Event 16	Event Type 16	2023-07-07	23:00	Location 16	Completed
17	Event 17	Event Type 17	2023-07-08	00:00	Location 17	Completed
18	Event 18	Event Type 18	2023-07-08	01:00	Location 18	Completed
19	Event 19	Event Type 19	2023-07-08	02:00	Location 19	Completed
20	Event 20	Event Type 20	2023-07-08	03:00	Location 20	Completed
21	Event 21	Event Type 21	2023-07-08	04:00	Location 21	Completed
22	Event 22	Event Type 22	2023-07-08	05:00	Location 22	Completed
23	Event 23	Event Type 23	2023-07-08	06:00	Location 23	Completed
24	Event 24	Event Type 24	2023-07-08	07:00	Location 24	Completed
25	Event 25	Event Type 25	2023-07-08	08:00	Location 25	Completed
26	Event 26	Event Type 26	2023-07-08	09:00	Location 26	Completed
27	Event 27	Event Type 27	2023-07-08	10:00	Location 27	Completed
28	Event 28	Event Type 28	2023-07-08	11:00	Location 28	Completed
29	Event 29	Event Type 29	2023-07-08	12:00	Location 29	Completed
30	Event 30	Event Type 30	2023-07-08	13:00	Location 30	Completed
31	Event 31	Event Type 31	2023-07-08	14:00	Location 31	Completed
32	Event 32	Event Type 32	2023-07-08	15:00	Location 32	Completed
33	Event 33	Event Type 33	2023-07-08	16:00	Location 33	Completed
34	Event 34	Event Type 34	2023-07-08	17:00	Location 34	Completed
35	Event 35	Event Type 35	2023-07-08	18:00	Location 35	Completed
36	Event 36	Event Type 36	2023-07-08	19:00	Location 36	Completed
37	Event 37	Event Type 37	2023-07-08	20:00	Location 37	Completed
38	Event 38	Event Type 38	2023-07-08	21:00	Location 38	Completed
39	Event 39	Event Type 39	2023-07-08	22:00	Location 39	Completed
40	Event 40	Event Type 40	2023-07-08	23:00	Location 40	Completed
41	Event 41	Event Type 41	2023-07-09	00:00	Location 41	Completed
42	Event 42	Event Type 42	2023-07-09	01:00	Location 42	Completed
43	Event 43	Event Type 43	2023-07-09	02:00	Location 43	Completed
44	Event 44	Event Type 44	2023-07-09	03:00	Location 44	Completed
45	Event 45	Event Type 45	2023-07-09	04:00	Location 45	Completed
46	Event 46	Event Type 46	2023-07-09	05:00	Location 46	Completed
47	Event 47	Event Type 47	2023-07-09	06:00	Location 47	Completed
48	Event 48	Event Type 48	2023-07-09	07:00	Location 48	Completed
49	Event 49	Event Type 49	2023-07-09	08:00	Location 49	Completed
50	Event 50	Event Type 50	2023-07-09	09:00	Location 50	Completed

Time of entry	Name of entry	Details		Maker		
July 06, 2023 00:03 -07:00	Acknowledgement: Master's Deck Officer Orders.	Engine configuration	3DG	Speed Pilot	MICHELE, DELLEPIANE (3rd Officer)	
		ETA WP	WP 32 @ 0445 LT - 6TH JULY 2023	ETA Pilot Station		WP 32 @ 0445 LT - 6TH JULY 2023
		ETA Dock / Anchorage	0615	Call Captain		0415
		Call Staff Captain	as required	Overboard discharges		as per env schedule (remain out of CARB area until fule change over is completed at approximately 00:25
		Call Captain when in doubt and as per Masters standing Orders	Always	Clocks set		gmt -7
		Minimum CPA	1.0	Minimum BCR		1.5
			Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible . If you have any concerns call me.			
			PAY PARTICULAR ATTENTION TO ENV AREAS Monitor Weather forecast constantly on each update across the watches.	Orders left by		Captain
		Orders	Restricted visibility calls : If consistency less than 2.0 NM. (Take 15-20 minutes to assess) 1st call - 10FF ERKHAN up to 0400LT GMT -7 Call me at any time if required OR IN DOUBT			
		Navigator acknowledged	Yes	Co-Navigator acknowledged		Yes
		Operational Director acknowledged	No	Admin acknowledged	No	

Time of entry	Name of entry	Details				Maker
July 06, 2023 00:20 -07:00	Completed fuel changeover	Entry time	00:20 Jul 06 2023 -07:00	Latitude	37° 39.4' N	Houston-Stok, Gabriel (2EOF)
		Longitude	123° 42.2' W	Speed	14.30 kn	
		Minimum ship speed during operation	13.90 kn	Fuel Type Updated on EMS page in IAMCS	No	
		ECA Waters	Yes	Engine In use	Yes	
		DG1 Changeover from	MGO	DG1 Sulphur content from	0.0200 %	
		DG1 Changeover to	MGO	DG1 Sulphur content to	0.0100 %	
		Engine In use	Yes	DG2 Changeover from	HFO	
		DG2 Sulphur content from	2.4000 %	DG2 Changeover to	MGO	
		DG2 Sulphur content to	0.0100 %	Engine In use	Yes	
		DG3 Changeover from	HFO	DG3 Sulphur content from	2.4000 %	
		DG3 Changeover to	MGO	DG3 Sulphur content to	0.0100 %	
		Engine In use	Yes	DG4 Changeover from	MGO	
		DG4 Sulphur content from	0.0200 %	DG4 Changeover to	MGO	
		DG4 Sulphur content to	0.0100 %	Engine In use	Yes	
		DG5 Changeover from	HFO	DG5 Sulphur content from	2.4000 %	
		DG5 Changeover to	MGO	DG5 Sulphur content to	0.0100 %	
		Engine In use	Yes	DG6 Changeover from	HFO	
		DG6 Sulphur content from	2.4000 %	DG6 Changeover to	MGO	
		DG6 Sulphur content to	0.0100 %	Boiler In use	No	
		Boiler FWD/Port Changeover from	MGO	Boiler FWD/Port Sulphur content from	0.0200 %	
		Boiler FWD/Port Changeover to	MGO	Boiler FWD/Port Sulphur content to	0.0100 %	
		Boiler In use	No	Boiler AFT/Stbd Changeover from	MGO	
		Boiler AFT/Stbd Sulphur content from	0.0200 %	Boiler AFT/Stbd Changeover to	MGO	
		Boiler AFT/Stbd Sulphur content to	0.0100 %			
July 06, 2023 00:24 -07:00	Stop DG 5 Exhaust Gas Cleaning System (EGCS)	Latitude	37° 38.8' N	Longitude	123° 41.2' W	Houston-Stok, Gabriel (2EOF)
		EGCS Mode	ECA	WWF	Not applicable	
July 06, 2023 00:24 -07:00	Stop DG 3 Exhaust Gas Cleaning System (EGCS)	Latitude	37° 38.8' N	Longitude	123° 41.2' W	Houston-Stok, Gabriel (2EOF)
		EGCS Mode	ECA	WWF	Not applicable	
July 06, 2023 00:24 -07:00	Stop DG 2 Exhaust Gas Cleaning System (EGCS)	Latitude	37° 38.8' N	Longitude	123° 41.2' W	Houston-Stok, Gabriel (2EOF)
		EGCS Mode	ECA	WWF	Bypassed	
July 06, 2023 00:45 -07:00	Environmental Zone Change	Latitude	37° 37.4' N	Longitude	123° 35.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Action	Entering	Area	Special area - use remarks	
		AAQS/EGCS	AAQS/EGCS not in use, ship operating on compliant fuel	Speed	16.9 kn	
		ECR Informed	No	Remarks	CARB Area	
July 06, 2023 00:45 -07:00	Notice given	Latitude	37° 37.4' N	Longitude	123° 35.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Amount of Notice given	1:00	Notice for	Incinerator Shutdown	
July 06, 2023 00:46 -07:00	Stop Incinerator 1	Latitude	37° 37.3' N	Longitude	123° 34.6' W	[Automation]
		Speed	17.40 kn	Incinerator Testing?	No	

Time of entry	Name of entry	Details				Maker
July 06, 2023 00:46 -07:00	Stop incinerator 1	Latitude	37° 37.3' N	Longitude	123° 34.6' W	MICHELE, DELLEPIANE (3rd Officer)
		Speed	17.40 kn	Incinerator Testing?	No	
July 06, 2023 01:00 -07:00	Hourly observations	Latitude	37° 36.3' N	Longitude	123° 29.9' W	[automation]
		Course gyro	105.5 °	Gyro error	000.0 °	
		Course Over Ground	106.2 °	Average speed	15.2 kn	
		Distance 1hour run	15.2 NM	PS Fin	In	
		SB Fin	In	Watertight doors- condition	PH-Potentially-Hazardous	
		Wind direction	301 °	Wind speed	23.0 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 01:00 -07:00	Hourly observations	Latitude	37° 36.3' N	Longitude	123° 29.9' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	105.5 °	Gyro error	000.0 °	
		Course Over Ground	106.2 °	Course mag	100.0 °	
		Mag Error	-5.5 °	RPM PS	112	
		RPM SB	112	Average speed	15.2 kn	
		Distance 1hour run	15.2 NM	PS Fin	Out	
		SB Fin	Out	Watertight doors condition	N-Normal	
		Wind direction	301 °	Wind speed	23.0 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	2-Rolling Gently	
		Scending	1-Not Scending	Swell	2-Short Low	
July 06, 2023 02:21 -07:00	Casino status	Latitude	37° 32.2' N	Longitude	123° 06.1' W	MICHELE, DELLEPIANE (3rd Officer)
		Casino status	Closed	Reason		
July 06, 2023 01:00 -07:00	Casino status	Latitude	37° 36.2' N	Longitude	123° 29.6' W	MICHELE, DELLEPIANE (3rd Officer)
		Casino status	Closed	Reason	Port Limits	
July 06, 2023 01:09 -07:00	Gyro Error	Latitude	37° 35.5' N	Longitude	123° 26.3' W	MICHELE, DELLEPIANE (3rd Officer)
		Type of error	Compass Comparison	Gyro used	1	
		Gyro status	Active	Ship State	Steady	
		Gyro Error	0.0 °	Gyro Heading	104.0 °	
		Magnetic Heading	100.0 °	Variation	13.0 °	
		Deviation	-9.0 °	Magnetic Error	4.0 °	
July 06, 2023 01:11 -07:00	Fire round start	Fire round number	2			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 01:16 -07:00	Stop continuous AAWTS Effluent (mixed BW and GW) discharge	Start time	19:35 Jul 03 2023 -07:00	Latitude at start	54° 04.9' N	[automation]
		Longitude at start	131° 01.1' W	End time	01:16 Jul 06 2023 -07:00	
		Latitude	37° 35.0' N	Longitude	123° 23.8' W	
		Speed	17.90 kn			
July 06, 2023 01:16 -07:00	Stop continuous AAWTS Effluent (mixed BW and GW) discharge	Start time	19:35 Jul 03 2023 -07:00	Latitude at start	54° 04.9' N	MICHELE, DELLEPIANE (3rd Officer)
		Longitude at start	131° 01.1' W	End time	01:16 Jul 06 2023 -07:00	
		Latitude	37° 35.0' N	Longitude	123° 23.8' W	
		Speed	17.90 kn			
July 06, 2023 01:17 -07:00	Ship's position	Latitude	37° 34.9' N	Longitude	123° 23.4' W	MICHELE, DELLEPIANE (3rd Officer)
		Remarks	All O/B confirmed closed			
July 06, 2023 01:17 -07:00	Stop continuous Untreated Greywater discharge	Start time	21:41 Jul 03 2023 -07:00	Latitude at start	53° 23.0' N	[automation]
		Longitude at start	130° 59.9' W	End time	01:17 Jul 06 2023 -07:00	
		Latitude	37° 34.9' N	Longitude	123° 23.4' W	
		Speed	17.90 kn			
July 06, 2023 01:17 -07:00	Stop continuous Untreated Greywater discharge	Start time	21:41 Jul 03 2023 -07:00	Latitude at start	53° 23.0' N	MICHELE, DELLEPIANE (3rd Officer)
		Longitude at start	130° 59.9' W	End time	01:17 Jul 06 2023 -07:00	
		Latitude	37° 34.9' N	Longitude	123° 23.4' W	
		Speed	17.90 kn			

Time of entry	Name of entry	Details				Maker
July 06, 2023 01:18 -07:00	Stop Bilge water operation	Latitude	37° 24.8' N	Longitude	123° 23.0' W	[automation]
		Speed	17.80 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
July 06, 2023 01:18 -07:00	Stop Bilge water operation	Latitude	37° 34.8' N	Longitude	123° 23.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Speed	17.80 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
July 06, 2023 01:28 -07:00	Ship's position	Latitude	37° 34.0' N	Longitude	123° 19.4' W	MICHELE, DELLEPIANE (3rd Officer)
		Remarks	EOOW confirm FW Production Stopped			
July 06, 2023 01:35 -07:00	Engine configuration	RPM was set to	100 rev/min	DG 1	Yes	MICHELE, DELLEPIANE (3rd Officer)
		DG 2	No	DG 3	Yes	
		DG 4	No	DG 5	Yes	
		DG 6	No			
July 06, 2023 01:57 -07:00	Double Steering Motors					MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 01:53 -07:00	Double Steering Motors					MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 01:53 -07:00	Hand steering	Hand steering	started			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 01:57 -07:00	Astern Propulsion and Full movement of Rudders Tested	Latitude	37° 32.3' N	Longitude	123° 10.9' W	MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 01:57 -07:00	Steering gear test	Type of test	33 CFR 164.25 (a) (1) (IV) (VII) & (5)			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 02:00 -07:00	Hourly observations	Latitude	37° 32.3' N	Longitude	123° 10.5' W	[automation]
		Course gyro	089.1 °	Gyro error	000.0 °	
		Course Over Ground	091.1 °	Average speed	15.9 kn	
		Distance 1hour run	15.9 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	276 °	Wind speed	13.1 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 02:00 -07:00	Hourly observations	Latitude	37° 32.3' N	Longitude	123° 10.5' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	089.1 °	Gyro error	000.0 °	
		Course Over Ground	091.1 °	Course mag	086.0 °	
		Mag Error	-3.1 °	RPM PS	65	
		RPM SB	65	Average speed	15.9 kn	
		Distance 1hour run	15.9 NM	PS Fin	Out	
		SB Fin	Out	Watertight doors condition	N-Normal	
		Wind direction	276 °	Wind speed	13.1 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	2-Rolling Gently	
		Scending	1-Not Scending	Swell	2-Short Low	
July 06, 2023 02:01 -07:00	Track Pilot engaged	Mode of TrackPilot	Heading			MICHELE, DELLEPIANE (3rd Officer)

Time of entry	Name of entry	Details				Maker
July 06, 2023 02:02 -07:00	Environmental Zone Change	Latitude	37° 32.3' N	Longitude	123° 09.9' W	MICHELE, DELLEPIANE (3rd Officer)
		Action	Entering	Area	Special area - use remarks	
		AAQS/EGCS	AAQS/EGCS not in use, ship operating on compliant fuel	Speed	10.4 kn	
		ECR Informed	Yes	Remarks	Farallones National Marine Park	
July 06, 2023 02:40 -07:00	Fire round finish	Fire round number	2			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 03:00 -07:00	Hourly observations	Latitude	37° 34.2' N	Longitude	122° 58.9' W	[automation]
		Course gyro	052.0 °	Gyro error	000.0 °	
		Course Over Ground	056.0 °	Average speed	9.8 kn	
		Distance 1hour run	9.8 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	250 °	Wind speed	10.8 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 03:00 -07:00	Hourly observations	Latitude	37° 34.2' N	Longitude	122° 58.9' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	052.0 °	Gyro error	000.0 °	
		Course Over Ground	056.0 °	Course mag	047.0 °	
		Mag Error	-5.0 °	RPM PS	65	
		RPM SB	65	Average speed	9.8 kn	
		Distance 1hour run	9.8 NM	PS Fin	Out	
		SB Fin	Out	Watertight doors condition	N-Normal	
		Wind direction	250 °	Wind speed	10.8 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	2-Rolling Gently	
		Scending	1-Not Scending	Swell	2-Short Low	
July 06, 2023 03:17 -07:00	Stabilizer fin In PS					MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 03:30 -07:00	Notice to ECR for Arrival	Amount of Notice given	2 hour			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 03:54 -07:00	Fire round start	Fire round number	3			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 03:58 -07:00	End of watch	Latitude	37° 39.7' N	Longitude	122° 48.9' W	Pisera, Agostino (S2Off)
		Vessel state	steady	State severity	slightly	
		Sea force	3/4 bf	Sea direction	NNW	
		Swell	short low	Average speed	12.71 kn	
		Log miles during watch	49.8 NM	Sky status / cloud cover	overcast	
		Precipitation	no precipitation	Compass Error Obtained	Yes	
July 06, 2023 03:58 -07:00	Start of watch	Latitude	37° 39.7' N	Longitude	122° 48.9' W	[automation]
		Officer rank		Junior rank		
		Manning Condition	Green	Confirmed over boards with ECR?	No	
July 06, 2023 03:58 -07:00	Start of watch	Latitude	37° 39.7' N	Longitude	122° 48.9' W	Marciano, Luigi (first officer)
		Officer rank	1/O	Officer	Luigi	
		Junior rank	2/O	Junior officer	Thomas	
		Look out	Darwin Manuel	Fire patrol	Security	
		Manning Condition	Green	Confirmed over boards with ECR?	Yes	
		Checklist Type	Take Over Watch at Sea			

Year of survey	Surveyor's name	Latitude	Longitude	Depth	Temperature	Direction	Force
1913
1914
1915
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1929
1930
1931
1932
1933
1934
1935
1936
1937
1938
1939
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
1960
1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

Time of entry	Name of entry	Details				Maker
July 06, 2023 03:58 -07:00	Acknowledgement: Master's Deck Officer Orders.	Engine configuration	3DG	Speed Pilot		Mardano, Luigi (first officer)
		ETA WP	WP 32 @ 0445 LT - 6TH JULY 2023	ETA Pilot Station	WP 32 @ 0445 LT - 6TH JULY 2023	
		ETA Dock / Anchorage	0615	Call Captain	0415	
		Call Staff Captain	as required	Overboard discharges	as per env schedule (remain out of CARB area until fule change over is completed at approximately 00:25	
		Call Captain when in doubt and as per Masters standing Orders	Always	Clocks set	gmt -7	
		Minimum CPA	1.0	Minimum BCR	1.5	
			Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible . If you have any concerns call me.			
		Orders	PAY PARTICULAR ATTENTION TO ENV AREAS Monitor Weather forecast constanly on each update across the watches.	Orders left by	Captain	
			Restricted visiblity calls : If consistenly less than 2.0 NM. (Take 15-20 minutes to assess)			
			1st call - 1OFF ERKHAN up to 0400LT GMT -7 Call me at any time if required OR IN DOUBT			
		Navigator acknowledged	Yes	Co-Navigator acknowledged	Yes	
		Operational Director acknowledged	No	Admin acknowledged	No	
July 06, 2023 03:58 -07:00	Acknowledgement: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL	[automation]
		Heeling	AS REQUIRED	Waste Water Storage	Holding/discharge untreated GW Galley DB 10 - 11: (use DB 9 & 12) Holding/discharge CW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P inboard	
		Potable Water	Suction: 8P-9S-5S once ship is outside Marine Park Filling: 1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production - DW residual & others stability parameters.			

Time of entry	Name of entry	Details				Maker
July 06, 2023 03:58 -07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL.	Marclano, Luigi (first officer)
		Heeling	AS REQUIRED	Waste Water Storage	Holding/dscharge untreated GW Galley DB 10 - 11. (use DB 9 & 12) Holding/dscharge GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production. DW residual & others stability parameters.			
July 06, 2023 04:00 -07:00	Hourly observations	Latitude	37° 39.8' N	Longitude	122° 48.7' W	[automation]
		Course gyro	055.2 °	Gyro error	000.0 °	
		Course Over Ground	057.6 °	Average speed	9.9 kn	
		Distance 1hour run	9.9 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	229 °	Wind speed	13.3 kn	
		Visibility	0-No observation by OGW	Sea condition	0-No observation by OGW	
		Pitching	0-No observation by OGW	Rolling	0-No observation by OGW	
		Scending	0-No observation by OGW	Swell	0-No observation by OGW	
July 06, 2023 04:00 -07:00	Hourly observations	Latitude	37° 39.8' N	Longitude	122° 48.7' W	Pisera, Agostino (S2Off)
		Course gyro	055.2 °	Gyro error	000.0 °	
		Course Over Ground	057.6 °	Course mag	050.0 °	
		Mag Error	-5.2 °	RPM PS	65	
		RPM SB	65	Average speed	9.9 kn	
		Distance 1hour run	9.9 NM	PS Fin	In	
		SB Fin	Out	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	229 °	Wind speed	13.3 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	2-Rolling Gently	
		Scending	1-Not Scending	Swell	2-Short Low	
July 06, 2023 04:20 -07:00	Notice to ECR for Arrival	Amount of Notice given	1 hour			Marclano, Luigi (first officer)
July 06, 2023 04:35 -07:00	Notice to Environmental Zone Change	Latitude	37° 43.5' N	Longitude	122° 42.5' W	Marclano, Luigi (first officer)
		Speed	11.00 kn	Amount of Notice given	0:30	
		Action	Entering	Area	VGP	
		AAQS/EGCS	AAQS/EGCS not in use, ship operating on compliant fuel	ECR informed	Yes	
		Notice to stop discharge	Yes	Discharges to be stopped	All O/B discharges to be opened	
July 06, 2023 04:38 -07:00	Pilot Shell Doors	Action	Open	Door Number:	4.03	Marclano, Luigi (first officer)
July 06, 2023 04:43 -07:00	Pilot on board	Latitude	37° 44.4' N	Longitude	122° 41.1' W	Marclano, Luigi (first officer)
		Embarkation Method	Starboard Ladder			
July 06, 2023 04:43 -07:00	Pilot on board	Latitude	37° 44.4' N	Longitude	122° 41.1' W	Marclano, Luigi (first officer)
		Embarkation Method	Starboard Ladder	Name	Dustin Slack	
July 06, 2023 04:43 -07:00	Pilot on board	Latitude	37° 44.4' N	Longitude	122° 41.1' W	Marclano, Luigi (first officer)
		Embarkation Method	Starboard Ladder	Name	Dustin Slack	
July 06, 2023 04:43 -07:00	Pilot Shell Doors	Action	Closed and Secured for Sea	Door Number:	4.03	Marclano, Luigi (first officer)

Time of entry	Name of entry	Details				Maker
July 06, 2023 04:43 -07:00	Pilot Shell Doors	Action	Closed and Secured for Sea	Door Number:	4.03	Marclano, Luigi (first officer)
July 06, 2023 04:46 -07:00	Pilot Shell Doors	Action	Closed and Secured for Sea	Door Number:	4.03	Marclano, Luigi (first officer)
July 06, 2023 04:45 -07:00	Pilot Shell Doors	Action	Closed and Secured for Sea	Door Number:	4.03	Marclano, Luigi (first officer)
July 06, 2023 04:47 -07:00	Master and pilot exchange of information	Remarks	Carried out by the Captain			Marclano, Luigi (first officer)
July 06, 2023 04:50 -07:00	Free text (deck)	Free text	Requesting new engine configuration 3+1			Marclano, Luigi (first officer)
July 06, 2023 04:50 -07:00	Notice to ECR for Arrival	Amount of Notice given	30 min			Marclano, Luigi (first officer)
July 06, 2023 04:50 -07:00	Hand steering	Hand steering	started			Marclano, Luigi (first officer)
July 06, 2023 04:54 -07:00	Engine configuration	RPM was set to	110 rev/min	DG 1	Yes	Marclano, Luigi (first officer)
		DG 2	Yes	DG 3	Yes	
		DG 4	No	DG 5	Yes	
		DG 6	No			
July 06, 2023 04:56 -07:00	Change of Conn	Latitude	37° 45.8' N	Longitude	122° 38.2' W	Marclano, Luigi (first officer)
		Conning by	Pilot			
July 06, 2023 04:51 -07:00	Stabilizer fin out PS					Marclano, Luigi (first officer)
July 06, 2023 04:51 -07:00	Stabilizer fin out PS					Marclano, Luigi (first officer)
July 06, 2023 04:56 -07:00	Stabilizer fin out PS					Marclano, Luigi (first officer)
July 06, 2023 05:00 -07:00	Hourly observations	Latitude	37° 46.2' N	Longitude	122° 37.1' W	(automation)
		Course gyro	069.5 °	Gyro error	000.0 °	
		Course Over Ground	069.4 °	Average speed	11.3 kn	
		Distance 1hour run	11.3 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	254 °	Wind speed	22.3 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 05:00 -07:00	Hourly observations	Latitude	37° 46.2' N	Longitude	122° 37.1' W	Marclano, Luigi (first officer)
		Course gyro	069.5 °	Gyro error	000.0 °	
		Course Over Ground	069.4 °	Course mag	080.0 °	
		Mag Error	10.5 °	RPM PS	120	
		RPM SB	120	Average speed	11.3 kn	
		Distance 1hour run	11.3 NM	PS Fin	Out	
		SB Fin	Out	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	254 °	Wind speed	22.3 kn	
		Visibility	9-Good Visibility	Sea condition	4-Slight	
		Pitching	2-Pitching Gently	Rolling	2-Rolling Gently	
		Scending	2-Scending Gently	Swell	3-Short Moderate	
July 06, 2023 05:05 -07:00	Environmental Zone Change	Latitude	37° 46.7' N	Longitude	122° 35.2' W	Marclano, Luigi (first officer)
		Action	Entering			
		AAQS/EGCS	AAQS/EGCS not In use, ship operating on compliant fuel			
		ECR Informed	Yes			
		Area	VGP			
		Speed	15.8 kn			

Time of entry	Name of entry	Details				Maker
July 06, 2023 05:17 -07:00	Enter Yellow Manning	Latitude	37° 47.8' N	Longitude	122° 31.4' W	Marciano, Luigi (first officer)
		Manning condition set	Yes	Bridge Condition	Closed	
		Yellow manning due to	Harbor	Captain Informed	Yes	
		ECR informed	Yes	Watch Handover checklist complete?	Yes	
		Engine configuration	3+1	Watertight doors closed	Yes	
July 06, 2023 05:18 -07:00	Change of charge	Latitude	37° 47.9' N	Longitude	122° 31.1' W	Marciano, Luigi (first officer)
		In charge	Captain			
July 06, 2023 05:19 -07:00	Voyage Overview meeting / briefing	Port	San Francisco	Type	Arrival	Marciano, Luigi (first officer)
July 06, 2023 05:24 -07:00	Arrival – Stand By Below	Latitude	37° 48.8' N	Longitude	122° 29.4' W	Marciano, Luigi (first officer)
		Time at sea	60.0 h	Average speed (sea)	18.95 kn	
		Calculated Sea miles	1137.27 NM	Bridge / ECR Condition	Closed	
		Remarks	DGPS 295.12 DOLOG 297.9			
July 06, 2023 05:25 -07:00	Enter Red Manning	Latitude	37° 48.9' N	Longitude	122° 29.2' W	Marciano, Luigi (first officer)
		Manning condition set	Yes	Bridge Condition	Closed	
		Red manning due to	Harbor	Captain Informed	Yes	
		Staff Captain Informed	Yes	Safety Officer Informed	Yes	
		ECR informed	Yes	Watch Handover checklist complete?	Yes	
		Engine configuration	3+1	Watertight doors closed	Yes	
July 06, 2023 05:26 -07:00	Anchors clear					Marciano, Luigi (first officer)
July 06, 2023 05:36 -07:00	Fire round finish	Fire round number	3			Marciano, Luigi (first officer)
July 06, 2023 05:36 -07:00	Stabilizer fin in PS					Marciano, Luigi (first officer)
July 06, 2023 05:36 -07:00	Stabilizer fin in SB					Marciano, Luigi (first officer)
July 06, 2023 05:38 -07:00	Thrusters on					Marciano, Luigi (first officer)
July 06, 2023 05:39 -07:00	Tugboat In Use	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None			
July 06, 2023 05:40 -07:00	Free text (deck)	Free text	Full stations FWD and AFT			Marciano, Luigi (first officer)
July 06, 2023 05:41 -07:00	Passing commit point	Latitude	37° 48.9' N	Longitude	122° 25.3' W	Marciano, Luigi (first officer)
July 06, 2023 05:38 -07:00	Tugboat in Use	Number of Tugboats	1	Tugboat name(s)	Delta Linda	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	Stbd Bow	
		Lines	Tug line			
July 06, 2023 05:38 -07:00	Tugboat in Use	Number of Tugboats	1	Tugboat name(s)	Delta Linda	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	Stbd Bow	
		Lines	Tug line			
July 06, 2023 05:49 -07:00	Tugboat in Use	Number of Tugboats	1	Tugboat name(s)	Delta Linda	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	Stbd Bow	
		Lines	Tug line			
July 06, 2023 05:49 -07:00	All Checks complete	Check	Pre-arrival			Marciano, Luigi (first officer)
July 06, 2023 05:59 -07:00	Swing start/end	Turning In port Side	Started Port	Bow or stern	Bow	Marciano, Luigi (first officer)
July 06, 2023 05:59 -07:00	Transfer of Conning Position	Latitude	37° 48.3' N	Longitude	122° 23.8' W	Marciano, Luigi (first officer)
		From	Center	To	Port Wing	

Time of entry	Name of entry	Details				Maker
July 06, 2023 06:00 -07:00	Change of Conn	Latitude	37° 48.3' N	Longitude	122° 23.8' W	Marciano, Luigi (first officer)
		Conning by	Captain			
July 06, 2023 06:00 -07:00	Hourly observations	Latitude	37° 48.3' N	Longitude	122° 23.8' W	[Automation]
		Course gyro	142.6 °	Gyro error	000.0 °	
		Course Over Ground	121.6 °	Average speed	11.3 kn	
		Distance 1hour run	11.3 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	250 °	Wind speed	7.7 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 06:00 -07:00	Hourly observations	Latitude	37° 48.3' N	Longitude	122° 23.8' W	Marciano, Luigi (first officer)
		Course gyro	142.6 °	Gyro error	000.0 °	
		Course Over Ground	121.6 °	Course mag	146.3 °	
		Mag Error	3.7 °	RPM PS	-42	
		RPM SB	-42	Average speed	11.3 kn	
		Distance 1hour run	11.3 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	250 °	Wind speed	7.7 kn	
		Visibility	9-Good Visibility	Sea condition	1-Calm Glassy	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 06:06 -07:00	Free text (deck)	Free text:	AFT Port quarter of vessel Allision with Pier 27 dock			Marciano, Luigi (first officer)
July 06, 2023 06:06 -07:00	Free text (deck)	Free text:	Engines Ahead and Aborted Approach			Marciano, Luigi (first officer)
July 06, 2023 06:59 -07:00	Swing start/end	Turning in port Side	Ended Port	Bow or stern	Bow	Marciano, Luigi (first officer)
July 06, 2023 06:09 -07:00	Swing start/end	Turning in port Side	Ended Port	Bow or stern	Bow	Marciano, Luigi (first officer)
July 06, 2023 06:09 -07:00	Swing start/end	Turning In port Side	Ended Port	Bow or stern	Bow	Marciano, Luigi (first officer)
		Remarks	aboart approach			
July 06, 2023 06:10 -07:00	Transfer of Conning Position	Latitude	37° 48.8' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		From	Port Wing	To	Center	
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.38333 h	
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	[Automation]
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.00000 h	
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.00000 h	
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	[Automation]
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.38333 h	
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.38333 h	

Time of entry	Name of entry	Details				Maker
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.38333 h	
		Remarks	going to reconnect on STBD quarter			
July 06, 2023 06:12 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Standby	Tugboat Location	Aft	
		Lines	None	Duration	0.38333 h	
		Remarks	going to reconnect on STBD quarter			
July 06, 2023 06:12 -07:00	Tugboat In Use	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	STbd Quarter	
		Lines	Tug line			
July 06, 2023 06:13 -07:00	Tugboat In Use	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	STbd Quarter	
		Lines	Tug line			
July 06, 2023 06:54 -07:00	Free text (deck)	Free text	begin 2nd Approach to Pelr 27			Marciano, Luigi (first officer)
July 06, 2023 06:15 -07:00	Free text (deck)	Free text	begin 2nd Approach to Pelr 27			Marciano, Luigi (first officer)
July 06, 2023 06:27 -07:00	Swing start/end	Turning In port	Started	Bow or stern	Stern	Marciano, Luigi (first officer)
		Side	Starboard			
July 06, 2023 06:28 -07:00	Transfer of Conning Position	Latitude	37° 48.3' N	Longitude	122° 23.9' W	Marciano, Luigi (first officer)
		From	Center	To	Port Wing	
July 06, 2023 06:35 -07:00	Shell doors open	Side	Port	Number	4.12a	Marciano, Luigi (first officer)
July 06, 2023 06:37 -07:00	Shell doors open	Side	Port	Number	5.02	Marciano, Luigi (first officer)
July 06, 2023 06:38 -07:00	Heaving line ashore	Fwd / Aft	FWD			Marciano, Luigi (first officer)
July 06, 2023 06:38 -07:00	Heaving line ashore	Fwd / Aft	AFT			Marciano, Luigi (first officer)
July 06, 2023 06:40 -07:00	Shell doors open	Side	Port	Number	4.04	Marciano, Luigi (first officer)
July 06, 2023 06:40 -07:00	Shell doors open	Side	Port	Number	4.14	Marciano, Luigi (first officer)
July 06, 2023 06:41 -07:00	Shell doors open	Side	Port	Number	4.12	Marciano, Luigi (first officer)
July 06, 2023 06:46 -07:00	1st Line	AIS status-moored	Yes	Navigation lights off	Yes	Marciano, Luigi (first officer)
July 06, 2023 07:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[Automation]
		Course gyro	096.2.0	Gyro error	000.0.0	
		Course Over Ground	237.1.0	Average speed	1.0 kn	
		Distance 1-hour run	1.8 NM	PS-Fin	fn	
		SB-Fin	fn	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	057.0	Wind speed	0.4 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	

Time of entry	Name of entry	Details				Maker
July 06, 2023 07:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Course gyro	006.2°	Gyro error	000.0°	
		Course Over Ground	237.1°	Course mag	004.8°	
		Mag-Error	-1.4°	RPM PS	0	
		RPM SB	0	Average speed	1.8 kn	
		Distance 1hour run	1.8 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	057°	Wind speed	0.4 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 07:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	
		Course gyro	006.2°	Gyro error	000.0°	
		Course Over Ground	237.1°	Course mag	004.8°	
		Mag Error	-1.4°	RPM PS	0	
		RPM SB	0	Average speed	1.8 kn	
		Distance 1hour run	1.8 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	057°	Wind speed	0.4 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
		Barometric pressure	1014 hPa	Sea temperature	15.0 °C	
		Air temperature	15.0 °C	Wet air temperature	14.5 °C	
July 06, 2023 07:04 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Delta Linda	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	Stbd Bow	
		Lines	Tug line	Duration	0.85000 h	
July 06, 2023 07:04 -07:00	Finished with Tug	Number of Tugboats	1	Tugboat name(s)	Valor	Marciano, Luigi (first officer)
		Tugboat Status	Connected	Tugboat Location	STbd Quarter	
		Lines	Tug line	Duration	0.85000 h	
July 06, 2023 07:04 -07:00	Change of charge	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		In charge	Staff Captain			
July 06, 2023 07:04 -07:00	Change of Conn	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Conning by	Staff Captain			
July 06, 2023 07:04 -07:00	Enter Yellow Manning	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Manning condition set	Yes	Bridge Condition	Closed	
		Yellow manning due to	Harbor	Captain informed	Yes	
		ECR informed	Yes	Watch Handover checklist complete?	Yes	
		Engine configuration	3+1	Watertight doors closed	Yes	
July 06, 2023 07:05 -07:00	Finished with Propulsion					Marciano, Luigi (first officer)
July 06, 2023 07:05 -07:00	Finished with Steering	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
July 06, 2023 07:09 -07:00	Thrusters off					Marciano, Luigi (first officer)
July 06, 2023 07:10 -07:00	Free text (deck)	Free text	US Coast Guard called the ship on channel 22a requesting to be informed on the progress of the medical disembarkation			Marciano, Luigi (first officer)
July 06, 2023 07:12 -07:00	Free text (deck)	Free text	6:2 fast FWD			Marciano, Luigi (first officer)
July 06, 2023 07:15 -07:00	All Fast	Pier	berth 27	Fwd lines	6:2	Marciano, Luigi (first officer)
		Aft lines	6:2	Remarks	DGPS 6.33 DOLOG 9.21	

Time of entry	Name of entry	Details				Maker
July 06, 2023 07:15 -07:00	Arrival condition	Departure port	Prince Rupert	Departure time	16:14 Jul 03 2023 -07:00	[automation]
		Start of sea passage	17:23 Jul 03 2023 -07:00	End of sea passage	05:24 Jul 06 2023 -07:00	
		Arrival time	07:15 Jul 06 2023 -07:00	Arrival port	San Francisco	
		Pier	berth 27	Latitude	37° 48.4' N	
		Longitude	122° 24.0' W	Guests	3328 people	
		Crew	1161 people	Souls Onboard	4489 people	
		End of voyage?		Ship shore power capable?	Yes	
		Port shore connection capable?		Departure miles	9.1 NM	
		Sea miles	1137.3 NM			
July 06, 2023 07:15 -07:00	Arrival condition	Departure port	Prince Rupert	Departure time	16:14 Jul 03 2023 -07:00	Marciano, Luigi (first officer)
		Start of sea passage	17:23 Jul 03 2023 -07:00	End of sea passage	05:24 Jul 06 2023 -07:00	
		Arrival time	07:15 Jul 06 2023 -07:00	Arrival port	San Francisco	
		Pier	berth 27	Latitude	37° 48.4' N	
		Longitude	122° 24.0' W	Guests	3328 people	
		Crew	1161 people	Souls Onboard	4489 people	
		End of voyage?	Yes	Ship shore power capable?	Yes	
		Port shore connection capable?	Yes	Departure miles	9.1 NM	
		Sea miles	1137.3 NM	Arrival miles	6.3 NM	
		Total Distance	1152.7 NM			
July 06, 2023 07:15 -07:00	Arrival condition	Departure port	Prince Rupert	Departure time	16:14 Jul 03 2023 -07:00	castellano, gianvincenzo (3rd officer)
		Start of sea passage	17:23 Jul 03 2023 -07:00	End of sea passage	05:24 Jul 06 2023 -07:00	
		Arrival time	07:15 Jul 06 2023 -07:00	Arrival port	San Francisco	
		Pier	berth 27	Latitude	37° 48.4' N	
		Longitude	122° 24.0' W	Guests	3328 people	
		Crew	1161 people	Souls Onboard	4489 people	
		End of voyage?	Yes	Ship shore power capable?	Yes	
		Port shore connection capable?	Yes	Departure miles	9.1 NM	
		Sea miles	1137.3 NM	Arrival miles	6.3 NM	
		Total Distance	1152.7 NM	GM	1.58 m	
		Draft forward	8.10 m	Draft mid	8.27 m	
		Draft aft	8.76 m	Ballast water	552.0 m³	
		Weather / Sea state	Good	Name of agent	SMS International	
July 06, 2023 07:15 -07:00	Arrival Condition at port	End of voyage?	1			[automation]
July 06, 2023 07:15 -07:00	Voyage End	Voyage Id	RU2318	Voyage description	10 Days Alaskan Round Trip	[automation]
		Captain	Mario Tani	Chief Engineer	Vito Torre	
July 06, 2023 07:15 -07:00	Voyage End	Voyage Id	RU2318	Voyage description	10 Days Alaskan Round Trip	Marciano, Luigi (first officer)
		Captain	Mario Tani	Chief Engineer	Vito Torre	
July 06, 2023 07:15 -07:00	Voyage end (for reporting)					[automation]
July 06, 2023 07:15 -07:00	Voyage Start					[automation]
July 06, 2023 07:15 -07:00	Voyage Start	Voyage ID	RU2319	Voyage description	Other, use remarks	Marciano, Luigi (first officer)
		Remarks	10 Days Alaskan Round Trip			
July 06, 2023 07:16 -07:00	Shell doors open	Side	Port	Number	4.08	Marciano, Luigi (first officer)
July 06, 2023 07:20 -07:00	Enter Green Manning	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Manning condition set	Yes	Bridge Condition	Closed	
		ECR informed	Yes	Engine configuration	1	
		Watertight door status-non technical	Closed	Watertight door status-technical	Closed	

Time of entry	Name of entry	Details				Maker
July 06, 2023 07:20 - 07:00	Gangway connected and inspected	Deck	7	Location	Midship Jetway	Marciano, Luigi (first officer)
		Inspected and safe to use	Yes			
July 06, 2023 07:20 - 07:00	Gangway connected and inspected	Deck	7	Location	Midship Jetway	Marciano, Luigi (first officer)
		Inspected and safe to use	Yes			
July 06, 2023 07:28 - 07:00	Ship cleared	Ship cleared for Remarks	Working crew only Clearance for luggage operation	Q-flag lowered	No	Marciano, Luigi (first officer)
July 06, 2023 07:22 - 07:00	Ship cleared	Ship cleared for Remarks	Working crew only Clearance for luggage operation	Q-flag lowered	No	Marciano, Luigi (first officer)
July 06, 2023 07:22 - 07:00	Gangway connected and inspected	Deck	5	Location	Midship	Marciano, Luigi (first officer)
		Inspected and safe to use	Yes			
July 06, 2023 07:22 - 07:00	Gangway connected and inspected	Deck	5	Location	Midship	Marciano, Luigi (first officer)
		Inspected and safe to use	Yes			
July 06, 2023 07:25 - 07:00	Bridge condition	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Bridge condition	Open			
July 06, 2023 07:25 - 07:00	Voyage Condition	Condition	Normal			Marciano, Luigi (first officer)
July 06, 2023 07:25 - 07:00	Security Check Carried Out + DOS Completed					Marciano, Luigi (first officer)
July 06, 2023 07:52 - 07:00	Ship cleared	Ship cleared for	Passengers and Crew	Q-flag lowered	No	Marciano, Luigi (first officer)
July 06, 2023 07:54 - 07:00	Free text (deck)	Free text	Guest disembarkation commenced			Marciano, Luigi (first officer)
July 06, 2023 07:58 - 07:00	Barge alongside	Type of barge	Bunker			Marciano, Luigi (first officer)
July 06, 2023 08:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	186.2 °	Average speed	0.0 kn	
		Distance 1-hour run	0.0 NM	PS-Fin	In	
		SB-Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	196 °	Wind speed	6.0 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 08:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	186.2 °	Course mag	356.0 °	
		Mag Error	-11.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	196 °	Wind speed	6.0 kn	
		Visibility	9-Good Visibility	Sea condition	1-Calm Glassy	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	

Time of entry	Name of entry	Details				Maker
July 06, 2023 08:04 -07:00	End of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Vessel state	steady	State severity	slightly	
		Sea force	Rippled bf	Sea direction	Rippled	
		Swell	Neg	Average speed	6.05 kn	
		Log miles during watch	24.8 NM	Sky status / cloud cover	overcast	
		Precipitation	no precipitation	Compass Error Obtained	No	
		Reason not obtained	In Port			
July 06, 2023 08:04 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Officer rank		Junior rank		
		Manning Condition	Green	Confirmed over boards with ECR?	No	
July 06, 2023 08:04 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Officer rank	2/O	Officer	Gianvincenzo Castellano	
		Junior rank	2/O	Junior officer	Davide Villari	
		Look out	Eko & Josellito	Manning Condition	Green	
		Confirmed over boards with ECR?	Yes	Checklist Type	Take Over Watch In Port	
July 06, 2023 08:04 -07:00	Acknowledgment- Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge-OOW.	Ballast	NIL	[automation]
		Heeling	AS-REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB-10-11 (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3-4-5-7-8 this evening once outside environmental limit. Discharge GWT-7P-8S-9P-10P Keep GWT-3P-5P inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime— monitor discharges & production, DW residual & others stability parameters.			
July 06, 2023 08:04 -07:00	Acknowledgment- Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge-OOW.	Ballast	NIL	castellano, gianvincenzo (3rd officer)
		Heeling	AS-REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB-10-11 (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3-4-5-7-8 this evening once outside environmental limit. Discharge GWT-7P-8S-9P-10P Keep GWT-3P-5P inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime— monitor discharges & production, DW residual & others stability parameters.			

NO.	NAME	ADDRESS	CITY	STATE	ZIP	PHONE
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

Time of entry	Name of entry	Details				Maker
July 06, 2023 08:04-07:00	Acknowledgement- Master's Deck Officer Orders-	Engine configuration- 3DG ETA WP WP-32 @ 0445 LT- 6TH JULY- 2023 ETA Dock/ Anchorage 0615 Call Staff-Captain as-required Call-Captain when in- doubt and as per- Masters standing- Orders Always Minimum CPA 1.0 Follow Passage Plan and comply- with Company Regulations and- my Standing Navigational- Orders. Maximise CPA's where- possible. If you have any- concerns call me- Orders- Restricted visibility calls - If consistently less than 2.0 NM- (Take 15-20 minutes to assess)- 1st call - 10FF ERKHAN up to 0400LT GMT-7 Call me at any time if required- OR IN DOUBT Navigator- acknowledged- No Operational Director- acknowledged- No	Speed Pilot ETA-Pilot Station- WP-32 @ 0445 LT- 6TH JULY- 2023 Call-Captain 0415 Overboard discharges- as-per-env-schedule (remain- out of CARB area until fuel- change over is completed at- approximately 00:25 Clocks set gmt-7 Minimum BCR 1.5 Orders left by Captain		castellano, gianvincenzo- (3rd officer)	
July 06, 2023 08:07-07:00	Gyro Error	Latitude 37° 48.4' N Type of error LOB Gyro status Active Object Observed LOB San Francisco True Bearing 7.0 ° Gyro Heading 7.0 ° Variation 12.9 ° Magnetic Error 14.0 °	Longitude 122° 24.0' W Gyro used 1 Ship State Steady Observed Bearing 7.0 ° Gyro Error 0.0 ° Magnetic Heading 353.0 ° Deviation 1.1 °		castellano, gianvincenzo (3rd officer)	
July 06, 2023 08:26-07:00	Shore Power Breaker Closed	Port San Francisco Electricity Provider Start counter 8971638.00 KW	Side Port Power requirement? 11 kV		Imbrea, Virgil (2EOF)	
July 06, 2023 08:26-07:00	First Shore Power Breaker Closed				[automation]	
July 06, 2023 08:26-07:00	Finished with engines	Thrusters Off Watertight door status-non technical Open Manning condition set Green ECR Informed Yes	DG running shore power Watertight door status-technical Open Indication lighting set Yes		castellano, gianvincenzo (3rd officer)	
July 06, 2023 08:30-07:00	Start of Garbage Offloading	Latitude 37° 48.4' N Name of port San Francisco	Longitude 122° 24.0' W		Marciano, Luigi (first officer)	
July 06, 2023 08:35-07:00	Start bunkering MGO	Person in charge Abhinav Gangwar TEC-1402-A2 Prior to Bunkering Checklist Completed Yes	TEC-1402-A1 Bunker Plan Completed Yes Bridge Informed Yes		Imbrea, Virgil (2EOF)	

Time of entry	Name of entry	Details				Maker
July 06, 2023 08:35 -07:00	Free text (deck)	Free text	Broadcast for bunker operation carried out			castellano, gianvincenzo (3rd officer)
July 06, 2023 09:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	358.3 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	125 °	Wind speed	2.5 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 09:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	358.3 °	Course mag	362.0 °	
		Mag Error	-5.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	125 °	Wind speed	2.5 kn	
		Visibility	1-Very Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 09:23 -07:00	Work permit open	Section 4 - Bridge (OOW) and ECR (EOOW) Notification Time	09:23 Jul 06 2023 -07:00	Permit name	Working at Height	castellano, gianvincenzo (3rd officer)
		Description	Bridge window washing	Location of work	DK14 Bridge	
		Permit number	HAGRU202300413V	Maximum Validity	12.0 h	
		Responsible Officer's Contact Number	2/O Castellano			
July 06, 2023 10:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.0 °	Gyro error	000.0 °	
		Course Over Ground	194.1 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	312 °	Wind speed	2.9 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 10:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Course gyro	007.0 °	Gyro error	000.0 °	
		Course Over Ground	194.1 °	Course mag	005.2 °	
		Mag Error	-1.9 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	312 °	Wind speed	2.9 kn	
		Visibility	9-Good Visibility	Sea condition	1-Calm Glassy	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 10:30 -07:00	Stop of Garbage Offloading	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Name of port	San Francisco			
July 06, 2023 10:37 -07:00	Free text (deck)	Free text	3 coast guard with an attorney on board			castellano, gianvincenzo (3rd officer)

Time of entry	Name of entry	Details				Maker
July 06, 2023 10:37-07:00	Free text (deck)	Free text	6 coast guard with an attorney on board			castellano, gianvincenzo (3rd officer)
July 06, 2023 10:37-07:00	Free text (deck)	Free text	4 coast guard with an attorney on board			castellano, gianvincenzo (3rd officer)
July 06, 2023 10:37-07:00	Free text (deck)	Free text	4 coast guard with our attorney on board			castellano, gianvincenzo (3rd officer)
July 06, 2023 10:54-07:00	Free text (deck)	Free text	Pax disembarkation complete			castellano, gianvincenzo (3rd officer)
July 06, 2023 11:00-07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[Automation]
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	277.4 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	301 °	Wind speed	1.7 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 11:00-07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	007.4 °	Course mag	354.0 °	
		Mag Error	-13.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	301 °	Wind speed	1.7 kn	
		Visibility	1-Very Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 11:05-07:00	Work permit closed	Section 5 - Work Permit Completion Time	11:05 Jul 06 2023 -07:00	Permit name	Working at Height	castellano, gianvincenzo (3rd officer)
		Description	Bridge window washing	Location of work	DK14 Brdge	
		Permit number	HAGRU202300413V			
July 06, 2023 11:18-07:00	Stop bunkering MGO	Port	San Francisco	Bunkered Volume	483.000 m³	Ardita, Antonio (1EOF)
		Reference density at 15C	834.400 kg/m³	Fuel temperature	25.0 °C	
		ASTM 54B VCF	0.9914	Bunkered Volume at 15C	478.865 m³	
		Qty received on board	399,565 mt	Qty on Bunker Delivery Note(s)	401.600 mt	
		Sulphur content	0.0100 %	Supplier's gauge reading verified and witnessed?	No	
		Bunker Delivery Note(s) Received	Yes	Samples collected & TEC-1402-A3 Completed	Yes	
		TEC-1402-A2 Bunkering Checklist Completed	Yes	Letter(s) of Protest Submitted?	No	
		Bridge Informed	Yes	Tank(s) Bunkered	13P-14S	
July 06, 2023 11:35-07:00	Passenger embarkation started					castellano, gianvincenzo (3rd officer)
July 06, 2023 11:35-07:00	Free text (deck)	Free text	Safety Essential started			castellano, gianvincenzo (3rd officer)
July 06, 2023 11:43-07:00	Start bunkering HFO (>0.5%)	Person in charge	Antonio Ardita	TEC-1402-A1 Bunker Plan Completed	Yes	Imbrea, Virgli (2EOF)
		TEC-1402-A2 Prior to Bunkering Checklist Completed	Yes	Bridge Informed	Yes	

Time of entry	Name of entry	Details				Maker
July 06, 2023 12:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.5 °	Gyro error	000.0 °	
		Course Over Ground	263.1 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	158°	Wind speed	3.1 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 12:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Course gyro	007.5 °	Gyro error	000.0 °	
		Course Over Ground	263.1 °	Course mag	353.0 °	
		Mag Error	-14.5 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	158 °	Wind speed	3.1 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 12:01 -07:00	End of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Vessel state	steady	State severity	slightly	
		Sea force	Rippled bf	Sea direction	Rippled	
		Swell	Neg	Average speed	0.00 kn	
		Log miles during watch	0.0 NM	Sky status / cloud cover	overcast	
		Precipitation	no precipitation	Compass Error Obtained	Yes	
July 06, 2023 12:01 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Officer rank		Junior rank		
		Manning Condition	Green	Confirmed over boards with ECR?	No	
July 06, 2023 12:01 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Officer rank	S2/O	Officer	Agostino Pisera	
		Junior rank	3/O	Junior officer	Michele Delleplane	
		Look out	Aparicio,Alonso	Manning Condition	Green	
		Confirmed over boards with ECR?	Yes	Checklist Type	Take Over Watch In Port	
July 06, 2023 12:01 -07:00	Acknowledgment-Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from bridge OOW	Ballast	NIL	[automation]
		Heeling	AS REQUIRED	Waste-Water Storage	Holding/dischage untreated CW Galley DB-10-11- (use DB-9 & 12) Holding/dischage CW & BW permeate DB 3-4-5-7-8- this evening once outside environmental limit Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P-Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO-14S HFO- 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime monitor discharges & production- DW residual & others stability parameters.			

Time of entry	Name of entry	Details				Maker
July 06, 2023 12:01 - 07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL	MICHELE, DELLEPIANE (3rd Officer)
		Healing	AS REQUIRED	Waste Water Storage	Holding/dscharge untreated GW Gailey DB 10 - 11. (use DB 9 & 12) Holding/dscharge GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Martine Park Filling:1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP If in doubt anytime - monitor discharges & production. DW residual & others stability parameters.			
July 06, 2023 12:01 - 07:00	Acknowledgment: Master's Deck Officer Orders	Engine configuration	5DG	Speed-Pilot		[automation]
		ETA WP	WP-32 @ 0445 LT - 6TH JULY 2023	ETA Pilot Station	WP-32 @ 0445 LT - 6TH JULY 2023	
		ETA Dock / Anchorage	0615	Call-Captain	0445	
		Call-Staff Captain	as required	Overboard discharges	as per env. schedule (remain out of CARB area until fuel change over is completed at approximately 00:25	
		Call-Captain when in doubt and as per Masters standing Orders	Always	Clocks set	gmt -7	
		Minimum CPA	1-0	Minimum-BCR	±5	
		Orders	Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible - If you have any concerns call me. PAY PARTICULAR ATTENTION TO ENV AREAS Monitor Weather forecast constantly on each update across the watches. Restricted visibility calls - If consistently less than 2.0 NM (Take 15-20 minutes to assess) 1st call - IOFF ERKHAN up to 0400LT GMT -7 Call me at any time if required OR IN DOUBT	Orders left by	Captain	
		Navigator acknowledged	No	Co-Navigator acknowledged	No	
		Operational Director acknowledged	No	Admin acknowledged	No	

Time of entry	Name of entry	Details				Maker
July 06, 2023 12:01 -07:00	Acknowledgement: Master's Deck Officer Orders.	Engine configuration	3DG	Speed Pilot		MICHELE, DELLEPIANE (3rd Officer)
		ETA WP	WP 32 @ 0445 LT - 6TH JULY 2023	ETA Pilot Station	WP 32 @ 0445 LT - 6TH JULY 2023	
		ETA Dock / Anchorage	0615	Call Captain	0415	
		Call Staff Captain	as required	Overboard discharges	as per env schedule (remain out of CARB area until fuel change over is completed at approximately 00:25	
		Call Captain when in doubt and as per Masters standing Orders	Always	Clocks set	gmt -7	
		Minimum CPA	1.0	Minimum BCR	1.5	
			Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible . If you have any concerns call me.			
		Orders	PAY PARTICULAR ATTENTION TO ENV AREAS Monitor Weather forecast constantly on each update across the watches.	Orders left by	Captain	
			Restricted visibility calls : If consistently less than 2.0 NM. (Take 15-20 minutes to assess)			
			1st call - IOFF ERKHAN up to 0400LT GMT -7			
			Call me at any time if required OR IN DOUBT			
		Navigator acknowledged	Yes	Co-Navigator acknowledged	Yes	
		Operational Director acknowledged	No	Admin acknowledged	No	
July 06, 2023 13:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	334.6 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	170 °	Wind speed	2.5 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 13:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	334.6 °	Course mag	354.0 °	
		Mag Error	-13.3 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	170 °	Wind speed	2.5 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 13:03 -07:00	Free text (deck)	Free text	3 US coast guard off the ship			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 13:30 -07:00	Notice to ECR for Departure	Amount of Notice given	2 hour			MICHELE, DELLEPIANE (3rd Officer)

Time of entry	Name of entry	Details				Maker
July 06, 2023 13:30 -07:00	Stop bunkering HFO (>0.5%)	Port	San Francisco	Bunkered Volume	816.000 m³	Ardita, Antonio (1EOF)
		Reference density at 15C	989.000 kg/m³	Fuel temperature	38.0 °C	
		ASTM 54B VCF	0.9842	Bunkered Volume at 15C	803.128 m³	
		Qty received on board	794.293 mt	Qty on Bunker Delivery Note(s)	801.900 mt	
		Sulphur content	2.4000 %	Supplier's gauge reading verified and witnessed?	No	
		Bunker Delivery Note(s) Received	Yes	Samples collected & TEC-1402-A3 Completed	Yes	
		TEC-1402-A2 Bunkering Checklist Completed	Yes	Letter(s) of Protest Submitted?	No	
		Bridge Informed	Yes	Tank(s) Bunkered	2P-3S-6P-7S-8S-5P	
July 06, 2023 14:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	177.2 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	219 °	Wind speed	10.7 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 14:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	177.2 °	Course mag	354.0 °	
		Mag Error	-13.3 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	219 °	Wind speed	10.7 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 14:20 -07:00	Shell doors closed	Side	Port	Number	4.14	MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 15:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.5 °	Gyro error	000.0 °	
		Course Over Ground	219.9 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	211 °	Wind speed	10.9 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	

Time of entry	Name of entry	Details				Maker
July 06, 2023 15:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	007.5 °	Gyro error	000.0 °	
		Course Over Ground	219.9 °	Course mag	354.0 °	
		Mag Error	-13.5 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	211 °	Wind speed	18.9 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 15:10 -07:00	Barge away					MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 15:11 -07:00	Positive Reports	Type of report	All LSA secured for sea			MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 15:30 -07:00	Gyro Error	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Type of error	LOB	Gyro used	1	
		Gyro status	Active	Ship State	Steady	
		Object Observed	Pier 27	Observed Bearing	7.3 °	
		True Bearing	7.0 °	Gyro Error	-0.3 °	
		Gyro Heading	7.3 °	Magnetic Heading	354.0 °	
		Variation	12.9 °	Deviation	0.1 °	
		Magnetic Error	13.0 °			
July 06, 2023 16:00 -07:00	Start Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
July 06, 2023 16:00 -07:00	Start Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
July 06, 2023 16:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	265.1 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	214 °	Wind speed	9.9 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	

Time of entry	Name of entry	Details				Maker
July 06, 2023 16:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	265.1 °	Course mag	354.0 °	
		Mag Error	-13.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	214 °	Wind speed	9.9 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
		Barometric pressure	1012 hPa	Sea temperature	15.0 °C	
		Air temperature	18.0 °C	Wet air temperature	15.0 °C	
July 06, 2023 16:20 -07:00	Notice to ECR for Departure	Amount of Notice given	2 hour			Marciano, Luigi (first officer)
July 06, 2023 16:00 -07:00	Notice to ECR for Departure	Amount of Notice given	2 hour			Marciano, Luigi (first officer)
July 06, 2023 16:03 -07:00	Shell doors closed	Side	Port	Number	4.12	MICHELE, DELLEPIANE (3rd Officer)
July 06, 2023 16:11 -07:00	End of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	MICHELE, DELLEPIANE (3rd Officer)
		Vessel state	steady	State severity	slightly	
		Sea force	Rippled bf	Sea direction	Rippled	
		Swell	Neg	Average speed	0.00 kn	
		Log miles during watch	0.0 NM	Sky status / cloud cover	overcast	
		Precipitation	no precipitation	Compass Error Obtained	Yes	
July 06, 2023 16:11 -07:00	End of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Pisera, Agostino (S2Off)
		Vessel state	steady	State severity	slightly	
		Sea force	Rippled bf	Sea direction	Rippled	
		Swell	Neg	Average speed	0.00 kn	
		Log miles during watch	0.0 NM	Sky status / cloud cover	cloudy	
		Precipitation	no precipitation	Compass Error Obtained	Yes	
July 06, 2023 16:11 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[Automation]
		Officer rank		Junior rank		
		Manning Condition	Green	Confirmed over boards with ECR?	No	
July 06, 2023 16:11 -07:00	Start of watch	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Officer rank	1/O	Officer	Luigi	
		Junior rank	2/O	Junior officer	Davide	
		Look out	Darwin Manuel	Manning Condition	Green	
		Confirmed over boards with ECR?	Yes	Checklist Type	Take Over Watch In Port	

Time of entry	Name of entry	Details				Maker
July 06, 2023 16:11 - 07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL	(automation)
		Heeling	AS REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB 10 - 11. (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO- 14S HFO- 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production. DW residual & others stability parameters.			
July 06, 2023 16:11 - 07:00	Acknowledgment: Daily Stability Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL	Marciano, Luigi (first officer)
		Heeling	AS REQUIRED	Waste Water Storage	Holding/dischage untreated GW Galley DB 10 - 11. (use DB 9 & 12) Holding/dischage GW & BW permeate DB 3 - 4 - 5 - 7 - 8. this evening once outside environmental limit: Discharge GWT 7P-8S-9P-10P Keep GWT 3P-5P Inboard	
		Potable Water	Suction:8P-9S-5S once ship is outside Marine Park Filling:1P-3P-6S	Fuel Oil	MGO- 14S HFO- 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime - monitor discharges & production. DW residual & others stability parameters.			

Time	Latitude	Longitude	Altitude	Speed	Heading	Remarks
00:00	30.000	120.000	10000	100	090	Start of flight
00:05	30.000	120.000	10000	100	090	Level off
00:10	30.000	120.000	10000	100	090	Stable
00:15	30.000	120.000	10000	100	090	Clear
00:20	30.000	120.000	10000	100	090	Good
00:25	30.000	120.000	10000	100	090	Excellent
00:30	30.000	120.000	10000	100	090	Very good
00:35	30.000	120.000	10000	100	090	Perfect
00:40	30.000	120.000	10000	100	090	End of flight

Time of entry	Name of entry	Details				Maker
July 06, 2023 16:11 -07:00	Acknowledgement: Master's Deck Officer Orders.	Engine configuration	3DG	Speed Pilot		Mariano, Luigi (first officer)
		ETA WP	WP 32 @ 0445 LT - 6TH JULY 2023	ETA Pilot Station	WP 32 @ 0445 LT - 6TH JULY 2023	
		ETA Dock / Anchorage	0615	Call Captain	0415	
		Call Staff Captain	as required	Overboard discharges	as per env schedule (remain out of CARB area until fule change over is completed at approximately 00:25	
		Call Captain when in doubt and as per Masters standing Orders	Always	Clocks set	gmt -7	
		Minimum CPA	1.0	Minimum BCR	1.5	
			Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible . If you have any concerns call me.			
		Orders	PAY PARTICULAR ATTENTION TO ENV AREAS Monitor Weather forecast constanly on each update across the watches.	Orders left by	Captain	
			Restricted visibility calls : If consistenly less than 2.0 NM. (Take 15-20 minutes to assess)			
			1st call - 1OFF ERKHAN up to 0400LT GMT -7			
			Call me at any time if required OR IN DOUBT			
		Navigator acknowledged	No	Co-Navigator acknowledged	No	
		Operational Director acknowledged	No	Admin acknowledged	No	
July 06, 2023 16:26 -07:00	Gyro Error	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Mariano, Luigi (first officer)
		Type of error	LOB	Gyro used	1	
		Gyro status	Active	Ship State	Steady	
		Object Observed	PIER 27	Observed Bearing	7.0 °	
		True Bearing	7.3 °	Gyro Error	0.3 °	
		Gyro Heading	7.3 °	Magnetic Heading	354.0 °	
		Variation	12.9 °	Deviation	0.7 °	
		Magnetic Error	13.6 °			
July 06, 2023 16:31 -07:00	Gangway disconnected	Deck	7	Location	Midship Jetway	Mariano, Luigi (first officer)
July 06, 2023 17:00 -07:00	Notice to ECR for Departure	Amount of Notice given	1 hour			Mariano, Luigi (first officer)
July 06, 2023 17:00 -07:00	Double Steering Pumps + Test Rudders from Center Console and Bridge Wings	Steering gear tested per 33 CFR 164.25	Yes	Wheel/mini-wheels tested at center/port/ stbd console	Yes	Mariano, Luigi (first officer)
		NFU tillers tested at center/port/stbd console	Yes	Steering tested on single and dual pumps	Yes	
		Rudder indicators match rudder angle	Yes	Test emergency comms to steering gear room	Yes	

Time of entry	Name of entry	Details				Maker
July 06, 2023 17:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	018.4 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	244 °	Wind speed	16.0 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 17:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marclano, Luigi (first officer)
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	018.4 °	Course mag	005.9 °	
		Mag Error	-1.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	244 °	Wind speed	16.0 kn	
		Visibility	9-Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 17:04 - 07:00	Finished with Steering	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marclano, Luigi (first officer)
July 06, 2023 17:23 - 07:00	Captain Broadcast	Type	Other (Use Remarks)	Remarks:	Captain Broadcast on the nature of the postponed Departure	Marclano, Luigi (first officer)
July 06, 2023 18:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	202.1 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	231 °	Wind speed	17.0 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 18:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marclano, Luigi (first officer)
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	202.1 °	Course mag	006.0 °	
		Mag Error	-1.3 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	231 °	Wind speed	17.9 kn	
		Visibility	9-Good Visibility	Sea condition	1-Calm Glassy	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 18:21 - 07:00	Shell doors open	Side	Port	Number	4	Marclano, Luigi (first officer)
		Remarks	4.14			
July 06, 2023 18:40 - 07:00	Stop Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to stop or holding tank	Yes	

Time of entry	Name of entry	Details				Maker
July 06, 2023 18:40 -07:00	Stop Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose If discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
July 06, 2023 18:48 -07:00	Shell doors closed	Side	Port	Number	4	Marciano, Luigi (first officer)
		Remarks	4.14			
July 06, 2023 18:57 -07:00	Shell doors closed	Side	Port	Number	4.08	Marciano, Luigi (first officer)
July 06, 2023 18:57 -07:00	Shell doors closed	Side	Port	Number	4.04	Marciano, Luigi (first officer)
July 06, 2023 19:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[Automation]
		Course gyro	007.2 °	Gyro error	000.0 °	
		Course Over Ground	352.3 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	238 °	Wind speed	11.1 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 19:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Course gyro	007.2 °	Gyro error	000.0 °	
		Course Over Ground	352.3 °	Course mag	006.0 °	
		Mag Error	-1.2 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	238 °	Wind speed	11.1 kn	
		Visibility	1-Very Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 19:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	Marciano, Luigi (first officer)
		Course gyro	007.2 °	Gyro error	000.0 °	
		Course Over Ground	352.3 °	Course mag	006.0 °	
		Mag Error	-1.2 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	238 °	Wind speed	11.1 kn	
		Visibility	1-Very Good Visibility	Sea condition	2-Calm Rippled	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
		Barometric pressure	1012 hPa	Sea temperature	15.0 °C	
		Air temperature	16.5 °C	Wet air temperature	14.0 °C	
July 06, 2023 20:00 -07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[Automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	277.3 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardous	
		Wind direction	216 °	Wind speed	7.8 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	

Time of entry	Name of entry	Details		Maker
July 06, 2023 20:00 -07:00	Hourly observations	Latitude 37° 48.4' N	Longitude 122° 24.0' W	(automation)
		Course gyro 007.3 °	Gyro error 000.0 °	
		Course Over Ground 277.3 °	Average speed 0.0 kn	
		Distance 1hour run 0.0 NM	PS Fin In	
		SB Fin In	Watertight doors condition PH-Potentially-Hazardous	
		Wind direction 216 °	Wind speed 7.8 kn	
		Visibility 0-No observation by OOW	Sea condition 0-No observation by OOW	
		Pitching 0-No observation by OOW	Rolling 0-No observation by OOW	
		Scending 0-No observation by OOW	Swell 0-No observation by OOW	
July 06, 2023 20:00 -07:00	Hourly observations	Latitude 37° 48.4' N	Longitude 122° 24.0' W	Marciano, Luigi (first officer)
		Course gyro 007.3 °	Gyro error 000.0 °	
		Course Over Ground 277.3 °	Course mag 006.0 °	
		Mag Error -1.3 °	RPM PS 0	
		RPM SB 0	Average speed 0.0 kn	
		Distance 1hour run 0.0 NM	PS Fin In	
		SB Fin In	Watertight doors condition N-Normal	
		Wind direction 216 °	Wind speed 7.8 kn	
		Visibility 1-Very Good Visibility	Sea condition 2-Calm Rippled	
		Pitching 1-Not Pitching	Rolling 1-Not Rolling	
		Scending 1-Not Scending	Swell 1-Negligible	
July 06, 2023 20:00 -07:00	End of watch	Latitude 37° 48.4' N	Longitude 122° 24.0' W	Marciano, Luigi (first officer)
		Vessel state steady	State severity slightly	
		Sea force Rippled bf	Sea direction Rippled	
		Swell Neg	Average speed 0.00 kn	
		Log miles during watch 0.0 NM	Sky status / cloud cover cloudy	
		Precipitation no precipitation	Compass Error Obtained Yes	
July 06, 2023 20:00 -07:00	Start of watch	Latitude 37° 48.4' N	Longitude 122° 24.0' W	(automation)
		Officer rank	Junior rank	
		Manning Condition Green	Confirmed over boards with ECR? No	
July 06, 2023 20:00 -07:00	Start of watch	Latitude 37° 48.4' N	Longitude 122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Officer rank 2/O	Officer Gianvincenzo Castellano	
		Junior rank 3/O	Junior officer Alasdair Macleod	
		Look out Joselito & Eko	Fire patrol Security	
		Manning Condition Green	Confirmed over boards with ECR? Yes	
		Checklist Type Take Over Watch In Port		

Time of entry	Name of entry	Details		Maker
July 06, 2023 20:00-07:00	Acknowledgement- Master's Deck- Officer Orders-	<p>Engine configuration- 3DG</p> <p>ETA WP- WP-32 @ 0445 LT- 6TH JULY- 2023-</p> <p>ETA Dock / Anchorage- 0615-</p> <p>Call Staff Captain- as required-</p> <p>Call Captain when in doubt and as per Masters standing Orders- Always-</p> <p>Minimum CPA- 1.0</p> <p>Follow Passage Plan and comply with Company Regulations and my Standing Navigational Orders. Maximise CPA's where possible. If you have any concerns call me.</p> <p>PAY PARTICULAR ATTENTION TO ENV AREAS- Monitor Weather forecast constantly on each update across the watches.</p> <p>Restricted visibility calls - If consistently less than 2.0 NM. (Take 15-20 minutes to assess)</p> <p>1st call - IOFF ERKHAN - up to 0400LT GMT -7</p> <p>Call me at any time if required - OR IN DOUBT</p> <p>Navigator acknowledged- No</p> <p>Operational Director acknowledged- No</p>	<p>Speed Pilot</p> <p>ETA Pilot Station- WP-32 @ 0445 LT- 6TH JULY- 2023-</p> <p>Call Captain- 0415</p> <p>Overboard discharges- as per env schedule (remain out of CARB area until fuel change over is completed at approximately 00:25-</p> <p>Clocks set- gmt -7</p> <p>Minimum BCR- 1.5</p> <p>Orders left by- Captain-</p> <p>Co Navigator acknowledged- No</p> <p>Admin acknowledged- No</p>	castellano, gianvincenzo- (3rd officer)
July 06, 2023 20:00-07:00	Acknowledgment- Belly Stability Orders	<p>Overboard Discharges- As per ENV schedule and as per confirmation & instruction from Bridge OOW.</p> <p>Heeling- AS REQUIRED</p> <p>Potable Water- Suction: BP-9S-5S once ship is outside Marine Park. Filling: 1P-3P-6S</p> <p>Remarks- Call STCP if in doubt anytime - monitor discharges & production. DW residual & others stability parameters.</p>	<p>Ballast- NIL</p> <p>Waste Water Storage- Holding/dischage untreated GW Galley DB-10-11. (use DB-9 & 12). Holding/dischage GW & BW permeate DB-3-4-5-7-8</p> <p>Fuel Oil- MGO: 14S HFO: 8S 5P 6P-7S</p>	[automation]

Time of entry	Name of entry	Details				Maker
July 05, 2023 20:00 - 07:00	Acknowledgment- Daily Stability- Orders	Overboard Discharges	As per ENV schedule and as per confirmation & instruction from Bridge OOW.	Ballast	NIL	castellano, gianvincenzo (3rd officer)
		Heeling	AS REQUIRED	Waste Water Storage	Holding/discharge untreated GW-Galley DB-10-11, (use DB 9 & 12) Holding/discharge GW & BW permeate DB-3-4-5-7-8- this evening once outside environmental limit- Discharge GWT-7P-8S-9P-10P- Keep GWT-3P-5P Inboard	
		Potable Water	Suction: 8P-9S-5S- once ship is outside Marine Park- Filling: 1P-3P-6S	Fuel Oil	MGO: 14S HFO: 8S-5P-6P-7S	
		Remarks	Call STCP if in doubt anytime- monitor discharges & production. DW residual & others stability parameters.			
July 06, 2023 20:39 - 07:00	Start Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	{automation}
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
		Remarks	Settling to clean			
July 06, 2023 20:39 - 07:00	Start Bilge water operation	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Speed	0.00 kn	Choose if discharged through 15 ppm equipment	No	
		Choose if discharged to reception facilities	No	Choose if transferred to slop or holding tank	Yes	
		Remarks	Settling to clean			
July 06, 2023 21:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	{automation}
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	290.9 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	254 °	Wind speed	11.3 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 21:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, gianvincenzo (3rd officer)
		Course gyro	007.4 °	Gyro error	000.0 °	
		Course Over Ground	290.9 °	Course mag	006.0 °	
		Mag Error	-1.4 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	254 °	Wind speed	11.3 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	
July 06, 2023 21:23 - 07:00	Captain Broadcast	Type	Schedule Change	Remarks:	Update regarding the clearance to sail - next update in the morning	castellano, gianvincenzo (3rd officer)

Time of entry	Name of entry	Details				Maker
July 06, 2023 22:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	[automation]
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	097.3 °	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	PH-Potentially Hazardious	
		Wind direction	218 °	Wind speed	4.7 kn	
		Visibility	0-No observation by OOW	Sea condition	0-No observation by OOW	
		Pitching	0-No observation by OOW	Rolling	0-No observation by OOW	
		Scending	0-No observation by OOW	Swell	0-No observation by OOW	
July 06, 2023 22:00 - 07:00	Hourly observations	Latitude	37° 48.4' N	Longitude	122° 24.0' W	castellano, glanvincenzo (3rd officer)
		Course gyro	007.3 °	Gyro error	000.0 °	
		Course Over Ground	097.3 °	Course mag	353.0 °	
		Mag Error	-14.3 °	RPM PS	0	
		RPM SB	0	Average speed	0.0 kn	
		Distance 1hour run	0.0 NM	PS Fin	In	
		SB Fin	In	Watertight doors condition	N-Normal	
		Wind direction	218 °	Wind speed	4.7 kn	
		Visibility	9-Good Visibility	Sea condition	3-Smooth	
		Pitching	1-Not Pitching	Rolling	1-Not Rolling	
		Scending	1-Not Scending	Swell	1-Negligible	

Signing history

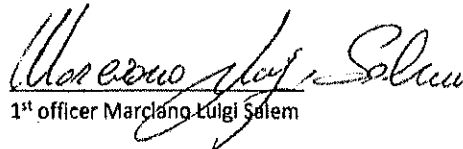
Statement

Ruby Princess Arrival San Francisco 06th July 2023

The undersigned Marciano Luigi Salem Emp.n. 460472 joined the Ruby Princess on 27th January 2023 as First Officer I declare as follow:

On 05th July 2023 during the arrival in San Francisco pier 27 ETA pilot station 04:45Lt:

- 04:00Lt I took the watch with 20 Thomas James and Deck cadet Benjamin Francis, the team briefing with bridge team was conducted discussing timing of the arrival, ETA pilot station 04:45Lt, at this time I was covering Co-navigator position and 20 Thomas was navigator. Weather was SW'ly wind 10 Kts good visibility, swell from NW 1.5mt.
- 04:15Lt I made a wake up call to Captain as per Night order, informing of the situation timing for arrival and weather forecast
- 04:20Lt Briefing with ECR was conducted, informing timings and configuration for the arrival
- 04:21Lt I made a wake up call to Staff Captain 1hr before SBE
- 04:25Lt I made call to SFO Pilot for the arrangement ETA 04:45Lt
- 04:37Lt Captain arrives on the Bridge
- 04:43Lt We board the Pilot Speed 10.9Kts
- 04:45Lt Pilot on the bridge
- 04:47Lt Captain and Pilot exchange checklist was completed, discussing about weather and current, expecting ebbing tides with adverse strong current
- 04:50Lt We request new engine configuration 3+1
- 04:56Lt Pilot tooks the conn and Captain left the bridge for the time being
- 05:00Lt Staff Captain arrives on the bridge
- 05:15Lt I called Captain in his office 5 minutes notice from SBE
- 05:16Lt Captain and Staff Captain arrives on the bridge
- 05:17Lt Take over checklist at sea was completed and Yellow Manning was declared , Captain in Charge
- 05:19Lt Arrival Briefing was conducted and checklist was completed
- 05:24Lt SBE
- 05:25Lt Red Manning was declared
- 05:34Lt We request all Thrusters on bridge control
- 05:38Lt All thrusters were on the Bridge control and were tested and correct, ECR Pre arrival checklist completed
- 05:40Lt 2 Tugs were standing by
- 05:41Lt We pass the commit point, all happy to proceed
- 05:49Lt All pre arrival checklist completed
- 05:59Lt Approaching pier 23 at distance of about 120mt, the current was 2.5-2.7Kts ebbing, wind light airs from WSW, Transfer of controls on Port bridge wings carried out with Staff Captain
- 06:00Lt Captain transfer to port Bridge wing, and tooks the Conn from the pilot
- 06:01Lt Moving astern and swing was started with bow to port
- 06:03Lt I reported moving astern 1.3Kts Bow to port 4.5Kts and stern to port 0.6 and increasing,
- 06:04Lt I reported Stern to port 1.3 Kts and increasing, other reports comes from the AFT station saying distances reducing fast ,FWD Station reports of tug pulling
- 06:06Lt The vessel contact the Pier on the port quarter, Since report from me, at this stage the thruster was Full to starboard on the stern and full ahead on the engine hard over to port to minimize the impact with pier
- 06:07Lt Vessel moving ahead and aborted approach
- 06:10Lt Transfer of control to Center moving ahead 4.0Kts and altering to port
- 06:15Lt 2nd approach begin to Pier 27 current was still ebbing 2.0Kts
- 06:27Lt Swing started
- 06:46 1st line ashore safely along side
- 07:15Lt All fast


1st officer Marciano Luigi Salem

Statement

Ruby Princess 06th July 2023 San Francisco

From 1st Off Erkan AHMEDOV

On the 06th July I was called at 05:10 to be given 30 mins notice for arrival and to be on the FWD mooring station. 15 mins after I was on the bridge and been briefed by Staff Captain how will be the maneuver and what he expect from fwd mooring station.

I procced after that to the fwd mooring and briefed the all people involved in mooring operation. The lines were set up and we were ready to work.

As per instruction and briefing on the bridge one tug was standby to made fast.

After instruction from the bridge the tug boat was made fast with tug line which was in good condition and all men were clear from the line as procedure and for safety.

I been instructed by Staff Captain to advice him if the tug start pulling or pushing.

After the approach was done the bridge advised that ship start swinging bow to port.

I was standby on the strd side to monitor the actions of the tug boat as soon the tug start pulling I call by radio to advice the bridge for the tug boat actions and been acknowledged.

At that time the swing was already in progress.

As we are far fwd we couldn't realize if we touch or not just listening the radio report form aft station.

After that it was done second attempt during which all proceed well.

Regarding mooring all was as usual for San Francisco, done safe and very slow executed from San Francisco mooring men.

110 ERKAN AHMEDOV - 460809

06. JUL 23



Statement of Facts

— Around 5:20 I was on the Bridge for the Arrival Brief as I was assigned at the Aft Mooring Station. The Plan was to swing Bow to Port and Stern to STBD; A tug was available aft and after the final assessment the Bridge should revert to me with instruction in case it was required to make the tug fast. After the Arrival Briefing, I went to aft mooring station, the rest of the crew arriving about 15 minutes later. The Safety Briefing to the Mooring Station Crew was carried out, winches tested and positive report to the Bridge was given. The Bridge asked to check the clearance from the pier as the Ship commenced to swing Bow to Port, Stern to STBD. I was on the STBD Quarter checking the clearance. The Ship completed the swing safely and I relocated on the Port Quarter for the final approach to the berth. Suddenly the Stern commenced to move fast closing towards the Pier, I reported to the Bridge that the Stern of the Ship was closing fast at least 3 times. The Bridge replied that the Ship should commence to move ahead; the Stern continued to move toward the berth, I ordered to the crew to move away, and I remained on the aft station in a safe position as the possibility of the impact looked imminent. The Stern touched the pier, as soon as the ship moved about 3 meters from the pier, I relocated on the Port Quarter and I reported the contact to the Bridge. —

SAN FRANCISCO 6TH JULY 2023

Pasquale Maresca

PASQUALE MARESCA SAFETY OFFICER - 528776

Ruby Princess

July 06th 2023

San Francisco Arrival

Around 0600Hrs we are about to dock San Francisco Port, we approached with pilot conning, started to swing bow to port 30-45 degrees Rate of turn slowly to pier backing astern propulsion, rudder 20 degrees by the captain conning at port wing controls after go to the staff captain after the swing, pilot and captain now have controls on the port wing while I the AB Helmsman Standing by on the wheel midships. Suddenly felt an unusual shake of the ship 2 times. And next thing I heard is the captain aborting the approach we went out into the bay again, came back to swing circle backing -- up slowly, and we docked safely around 0700Hrs.


Darwin

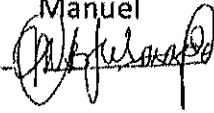
Ruby Princess

San Francisco Arrival

July 6th 2023

Around 05:30 we are about going to dock of the port of San Francisco . so I am in the center as lookout. Before they turn the ship I report that they have some small boat at around 11 degrees to port and I report passing to port and have another small boat following and I report also. And until they passing very clear to port. When they started to turn the vessel I felt a strong movement of the ship, at this point I am still looking out at the traffic, when they approach the dock they astern slowly, while in first attempt captain is conning the vessel and going astern they have two tug boats standing by for a few minutes, suddenly I felt the ship shaking and this felt unusual compared to normal. Even have talking about the tugboat and I didn't know what happened, then suddenly we started moving forward and then made a second attempted and docked safely.

Manuel

A handwritten signature in black ink, appearing to read 'Manuel', written over a horizontal line.

Statement

Ruby Princess arrival into San Francisco Morning of 6th of July

Deck Cadet Benjamin Francis Cutress

The morning of the 6th of July I acted as Administrator for the arrival under the supervision of the Second Officer Thomas James Peter. After Pilot on board at 04:43 I finished preparing the checklist for arrival as well as maintaining a watch on the vessels heeling to keep the vessel upright. At 05:24 we carried out the arrival briefing before going into red manning which I logged at 05:25. Proceeding with the checklist I then reported to staff at 05:36 the only outstanding checks were the Thrusters that still needed to be in bridge control, to Acknowledge the final commit point and ensure all team members and ECR were happy to commit and that the tug boat on the starboard Bow Delta Linda was to be made fast and that the Valor in the starboard quarter should be made fast. Following this report, the captain proceeded to ask all if we were happy to commit and I confirmed that from the checklist I was happy to commit, once full confirmation from everyone I logged vessel committed at 05:41. All checks were completed at 05:49 I logged this once I had heard the positive report from forward that the tug was made fast.

Following this I stood by on the heeling system trying to maintain the vessels heel at 0.5 to starboard. I logged the transfer of conn to the port wing and then the change of charge between the Captain and the pilot. At 06:05 I heard the report come over the radio from Aft mooring that the vessel was closing with the berth quickly before feeling the impact at 06:06 at this point the Captain announced that he was going to abort the approach. Following this I maintained a watch on the heeling as we moved ahead away from the berth. Following this the captain and pilot agreed to make the Valor fast Aft and this was completed and I logged this at 06:13. We then proceeded to retry the same maneuver starting the turn at 06:27 again with the bow to port and the stern to starboard. At 06:46 I then logged first line ashore proceeding safely to all fast at 07:15.

Deck Cadet BENJAMIN FRANCIS CUTRESS
653864

06. July. 2023 *Ben Cutress*

Garfinkle, Allen@BOPC

From: Garfinkle, Allen@BOPC
Sent: Tuesday, November 28, 2023 11:47 AM
To: Operations Pilot
Subject: FW: Cruise ship guidelines

Thanks!

From: BOPC Board of Pilot Commissioners <bopc@bopc.ca.gov>
Sent: Tuesday, November 28, 2023 11:39 AM
To: Garfinkle, Allen@BOPC <Allen.Garfinkle@bopc.ca.gov>
Cc: Millspaugh, Matthew@BOPC <Matthew.Millspaugh@bopc.ca.gov>
Subject: FW: Cruise ship guidelines

From: Operations Pilot <operations@sfbarpilots.com>
Sent: Tuesday, November 28, 2023 11:38 AM
To: BOPC Board of Pilot Commissioners <bopc@bopc.ca.gov>
Subject: Cruise ship guidelines

EXTERNAL EMAIL: Links/attachments may not be safe.

6. Cruise Ships: San Francisco Bay Piers 27, 35 Pier 27 a (1). This tug/current matrix is for conventional propulsion twin screw vessels with adequate bow and stern thrusters going to Pier 27 (SFO27). Class A tractor tugs are to be used. Consult the Operations pilot with any questions related to other cruise ships and what their tug requirements may be. a (2). The current station referenced is Pier 23 (depth 17 feet), station SFB1206. Ebb Current Arrival 1.5 kts = 2 tugs Ebb Current Departure 1.0kts =1 Tug Flood Current Arrival 1.0kts =2 Tugs Flood Current Departure Any flood =0 Tugs B (1). This tug/current matrix is for passenger vessels with POD propulsion and adequate bow thrusters going in to Pier 27 (SFO27). B (2). The current station referenced is Pier 23 (depth 17 feet), station SFB1206. Ebb Current Arrival 2.5kts = 2 tugs Ebb Current Departure 2.5ts =1 Tug Flood Current Arrival 2.5ts =2 Tugs Flood Current Departure Any flood =0 Tugs 10 Pier 35 Consult the operations pilot for tug recommendations when planning a transit to pier 35.

Regards,

Kris Laakso
Operations Pilot
San Francisco Bar Pilots
(415) 393-0453 direct
(415) 393-0457/8 24 hour dispatch

MASTER / PILOT RELATIONSHIP
THE ROLE OF THE PILOT IN RISK MANAGEMENT

GEORGE A. QUICK

Capt. George A. Quick has served for many years as Vice President of the Pilot Membership Group of the International Organisation of Masters, Mates & Pilots of Maryland, USA. (<http://www.bridgedeck.org>)

It is not the purpose of this paper to take an alarmist stance and suggest that pilotage is in crisis and should be administered, restructured, or regulated in a new way with new priorities. I personally believe pilots generally perform extremely well under very difficult circumstances and the recent spate of pilot bashing is puzzling and unwarranted. While any system can be improved, before we contemplate change there should be an understanding of current practices, how they developed, and what purpose they serve. Only then will we be in a position to suggest what improvements may be appropriate and practical.

It is beyond my capability to discuss the role of the pilot under all the variations that exist globally, so this paper will only address pilotage in my region of the world - principally the USA, and to a lesser extent Canada and the United Kingdom. In the United States alone there are 25 separate Pilotage Acts in the various coastal states. Some are more extensive than others, but most follow a common concept that permits discussion of them in principle. Since the shipowner/ master/ pilot relationship cannot be understood without reference to these national or local laws and their interpretation by the courts, I've placed some citations of legal authorities and other material I believe form the basis of our public policy on pilotage in the End Notes and they should be read as part of this paper.

Some in the maritime community, principally led by Intertanko and focusing on the United States; - have recently advanced their personal views on how pilotage should be managed. It should be pointed out that we are not dealing with a subject where we are free to shape the relationship according to our personal opinion at the moment or mutual agreements between shipowners and pilots. We are discussing a relationship that has a long history and tradition. It does not exist in a legal or regulatory vacuum. In most areas of the United States all aspects of pilotage and the relationships between the parties are extensively regulated (1). Although the laws and regulations are in place they are not generally well understood by shipping management and masters, and not all pilots are as well versed as they should be in their obligations and responsibilities under our laws.

Shipping and risk have been associated since man began venturing upon the water in some ancient craft. Early on in the history of commerce the economic consequences of maritime casualties began to be managed through risk distribution

with marine insurance (2). The actual causes of casualties and the physical losses of ships and cargoes, and damage to the marine environment have proven to be more difficult to manage. Construction and equipment standards can be established by a classification society. Regulations can prescribe training and competency standards for crews. But, well found ships with competent crews still come to grief along with the substandard ship and its indifferent crew. It is apparent that human error is not limited to incompetent humans and the focus of attention has shifted to methods of minimizing human error.

Well trained competent individuals can still have faulty situational awareness, imperfect judgment, insufficient experience with new situations, or be burdened with multiple tasks or problems in a crisis that overcome their ability to cope. This is not due to any shortage of laws and regulations. What we have a shortage of is an understanding of existing laws and a clear view of what practices or policies should be adopted to improve safety. This is particularly true in the current public dialogue dealing with pilotage that seeks to utilize or improve upon human relationships to minimize human error rather than relying solely on equipment or competency standards.

It is generally recognized that managing and navigating a ship upon an ocean requires a different set of skills and experience than piloting in confined waterways. In pilotage waters the workload on the bridge increases, the time between error and consequences is reduced to a very short interval, and specialized knowledge in close quarters ship handling and local conditions are required. In the confined or restricted waters of port approaches, where the margins of error are small and the activity intense, most Port States protect their interests by requiring the presence onboard of a local compulsory pilot.

Compulsory pilotage is probably one of the first systems of laws that had as their purpose a public policy to manage or reduce physical exposure to risk in an industrial or commercial endeavour. It has existed as a regulation of shipping to protect commerce, the waterways in harbour approaches, and port facilities since ancient times (3). The regulation of pilotage and the role of the pilot and his relationship with the shipowners, masters and the regulatory authorities is complex and not easily described accurately in a few sentences. While on a global basis there are many similarities in how pilotage functions, there are also variations in national pilotage laws that have developed in consideration of public policy concerns by the legislatures and courts of separate maritime States (4).

What these local laws contain and how they are interpreted reflect the public policy decisions of the Port State on their views of pilotage as a risk management system. Although from the shipowner / master viewpoint pilotage is a service that protects the ship from the hazards of the port, from the Ports States perspective pilotage exists to protect the ports from the hazards of the ship. Since the ship is entering the territorial waters of the Port State and accepts their sovereign jurisdiction as a condition of entry, it is the Port State that establishes the relationships between the shipowner / master and the pilot by their laws and policies.

Depending upon the degree of control the Port State believes is appropriate, pilotage may vary from optional voluntary pilotage that is advisory in nature to compulsory pilotage where the responsibility for the direction and control of navigation is placed upon the pilot.

There has always been a tendency in shipping management to ignore the regulatory aspects of pilotage and view it as just another service for hire that should be purchased and controlled or managed like all other services. The emphasis is on the ship manager's needs or objectives, or more recently, on defining the master/pilot relationship in terms that fit the company's "Bridge Team Management" plan or guide. They seek to define the role and function of the pilot on their own terms and conditions with their priorities or viewpoint given paramount consideration.

In North America pilotage is viewed as both a service that expedites the smooth flow of shipping and a regulatory control over shipping that reduces risk (5).

We try to emphasize that the pilots primary obligation should not be to the shipowner or master as a private service provider, but to the public represented by the Pilot Authority that appointed him and the Legislature that created the pilotage system. The State has defined the terms and conditions of the pilots service in statutes and regulations (6). These pilotage laws do not allow the shipowner or master to select, control or negotiate with a compulsory pilot for reasons that serve the States interests. It is recognized that the pilot's future employment should not depend upon how well he satisfies the shipowner's commercial interests. This freedom from selection and control by the shipowner and the need to negotiate terms and conditions of service insulates the pilot from the commercial pressures that could be brought to bear in a negotiated contractual agreement. As a result the pilot is at liberty and encouraged to apply independent judgment in pilotage decisions that weigh risks against commercial concerns (7).

The master as the employee of the owner and the manager of a commercial enterprise is by necessity concerned with economic considerations and they can colour his judgment in weighing the acceptability of risks (8). To claim no responsible shipowner would pressure a master to take undue risks ignores the fact that irresponsible shipowners have been known to exist and that many pressures are brought by agents and charterers that may have little or no shipboard experience or appreciation of the risks involved. It is part of the pilot's role to act as a buffer to those pressures and as long as he is shielded from management retaliation by the pilotage statute he can serve a vital public function (9).

On the bridge of a ship the master/ pilot relationship might best be understood if we make a distinction between Power and Authority. Power can be defined as the ability to act without regard to the right to act, while Authority can be described as the right to act without regard to the means or ability to complete the act. At sea the master has both the power and the authority over the ship and its crew, but on entering pilotage waters the authority to direct and control the movement of the ship shifts by operation of our laws to the pilot (10). What binds their relationship together is that the pilots authority can only be exercised in co-operation with the masters power to command the crew, and the master's power to

have the ship moved can only be lawfully exercised in co-operation with the pilots authority to direct and control the movement of that ship.

In order for a ship to undertake a transit in compulsory pilotage waters the power of the master and the authority of the pilot must coincide. There must be a common agreement or concurrence between the master and pilot on the acceptability of the intended transit, as neither can or should move without the other

There is also a balancing of the interests involved. The master is accountable to the flag state for his actions and represents the shipowner's interests. The pilot is accountable to the local pilotage authority and must take into consideration the Port States interest in maritime safety. In a properly regulated pilotage system there-exists an understanding of the need for checks and balances in the master/pilot relationship and an awareness of the interests represented on the bridge of a ship underway in pilotage waters.

Confusing the issue on checks and balances in the relationship is the mistaken perception that the pilot is aboard in an advisory capacity. This is not true in actual practice in pilotage waters or in the law as applied in North America. The pilot "conducting" the ship gives all the directions concerning the ships movement and it is the master who may advise the pilot as to the capabilities of the ship or its equipment or crew. If the master was actually giving the directions with the pilot's advice the ship would not be under pilotage and in compliance with the local laws (11).

The distinction is important because if the pilot were merely an advisor whose assessment could be accepted or rejected at will he could not fulfil his role as an independent judge of acceptable risks. He might be persuaded to go along contrary to his personal judgment under the belief that the master would have the final or ultimate responsibility for accepting the pilot's advice in the event of an accident.

Although no American legal decision has ever held that compulsory pilotage was advisory in nature, confusion on this issue could undermine the pilot's perception of his role. The "pilot as advisor" myth persists reinforced by the entry in some log books "Proceeding to master's orders and pilots advice" that could have its basis outside our legal system in some decisions of the courts in Continental Europe (12).

The entry doesn't change our local laws in North America or confuse our courts after a casualty as to the actual relationship, but it may cloud the issue on the bridge as to responsibility and accountability between master and pilot.

The law being practical and realistic recognizes that situations could arise where the master would be justified in displacing a compulsory pilot and court decisions dealing with the issue have developed guidance. If the pilot is manifestly incompetent, or is intoxicated or otherwise incapacitated, or if the pilot's actions are placing the ship in dear and imminent danger the Master can intervene and if the safety of the ship is in jeopardy he has a duty to intervene (13).

Although it is understood that the master can displace a pilot for cause and never relinquishes responsibility for the safety of his ship, that does not mean he has unbridled discretion to substitute his judgment for that of the pilot or relieve the pilot at will (14). If the master acts to displace the pilot he is not free to proceed on his own, but must request another pilot or resolve the issues with the pilot onboard before proceeding. As a practical matter if a differing judgment on a situation arises the master will express his concern and the matter resolved before any imminent danger arises.

Since there is confusion over the difference between authority, responsibility and liability any discussion of the shipowner/ master/ pilot relationship needs to address the issue of liability for damages that occur while a ship is under compulsory pilotage. At one time the courts of the United Kingdom, Canada and the United States applied general principles of Agency Law and absolved the ship from liability for damages caused solely by the actions of a compulsory pilot. Since the shipowner did not have selection or control over a compulsory pilot there was no master/ servant or agency relationship that could attribute liability to the ship for the acts of the pilot. Considering the extremely high monetary losses that can be sustained in a maritime casualty and the relative financial resources of the shipowner, ship, cargo and pilot it was dear that the application of pure legal theory limiting the liability of the "deep pockets" in the relationship created a dilemma for damaged parties. In comparison to the potential liability pilots were the proverbial "shallow pockets" and a damaged party was left with no effective recourse after collision if it could be proved the compulsory pilot was solely at fault.

This obvious injustice and the conflicts between the laws of different maritime nations on how they handled the liability of shipowners and ships when a ship was under compulsory pilotage was resolved in the Brussels Convention of 1910 which provided in part (15):

"liability.....shall attach, in cases in which the collision is caused by the fault of a pilot, even when carrying of the pilot is obligatory"

The United Kingdom conformed their pilotage laws to the provisions of the Brussels Convention in the Pilotage Act of 1913. That Act also went one step further and placed a limitation on the liability of a compulsory pilot with the result that the ship became the primary source of compensation for damages. The compulsory pilot remained liable in theory but his financial contribution was limited to a nominal amount. Canada followed the lead of the United Kingdom. The United States through a combination of court decisions and legislation have arrived at the same result, though not all States have limited the liability of the compulsory pilot to the same extent as the United Kingdom and Canada.

The rationale of placing liability on the ship regardless of the status of the pilot is consistent with modern public policy in areas of distributing the cost of risks in industrial activities. The economic consequences of industrial accidents are a cost spread over society through the medium of insurance. The cost of insurance is a factor in the final price of a product or commodity and passed on to the ultimate

consumer or society as a whole. Underlying the decision of whether the ship or the pilot shall be financially liable for the consequences of an accident is the policy decision of whether the cost of insurance should be passed through the ship side of the relationship or through the pilot side. The pilot fees that support the pilotage system are paid by the ship and any insurance costs needed to cover pilot liability would by necessity be passed on or accounted for in a substantial increase in pilotage costs. It is unlikely the insurance premiums for the ship would be reduced a like amount if the pilot also carried liability insurance and the net result would be the ship paying twice for the same covered risk. Also entering into the rationale is the issue of proportionality. Spreading the cost of insurance over the relatively large revenue base of the ship has a minimal impact on operating costs, placing the same costs on relatively low pilotage fees would have a dramatic impact and distort the economics of providing an effective service. While pilotage is a good way to minimize physical risks, it would be a poor vehicle for distributing the economic consequences of casualties.

The present relationship between shipowner/ master and pilot has evolved over centuries as one of the primary means of Port States protecting their interests in maritime safety (16). The law is settled and how it operates should be acknowledged and form the starting point for any discussion of improvements in pilotage procedures (17). Some in the industry do not have a full appreciation of the present role compulsory pilotage plays in managing risk through checks and balances in the master/ pilot relationship and want to begin restructuring and managing the relationship through new globally applied International regulations (18).

Aside from our reservation that pilotage is primarily a Port State responsibility that regulates shipping on territorial waters under a right of sovereignty; pilotage is an area where we feel it is not appropriate to act hastily in mandating by regulation global solutions. The world contains a great deal of cultural, political, economic and legal diversity. The issues and consequences are not sufficiently well understood by all parties to the dialogue and there is no common agreement as to the extent of any problem or the appropriate solution.

Any change in bridge procedures for pilots have to be based on concepts or principles that recognise the real conditions found aboard ships in the international maritime world. They can not be based upon an idealized view of operating conditions that supposedly exist on the ships of some tightly managed shipping companies. Without going into a discussion of the many problems that effect international shipping, it is sufficient to say that there is a wide disparity in both personnel and equipment standards found aboard ships transiting pilotage waters. The overwhelming majority of ships are under flags of convenience offering the least regulation and taxation. Many operate under economic competition that rewards owner with the smallest and lowest cost crews who invest the least physical plant and maintenance. It has been my observation over the years that the tramp or bulk sector of the industry generally gravitates towards the lowest cost areas of the world for crews, and maintains equipment to the minimum that will satisfy the regulatory demands imposed upon them. They are not driven by a

search for quality, but rather a need to survive in a ruthlessly competitive economic environment. The liner trades differ in that quality of service may be a factor in competition that could justify the cost of maintaining standards. The oil companies have only recently changed from a tramp mentality that favours the lowest cost operator to a recognition that quality may be worth a premium. The motivation has not been idealism, but rather the public outcry directed towards them after high profile accidents, and in the United States, the strict liability imposed upon them by Congress in The Oil Pollution Act of 1990.

Becoming proactive in improving standards and widening the circle of responsibility to include pilots, port authorities, terminal operators, VTS operations, channel maintenance and navigation aids, and all the various regulatory agencies in the circle of blame after a casualty appears to some of us as a public relations strategy to reduce the focus on the tanker owner after a casualty. We are sympathetic to their plight, but fear the dialogue of change is being driven by the wrong agenda. We suspect that therein lies the recent impetus for Intertanko's campaign on pilotage and for acknowledging shared responsibility and the involvement of the pilot in a Team effort. What concerns pilots is that a system of checks and balances based on concurrent responsibility of the master and pilot is already in place under existing pilotage procedures and laws. It only needs to be fully recognized and implemented properly with some minor adjustments to become more effective.

In the dialogue that has taken place up to this point between the ship management side of the industry and pilot representatives it is very apparent that there is not a common understanding of the role and function of the pilot. This is of great concern to us as it is possible that operational procedures could be recommended, or even mandated, based on notions of the pilots role that from our perspective are dearly wrong and potentially damaging to effective pilotage systems. It is absolutely essential that before any discussion of operational procedures takes place, that we reach a common understanding on the role and function of the pilot. Recognizing how pilots are regulated, the purpose of pilot associations, why the pilot is on the Bridge, what he actually does, and how he goes about doing it has to be a priority that comes before discussion of operational routines or procedures -to be followed. In an attempt to begin dosing this gap in perceptions so that a dialogue can begin from a common basis the American Pilot Association adopted a policy statement on the respective roles of the master and pilot that can be found in the Endnotes (18).

A very difficult communications problem arises if we are in fact discussing the role and function of the pilot in the guise of procedures. Once a common understanding is reached and we have a shared concept of the pilots role a productive dialogue may be possible on Bridge Procedures or Resource Management, the Master/ Pilot Information Exchange, Pilot Passage Planning and other issues.

I believe it is possible to make a very substantial improvement in maritime safety if shipping management and pilots can bridge the communications gap and begin discussions from a common viewpoint and I look forward to participating.

ENDNOTES

(1) The legislature of the State of Florida in the Preamble to its Pilotage Act expressed their public policy concerns in the following statutory language:

"310.001 Purpose:

The Legislature recognizes that the waters, harbours, and ports of the state are important resources, and it is deemed necessary in the interest of public health, safety, and welfare to provide laws regulating the piloting of vessels utilizing the navigable waters of the state in order that such resources, the environment, life, and property may be protected to the fullest extent possible. To that end, it is the legislative intent to regulate pilots, piloting, and pilotage to the full extent of any congressional grant of authority, except as limited in this chapter.

310.0015 Piloting regulation; general provisions-

- 1) *Piloting is an essential service of such paramount importance that its continued existence must be secured by the state and may not be left open to market forces.*
- 2) *Because safety is the primary objective in the regulation of piloting by the state and because of the significant economies of scale in delivering the service, the requirement of a large capital investment in order to provide required service, and the fact that pilots are supplying services that are considered to be essential to the economy and the public welfare, it is determined that economic regulation, rather than competition in the marketplace, will better serve to protect the public health, safety, and welfare.*
- 3) *The rate-setting process, the issuance of licenses only in numbers deemed necessary or prudent by the board, and other aspects of the economic regulation of piloting established in this chapter are intended to protect the public from the adverse effects of unrestricted competition which would result from an unlimited number of licensed pilots being allowed to market their services on the basis of lower prices rather than safety concerns. This system of regulation benefits and protects the public interest by maximizing safety, avoiding uneconomic duplication of capital expenses and facilities, and enhancing state regulatory oversight. The system seeks to provide pilots with reasonable revenues, taking into consideration the normal uncertainties of vessel traffic and port usage, sufficient to maintain reliable, stable piloting operations. Pilots have certain restrictions and obligations under this system, including, but not limited to, the following...*

CHAPTER 310, FLORIDA STATUTES

(2) *"Marine insurance is the oldest form of indemnity of which there is any record..... Several nations have claimed the honour of having invented this system of indemnity, but the best evidence indicates that the Jews, at the time of their banishment from France in the latter part of the twelfth century, introduced such a scheme of insurance for the protection of their property during its removal from France. Villani, a fourteenth-century historian, is the authority for this theory, stating that the system was devised in Lombardy in 1182. Whether this is correct or not is of little moment..... the fact remains that early in the development of commercial intercourse the need arose for some system of distributing marine losses, and the present method of insuring came into use."*

MARINE INSURANCE. ITS PRINCIPLES AND PRACTICE. 2nd EDITION
WILLIAM D. WINTER. MCGRAW-HILL BOOK CO.

(3) *"For as long as men have taken to the sea, pilots have guided their journeys. Pilots were known to antiquity, and rules for their conduct were provided as early as Roman times and the middle ages. The first instance of mandatory pilotage was probably made in the Ordonances de Wisbuy, a set of rules propounded by Danish authorities in the twelfth century. In the sixteenth and seventeenth centuries, all the major maritime nations of Europe had some law or regulation providing for the mandatory pilotage of vessels in certain areas. In England, the history of organized pilotage began with the chartering of Trinity House by King Henry VIII in 1514. The first case of a collision involving a compulsory pilot in charge of a vessel arose in England twenty-seven years later, in 1541."*

COMPULSORY PILOTAGE, PUBLIC POLICY, AND THE EARLY PRIVATE INTERNATIONAL LAW OF TORTS, DAVID J. BEDERMAN VOL 64, TULANE LAW REVIEW, 1041

(4) *"This consideration of what made pilotage compulsory revealed that nineteenth-century authorities self-consciously weighed matters of public policy. They realized that any policy must answer three elemental questions: Who benefits? Who decides? and Who pays? As discussed above, the risks of unaided navigation into busy and crowded ports far outweighed the costs of instituting a system of compulsory pilotage. The entire maritime community benefited from such a system: port authorities, vessel and cargo owners, and innocent bystanders alike.*

Compulsory pilotage was, therefore, a risk distribution mechanism. It was also a tax because the system of compulsory pilotage was imposed by a sovereign through statutory enactment. In short, it was the government that decided whether the benefits outweighed the risks. In its taxation aspects, compulsory pilotage law also manifested some transnational tendencies. The very character of maritime commerce required extraordinary sensitivity to the realities of competition. The tax of compulsory pilotage imposed on foreign and non coastal vessels, if pegged too high, could drive shipping away from a nation's ports. As it turned out, all the principal maritime nations of the world weighed the costs and benefits in much the same way and imposed policies of compulsory pilotage."

COMPULSORY PILOTAGE, PUBLIC POLICY, AND THE EARLY PRIVATE INTERNATIONAL LAW OF TORTS, DAVID J. BEDERMAN VOL. 64, TULANE LAW REVIEW, 1046.

(5) In discussing the justification of compulsory pilotage in Canada the "The Royal Commission on Pilotage" commented:

"From the service point of view, pilotage has been defined as the ultimate means to enhance safe and speedy transit of ships through confined waters. It is a public service in the full sense of the world when it is controlled, maintained or provided primarily to serve the superior interests of the State; it is a private service when its main purpose is to serve private needs, but safety remains the principal aim in both cases: in the former, "safety or navigation" through Canadian waterways; in the latter, "safety of the ship", including safety of privately owned port installations."

CANADA, REPORT OF THE ROYAL COMMISSION ON PILOTAGE, PART 1, Pa. 473

(6) The United States Supreme Court in a landmark case involving the nature of pilotage regulation stated:

"The State pilotage system, as it has evolved since 1805, is typical of that which grew up in most seaboard states and in foreign countries. Since 1805 Louisiana pilots have been State officers whose work has been controlled by the State. That Act forbade all but a limited number of pilots appointed by the governor to serve in that capacity....."

Thus in Louisiana, as elsewhere, it seems to have been accepted at an early date that in pilotage, unlike other occupations, competition for appointment, for the opportunity to serve particular ships and for fees, adversely affects the public interest in pilotage."

KOTCH v. BOARD OF RIVER PORT PILOT COM'RS. (67 S.Ct. 910)

(7.1) After conducting hearings throughout Florida a Report to the Florida Senate contained the following recommendation:

A. Competition Among Pilots

A shipowner incurs economic loss when a vessel is substantially delayed in entering or leaving a port. Movement of a vessel through a port is impacted by weather conditions, winds, currents, tides, nature of cargo, port traffic, and visibility, together with draft limitations due to channel depths. Conservative assessments of the above conditions can be costly. In addition, the heavier the vessel, the greater the draft, and also the greater profit to the shipowner. However, the greater the draft, the lesser the keel bottom clearance, and therefore, the greater the opportunity for grounding or hull damage and accident.

Consequently, the pilot is constantly called upon to weigh the competing considerations of safety versus cost to shipowner. The state interest is best served if the safety factor is given priority over the shipowner's profit and loss statement.

Consumers of pilot services are foreign flag vessels entering ports of the state whose owners are concerned with profits. There is a significant conflict of interest between a vessel owner's economic needs and the public interest in safe passage. It is in the public's best interests for the pilot's judgment to be absolutely free of economic consideration to the shipowner when piloting his vessel. If pilots must compete against one another to win assignments, there is likelihood that a pilot will compromise safety considerations in order to accommodate the financial interest of the shipowner, for in so doing, he will have a competitive edge over another pilot."

SUNSET REVIEW OF CHAPTER 310, FLORIDA STATUTES, PILOTS,
PILOTING AND PILOTAGE - JUDGE JOHN J. UPCHURCH, SPECIAL MASTER
BY APPOINTMENT OF HONORABLE HARRY JOHNSTON, PRESIDENT, FLORIDA
SENATE

(7.2) In another decision of the United States Supreme Court dealing with the relationship between shipowners, masters and pilots it was decided:

"Pilots hold a unique position in the maritime world and have been regulated extensively both by the State and Federal Government. Some state laws make them public officers, chiefly responsible to the State, not to any private employer. Under law and custom they have an independence wholly incompatible with the general obligations of obedience normally owed by an employee to his employer. Their fees are fixed by law and their charges must not be

discriminatory. As a rule no employer, no person can tell them how to perform their pilotage duties."

BISSO v. INLAND WATERWAYS CORP. (349 U.S.85)

(8) In discussing human factors and their impact on ship casualties Mr. William O. Gray when managing safety for the Exxon Corporation stated:

"The in-depth survey provided several instances where risk taking contributed to a casualty or near casualty. For instance, when asked to select among 12 criteria used by companies for grading a captain's performance, 40 percent of those responding to the question indicated that making schedules was the prime criterion. When asked how companies feel about meeting schedules in poor conditions, 50 percent of those responding said that there was strong pressure to meet schedules. Almost all of those responding reported sailing on a ship that they personally knew to be unseaworthy.

Perhaps the most revealing disclosure from the interviews was that of a company that in 1969 dropped a safety program that offered a good bonus to tugs and crews with the least accident claims, because the program resulted in decreased productivity and a slowdown in task completion."

OIL COMPANIES INTERNATIONAL MARINE FORUM. SAFE NAVIGATION SYMPOSIUM.

SESSION 2. PAPER NO. 3. HUMAN FACTORS BY W. GRAY. PRESENTED AT WASHINGTON. D.C. 17-18 JANUARY. 1978.

(9) In a position paper submitted to the International Maritime Organization (IMO), INTERTANKO has acknowledged that commercial pressures on pilots have caused accidents and that there is a need for pilotage systems to insulate pilots from such pressures:

"There is a further aspect of responsibility which INTERTANKO would like to see addressed within this sub-committee, and that is that a pilot should never be put under commercial pressure to make any decision which may be counter to the safe judgment of the pilot. In the past, a number of accidents can be attributed to such influence upon a pilot. The pilot must have support from the pilotage system to ensure that the pilot's assessment overrides any commercial requirements and the pilot is not under any pressure to bend to commercial requirements. This would be in addition to the comments made in Resolution A.485, Annex 2, paragraph 5, regarding the right of a pilot to refuse to pilot a ship he considered unseaworthy, which should also be addressed."

IMO PAPER. STW 29/7/5. SUBMITTED BY INTERTANKO, 10 NOVEMBER, 1997

(10) United States Supreme Court Justice Learned Hand discussed the role of the pilot in the following decision:

"It is of course true that a master does not surrender his ship to a pilot and that there remain occasions when he must interfere and even displace him. The first case, so far as we know, came up in England in 1817, soon after the compulsory pilotage act was passed. (The Gipsey King, 2 W. Robinson 537). It chanced to concern the proper catting of an anchor on a vessel in charge of a pilot, and Dr. Lushington, in excusing the owner because the catting was the pilots spoke as follows (p. 547):

"It is, I apprehend, an established principle of law that the mode, the time, and place of bringing a vessel to an anchor, is within the peculiar province of the pilot who is in charge."

Only three years later the Privy Council, speaking through Baron Parke (*The Christiana*, 7 Moore P.C. 160, 172), said of a compulsory pilot:

"It was his sole duty to select the proper anchorage place, the mode of anchoring and preparing to anchor."

And still earlier on the same page:

"The Pilot has, unquestionably, the sole direction of the vessel in those respects where his local knowledge is presumably required; the direction, the course, the manoeuvres of the vessel, when sailing, belong to him."

In 1857 Dr. Lushington in *The Argo*. Swabey, 462, announced the limitation upon this which is generally accepted and which the Supreme Court recognized obiter in *The China*; and again in somewhat truncated form in *The Oregon*. It was this:

"a master has no right to interfere with the pilot, except in cases of the pilots intoxication or manifest incapacity, or in cases of danger which the pilot does not foresee, or in cases of great necessity."

He said further:

"The navigation of the ship is taken out of the hands of the master and transferred to the pilot."

UNION SHIPPING V. U. S. 127 F. 2D 775 (1942)

(11.1) The "Report of the Royal Commission on Pilotage" contains a detailed analysis of the British and Canadian statutory definition of the term "pilot":

"pilot" means- any person not belonging to a ship who has the conduct thereof."

The Royal Commission further considered the meaning of the word "conduct" and decided it means:

"to have charge and control of navigation; in other words, of the movement of the vessel. Similarly, if anyone is merely used as an advisor and not entrusted with the navigation of the ship, he is not the pilot of that ship."

The Royal Commission, after reviewing the actual practices followed aboard ship concluded:

"The pilot does not act as an advisor to the Master but actually navigates the ship. In point of fact the Master is then, to a certain extent, an advisor to the pilot when he points out the peculiarities of the ship. This factual situation which corresponds to the legal definition of 'pilot is, in fact, the only realistic solution because, if pilots were used merely as advisors, navigation would be very hazardous and, at times, it would be impossible to proceed safely..... The first course a ship is committed to is frequently the last. If bad judgment has been used, the result is inevitable and swift..... The legislation of most countries recognizes the realistic situation that there is not time for advice, consultation and deliberation between

the pilot and Master and that the pilot must navigate the vessel himself. How this situation is covered in legislation is a question of semantics ..."

CANADA, REPORT OF THE ROYAL COMMISSION ON PILOTAGE. PART 1. PG. 22.
ET SEQ.

(11.2) See also a legal reference which defines "conduct" as follows:

"Conduct (verb): A regulation having statutory force which provides that a ship is to be conducted by a pilot does not mean that she is to be navigated under his advice; it means that she must be conducted by him, and that makes pilotage compulsory"

WORDS AND PHASES LEGALLY DEFINED. SECOND EDITION. SAUNDERS

(12) In comparing the pilotage laws of Continental Europe with those in Britain and North America the following observation was made:

"Under the mercantile practice of most European nations, a pilot, even though required by law, was deemed only advisory and was never considered to supersede the authority of the master. In this sense, compulsory pilotage was unknown in continental Europe."

COMPULSORY PILOTAGE. PUBLIC POLICY. AND THE EARLY PRIVATE
INTERNATIONAL

LAW OF TORTS. DAVID J. BEDERMAN. VOL 64. TULANE LAW REVIEW. 1060

(13.1) The United States Supreme Court in discussing the pilots role in maritime commerce stated:

"Now, a pilot, so far as respects the navigation of the vessel in that part of the voyage which is his pilotage ground, is the temporary master charged with the safety of the vessel and cargo, and of the lives of those on board, and entrusted with the command of the crew. He is not only one of the persons engaged in navigation, but he occupies a most important and responsible place among those thus engaged."

COOLEY V. BOARD OF WARDENS, 12 HOW(US) 288. 13 L ED. 996 (1851)

(13.2) In a later United States Supreme Court decision the role of the pilot was described in the following words:

"To the pilot, therefore, temporarily belongs the whole conduct of the navigation of the ship, including the duty of determining her course and speed, and the time, place and manner of anchoring her.....But the master still has the duty of seeing to the safety of the ship, and to the proper stowage of the cargo. For instance, the duty to keep a good lookout rests upon the master and crew."

RALLI V. TROOP. 1 US 386, 15 S. CT. 657 (1894)

(13.3) In a case involving the role of the pilot the Supreme Court of the State of Washington commented:

"A pilot while in charge of a ship supersedes the master, in so far as the navigation of the vessel is concerned, but the master is at all times in command, and may and should advise with the pilot, and can displace him in case of intoxication or manifest incompetence. Any power of command exercised by the pilot is limited to the navigation of the ship.... While exercising his functions a pilot is in sole control of the navigation of the ship, and his orders

must be obeyed as in effect orders of the master. But the master is still in command of the vessel, as distinguished from its navigation, and may properly displace an obviously incompetent or intoxicated pilot, although he is not bound to do so unless the pilot is making an obvious mistake."

GRAYS HARBOR V. THE BRIMANGER, 18 P. 2D 29 (1933)

(14.1) G. K. Geen, the author of "The Law of Pilotage," includes in his excellent work a review of the British case law on the division of control between the master and pilot. He has concluded:

"The attitude of the courts to the master-pilot relationship is based on precedents created more than a century ago, the guiding principle of which has been throughout that the paramount danger to a ship under pilotage is that created by a 'divided authority.' Attention was drawn to this danger on innumerable occasions, but was perhaps put most succinctly by Dr Lushington in the case of THE PEERLESS in 1860:

'There may be occasions on which the master of a ship is justified in interfering with the pilot in charge but they are very rare. If we encourage such interfering, we should have a double authority on board, a 'DIVISUM IMPERIUM', the parent of all confusion, from which many accidents and much mischief would probably ensue. If the pilot is intoxicated, or is steering a course to the certain destruction of the vessel, the master no doubt may interfere and ought to interfere, but it is only in urgent cases.' "

G. K. Geen then goes on to analyze and cite British cases pertaining to the general duties of the master and pilot regarding the legal meaning of interference, keeping a lookout, observance of collision regulations, sound signals, private sound signals, whether to proceed, anchoring, speed, and the use of radar.

From his analysis, it is apparent that the British and American law respecting the role and function of a compulsory pilot are consistent. He is to be placed in navigational control of the ship and give all orders effecting the navigation of the ship, i.e., rudder orders, courses, speed, anchoring, weighing anchor, whistle signals, and the like. He is entitled to the cooperation of the master and crew, and they are to see that his orders are carried out and are not to interfere with his control of the navigation unless the pilot is manifestly incapacitated, incompetent, or placing the ship in dear and imminent danger.

THE LAW OF PILOTAGE. GEEN, G.K., LLOYD'S OF LONDON PRESS, 1977

(15) The Brussels Convention of 1910 is officially titled:

"INTERNATIONAL CONVENTION FOR THE UNIFICATION OF CERTAIN RULES OF LAW WITH RESPECT TO COLLISIONS BETWEEN VESSELS", SEPT. 23, 1910

Reprinted in 6 Bender on Admiralty at 3-11

(16) In still another United States Supreme Court decision dealing with the role of the pilot it was recognized that:

"Studies of the long history of pilotage reveal that it is a unique institution and must be judged as such. In order to avoid invisible hazards, vessels approaching and leaving ports must be conducted from and to open waters by persons intimately familiar with the local waters. The

pilot's job generally requires that he go outside the harbour's entrance in a small boat to meet incoming ships, board them and direct their course from open waters to the port. The same service is performed for vessels leaving the port. Pilots are thus indispensable cogs in the transportation system of every maritime economy. Their work prevents traffic congestion and accidents which would impair navigation in and to the ports. It affects the safety of lives and cargo, the cost and time expended in port calls, and in some measure, the competitive attractiveness of particular ports. Thus, for the same reasons that governments of most maritime communities have subsidized, regulated, or have themselves operated docks and other harbour facilities and sought to improve the approaches to their ports, they have closely regulated and often operated their ports' pilotage system."

KOTCH V. BOARD OF RIVER PORT PILOT COM'RS. (67 S.CT. 910)

(17) In a case where a shipowner stubbornly refused to acknowledge the effect of pilotage laws, a federal court judge was moved to comment:

"To be sure, state compulsory pilotage is not a body of law familiar to most legal practitioners, much less one at the forefront of public attention. Yet it is not a particularly difficulty body of law. Indeed, unlike the state of flux that characterizes many areas of contemporary law, pilotage law is remarkably straightforward and firmly established."

JACKSON V. MARINE EXPLORATION CO. INC. 583 F. 2D 1350 (1978)

(18) Resolution adopted by the Board of Trustees of the American Pilots' Association on October 8, 1997.

AMERICAN PILOTS' ASSOCIATION

The Respective Roles and Responsibilities of the Pilot and the Master

Navigation of a ship in United States pilotage waters is a shared responsibility between the pilot and the master/bridge crew. The compulsory state pilot directs the navigation of the ship, subject to the master's overall command of the ship and the ultimate responsibility for its safety. The master has the right, and in fact the duty, to intervene or displace the pilot in circumstances where the pilot is manifestly incompetent or incapacitated or the ship is in immediate danger ("in .extremis") due to the pilots actions. With that limited exception, international law requires the master and/or the officer in charge of the navigational watch to "cooperate closely with the pilot and maintain an accurate check on the ship's position and movement."

State-licensed pilots are expected to act in the public interest and to maintain a professional judgment that is independent of any desires that do not comport with the needs of maritime safety. In addition, licensing and regulatory authorities, state and federal, require compulsory pilots to take all reasonable actions to prevent ships under their navigational direction from engaging in unsafe operations. Because of these duties, a compulsory pilot is not a member of the bridge "team." Nevertheless, a pilot is expected to develop and maintain a cooperative, mutually-supportive working relationship with the master and bridge crew in recognition of the respective responsibility of each for safe navigation.

VIA EMAIL ONLY

allen.garfinkle@bopc.ca.gov

Allen Garfinkle
Executive Director
Board of Pilot Commissioners
660 Davis Street
San Francisco, CA 94111

Re: Vessel: P/V RUBY PRINCESS
Pilot: Capt. Dustin Slack
D/I: 6JULY2023
Our File: 305.49-23

Dear Capt. Garfinkle,

On behalf of Capt. Dustin Slack, we offer our Letter Brief regarding the issues we believe are relevant to assist the IRC in its deliberations. We will discuss the incident facts and evidence, pertinent legal issues and standards under General Maritime Law and Capt. Slack's conduct which we submit was reasonable throughout the events.

I. INTRODUCTION/BACKGROUND

Capt. Slack is a graduate of the California Maritime Academy, Class of 1992. He was accepted as a San Francisco Bar Pilot and sworn in on July 1, 2008. Prior to that time his maritime experience included blue water, tugs and ferries. During the last 16 years he has volunteered for many extra duty activities. He took the role as one of the Operations Pilots from 2010 to 2019. The Operations Pilots work on a rotating schedule at Pier 9 of one week out of the month. As an Operations Pilot, he oversaw and scheduled all vessel movements in and out of San Francisco Bay. This would include an assessment of particular information that may be important for safe passage.

Capt. Slack also volunteered to take the role of Chairman of the Facilities Committee, 2016 to 2019, which was tasked with assessing their feasibility of relocating the SFBP office and operations from San Francisco, Pier 9, to another location in the Bay Area.

He has been a member of the Pilot Evaluation Committee from 2019 to the present. This committee is responsible for directing the training and evaluation of each candidate in the program. To volunteer for this program Capt. Slack had to be a licensed pilot for at least 10 years and then be selected by his fellow pilots when a seat became available.

During Capt. Slack's almost 16 years as a pilot his record has been impeccable.

II. BRIEF SUMMARY OF PERTINENT FACTS/EVIDENCE

The following is a brief summary of the incident, highlighting facts that bear on Capt. Slack's actions. Capt. Slack boarded the P/V RUBY PRINCESS (hereafter "RP") at 0433 on July 6, 2023. He has piloted passenger vessels to and from the Pier 27 on many occasions. This included acting as pilot for Capt. Tani, the RP master.

The morning began with a comprehensive and thorough Master/Pilot exchange ("M/Px") of all necessary information for the transit. At the time Capt. Tani stated that he would take the conn and dock the RP once it was in position off of Pier 23. He had performed this docking with Capt. Slack on several previous occasions. It is not unusual for cruise ship masters to take the conn on final docking maneuvers in Capt. Slack's experience. They do this multiple times a week and are very familiar with how the ship handles.

The M/Px was very thorough, which is usually the rule on passenger ships. This exchange was between all Bridge Team members. They reviewed the route, the currents including the strong ebb current off the face of Piers 23-27. Capt. Slack was advised that there were no vessel deficiencies and that it was ready in all respects for the transition and docking. It was understood by all that Capt. Tani would take the conn once Capt. Slack had the RP in position off of Pier 23. This was again reconfirmed by all the Bridge Team when the vessel was off of Alcatraz.

As agreed, Capt Slack positioned the RP off of Pier 23 and Capt. Tani assumed the conn. It was confirmed with the Bridge Team that they were ready to commit. Capt. Tani began backing the vessel towards the berth at Pier 27. Capt. Slack was carefully monitoring the process on the port wing, which was his usual position for docking. All was going well until the RP began to lose sternway and actually started to gain headway. This would expose too much of the starboard side of the RP to the ebb current causing it to set onto Pier 27. Capt. Slack advised the master that he needed to immediately come astern. Unfortunately, by the time the RP stopped the headway and began moving astern, it was too far out into the current.

At this point, Capt. Slack advised the master to abort the docking and move away from Pier 27 as quickly as possible. The RP was 300 feet off of Pier 27 and this should not have been a problem for this ship. Capt. Tani ordered the RP to full ahead, but the engines did not respond as expected. Capt. Slack learned later from Capt. Tani that the engines were very slow to respond. We were able to review the VDR data at the invitation of Attorney Chris Tribolet, the attorney for Princess Cruises and the RP. Capt. Garfinkle and Capt. Slack were present as well. The VDR data confirmed that it took at least two minutes and 40 seconds before the full ahead rpms were achieved. As stated in the attached opinion of Walther Marine Engineering expert Charles Walther, this vessel should have been able to achieve the demanded rpms within 30 seconds. This failure was the cause, in fact, of the allision. Even with this delayed engine response, the contact with the pier was minor. Obviously, if the rpms had been achieved as demanded within the expected time frame the RP would have easily avoided the contact. The RP finally started to gain headway and once clear of Pier 27 Capt. Slack assumed the conn.

At that time, they were not even aware that the port quarter had touched the dock. As the RP was again approaching Pier 27, they saw an out of position fender and realized the ship had touched the pier. During this approach Capt. Tani called the engine room and said he wanted to make sure he would have emergency maneuvering revolutions this time. Capt. Slack piloted the RP off of Pier 27 until it was directly alongside the berth. Capt. Tani then took the conn and brought the RP onto the berth.

Capt. Slack spoke to Capt. Tani in his office later at his request. Capt. Tani discussed the docking and confirmed that the engine was unexpectedly slow to respond.

II. STANDARD OF CARE

A. Pilots Are Obligated to Employ the Ordinary Care and Skill of Their Profession

Maritime law provides that pilots may not be held to a standard of perfection. Rather, "a pilot is required to use the ordinary care of an expert in his profession. [Namely], he must exercise the degree of skill commonly possessed by others in the same employment . . ." *General Petroleum Corp. v. City of Los Angeles*, 42 Cal. App. 2d 591, 595 (1941). Still another Court has expressed this standard by explaining that "the duty of the pilot is to exercise that degree of care and skill possessed by the average pilot. . . ." *American Zinc Co. v. Foster*, 313 F. Supp. 671, 682 (S.D. Miss. 1970). Pilot misconduct should only be found if it is shown by a "preponderance of the evidence that a [pilot] operated his vessel in a manner which nautical experience and good seamanship would condemn as unreasonable under the circumstances." *Id* at 1523 [Emphasis added]. Pilots are not required to be "infallible." *American Zinc Co. v. Foster*, 313 F. Supp. 671, 682 (S.D. Miss. 1970).

B. The Evaluation Should Not Employ Hindsight in Reaching a Decision

Pilots must make decisions under difficult circumstances and time pressure. The very nature of those decisions can subject them to second guessing and judgment by hindsight. However, the applicable authorities require that pilots should not be judged by hindsight, but rather by what they knew at the time and under the specific circumstances of the event. In *Andros Shipping Co. v. Panama Canal Co.*, 298 F.2nd 720 (1st Cir. 1962) the court expressed this concept when it held as follows:

"The decisions of a pilot in the delicate and hazardous task of navigating a large ship through the Panama Canal involve a matter of judgment . . . A court must avoid basing its decisions on hindsight, and it must make allowance for the legitimate differences in technique of various pilots."
298 F.2nd at 725.

This rule was stated again in *Peoples Natural Gas Co. v. Ashland Oil, Inc.*, 604 F. Supp. 1517, 1526 (W.D. Pa. 1985), where the court cautioned against the use of hindsight in judging the pilot: "It is of no moment that in light of hindsight Capt. Lysicki would have used an alternative docking procedure . . . A pilot is required to exercise only the ordinary degree of care and skill commonly possessed by others in the same field; he is not required to be prescient." These cases show that assessing a pilot's actions based on hindsight is not appropriate.

C. The Approach to Vessel Navigation on San Francisco Bay by a Compulsory Pilot is Based Upon Decades of Custom and Practice

States early on were vested by the federal government with the authority to regulate pilotage with the passage of the Act of 1789. This was later codified in 46 USC §8501. The State of California has regulated pilotage in San Francisco Bay since 1850.

California law requires generally that pilotage in San Francisco Bay is compulsory. Beyond this requirement the Legislature has provided no additional guidance regarding the specifics of the pilot's authority or the specific approach to their tasks. In San Francisco Bay the pilot's conduct is generally assessed or evaluated based upon long-standing custom and practice. Again, neither statute or case law provides specific guidance.

One of the issues here is the relationship and authority between the pilot and the vessel master. A few comments regarding the Master/Pilot relationship may be helpful.

1. Master/Pilot Relationship Generally

The master is, and should remain, in command and control of his ship in a pilotage situation. The master is the sole authority on board the ship. He may and does delegate part of his authority to subordinates and to outside assistants whom he employs to navigate his ship and advise, such as a local pilot. The general rule, both in law and in custom and practice, is that he may revoke that authority at any time. From a factual standpoint, that is what occurs when the master takes the conn from the pilot, either by consent or demand.

2. Pilot Standard of Care When Master Relieves Pilot

In this incident, the master told Capt. Slack that he wished to take the conn when the RP was off Pier 23 and proceed with taking it to its berth at Pier 27. Research indicates that there seems to be three different discussions in maritime law regarding the pilot standard of care in this situation.

The more traditional line of thinking is that once the master relieves a pilot, whether by request or demand, he is totally in control of navigation. Further, the pilot is neither required nor expected to have any further involvement in the enterprise.

Another discussion holds that where the pilot is compulsory, as here, the pilot may deny the master's request or demand to take over the navigation of his ship. This would be a very unusual situation and probably not supported by case law or the USCG. Nevertheless, this position has been advocated on occasion.

A third approach is that, when it is agreed that the master relieve the pilot and take the conn, the pilot remains a member of the Bridge Team. The pilot is expected to monitor the process and provide advice and input as he deems necessary. This position is supported by a substantial volume of case law, and is the better analysis. This is precisely the role Capt. Slack assumed here.

III. DISCUSSION

A threshold issue to discuss is the initial Master/Pilot Exchange. An extensive M/Px is common on cruise ship transits. The M/Px is a key element of Bridge Resource Management ("BRM"). BRM is an important area of inquiry into any marine incident. BRM is defined as the effective management and utilization of the bridge resources, human and technical, for the safe completion of the voyage. In this instance, Capt. Slack's M/Px was well planned and detailed. It was completed soon after he came on board. The route, vessel condition and that the master would take the conn at Pier 23 were thoroughly discussed. A further detailed exchange and confirmation occurred off Alcatraz. It is clear that the M/Px was performed most competently.

A discussion is appropriate regarding Capt. Slack's agreement to the master's taking the conn at Pier 23. Capt. Slack had worked with Capt. Tani on a number of prior occasions in docking at Pier 27. He had taken the conn at Pier 23 before in similar circumstances and currents. Capt. Slack's experience allowed him to conclude that Capt. Tani was a good ship handler. He was completely familiar with how the RP handled and had docked the vessel on numerous occasions. In discussions with other pilots, they indicated that under these circumstances agreeing to the master's request with whom they were familiar and respected was reasonable and within the local custom and practice of San Francisco Bar Pilots with regard to passenger ships.

An important issue to discuss is Capt. Slack's conduct while Capt. Tani had the conn. We believe that his conduct has been shown to be completely reasonable. He was carefully monitoring the docking evolution. When he concluded that the docking should be aborted, 300 feet off of Pier 27, he immediately made this known to Capt. Tani who reacted immediately in turn. If the ship engines had responded as they should have and as reasonably expected, the ship would have easily cleared Pier 27. Neither Capt. Slack nor Capt. Tani were aware of any engine deficiencies. In discussions with other pilots, they agreed that under these circumstances the RP should have been able to exit the berth without any issues. Therefore, it is asserted that Capt. Slack's conduct and oversight was reasonable.

As noted above, we met with the Princess Cruises' Attorney Tribolet at his invitation to review the VDR data. During this meeting, there were discussions about the various aspects of the incident. Attorney Tribolet offered that he reviewed the M/Px discussions and spoke with crew members. He described the exchange as "Robust" and very thorough. As we assert, it was a textbook exchange of all necessary information for the transit and docking. Attorney Tribolet also stated that the Bridge Team had no complaints about Capt. Slack's pilotage and was, in fact, complimentary. This is most significant when one considers that as a passenger ship Bridge Team experiences interactions with pilots multiple times a week. They interact with more local pilots in a month than most non-passenger ship Bridge Teams see in several years. Therefore, their opinions should be given great weight.

Finally, Attorney Tribolet stated words to the effect that that Princess Cruises was not assessing blame to Capt. Slack.

IV. CONCLUSION

Capt. Slack acted in all respects consistent with the high standards of the San Francisco Bar Pilots. It is respectfully submitted that the evidence clearly establishes that Capt. Slack acted appropriately and reasonably. All of the evidence shows that Capt. Slack duly performed his duties with the requisite skill of a San Francisco Bar Pilot. There should be a finding of No Pilot Error with regard to all aspects of the transit of the P/V RUBY PRINCESS.

With best regards, we remain

Very truly yours,

/s/ Rex M. Clack

Rex M. Clack

RMC Law

Attachment: (1) Walther Engineering Services Report

WALTHER ENGINEERING SERVICES, INC.

41 BAY WAY

SAN RAFAEL, CA 94901

415-297-5094

Report No: 240201

Location: San Francisco

415-297-5094

M/V RUBY PRINCESS Allision

At the request of Rex Clack, the undersigned provided comments on the allision of the ship with Pier 27, San Francisco, California on July 6, 2023.

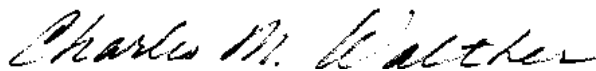
Narrative The vessel was attempting to dock at Pier 27, San Francisco on July 6, 2024. The pilot was Capt. Dustin Slack. However, the vessel Master had the conn. During the docking the vessel began to set down on the pier. There was a 2.5 knot ebb tide. Capt. Slack advised the Master that the docking be aborted when the vessel was about 300 feet from the pier. Capt. Slack reported that there was a failure of available power in time to complete the attempted move out of the slip resulting in a minor impact with pier 27. I was able to review VDR photos of the dials showing Demand and Achieved engine orders in real time.

Causation

The cause of the minor impact damage was a lack of available power from the engines when demanded. It took almost 3 minutes to get to full power. This should have occurred in less than 30 seconds. The propulsion controls were most likely in Endurance Mode, which is a feature for extended engine life while at sea. Most or all 6 generator engines should have been on line for the docking maneuver. This way, the plant would have been fully warmed up and running at full speed, ready to quickly provide full power to the propellers and thrusters.

Feel free to contact me for more information.

Respectfully submitted,



Charles M. Walther

CONCISE EXPLANATORY STATEMENT
 April 9, 2003 Public Hearing-Seattle, Washington
 April 21, 2003 Filing Date

NEW SECTION: WAC 363-116-365

Reason for Adopting Rule: The Board of Pilotage Commissioners initiated rulemaking to adopt this rule to give both pilots and ship masters appropriate guidance in how the Board expects that the compulsory pilotage laws of Washington would be applied in those circumstances where a master of certain passenger vessels requested to dock his own vessel and the pilot agreed that such action was appropriate. This rulemaking action was undertaken in response to requests from both pilots and ship operators to provide consistency with pilotage practices in certain other states and British Columbia regarding the docking and undocking by masters of certain passenger vessels. The intention of the Board in adopting this rule is to allow appropriate flexibility with respect to direct control of a vessel while at the same time ensuring that the compulsory pilotage requirements established in the Revised Code of Washington are met.

Changes to the Rule (Proposed rule versus rule actually adopted):

Based upon public comments, **WAC 363-116-365(4) (Docking and undocking of certain vessels by the vessels' masters.)** has been rewritten and adopted as follows:

(4) The exact location for the exchange of maneuvering responsibilities between the pilot and the master must be part of the consent and the exchange must always occur in close proximity (~~within~~ approximately the vessel's length, but not to exceed twice the vessel's length) to the vessel's berth; and

Comment Received on this Rule:

*In order for this rule to operate effectively, proposed WAC 363-116-405 must be adopted with the language regarding the master's authority to relieve a pilot of duty under certain circumstances remaining intact.

Board Response to Comment:

*The Board did in fact adopt proposed WAC 363-116-405 with the relevant language intact.

Comment Received on this Rule:

*In subsection (4), the exchange of maneuvering responsibilities should occur within approximately five ship lengths of the vessel's berth, as opposed to the approximately one ship length as provided in the draft rule, because an exchange of maneuvering responsibilities should not occur during the critical docking phase that occurs within one vessel length of the berth.

Response to Comment:

*As adopted, the rule provides that the exchange of maneuvering responsibilities shall occur in close proximity to the berth "but not to exceed twice the vessel's length." This provides for

additional flexibility in terms of the place of exchanging maneuvering responsibilities. However, permitting an exchange of maneuvering responsibilities to occur within a distance extending to five ship lengths from the berth could, depending upon the particular dock involved, result in the vessel's staff, rather than the pilot, having navigational responsibility in potentially hazardous near-shore conditions. The discussion between the pilot and master regarding where the exchange is to occur should, in the normal course, occur sufficiently in advance of the docking of the vessel that there should be no uncertainty regarding docking responsibilities as of the time that the vessel approaches its berth.

Comment Received on this Rule:

*One of the docks to which compulsory pilot vessels berth is in a relatively narrow and congested waterway, and thus any exchange of maneuvering responsibility should occur only in close proximity to the berth.

Response to Comment:

*As adopted, the rule requires the exchange or maneuvering responsibility to occur in close proximity to the berth and in any event not to exceed two vessel lengths in distance.

NEW SECTION: WAC 363-116-405

Reason for Adopting Rule: The Board of Pilotage Commissioners initiated rulemaking to adopt this rule in order to provide clarification regarding the circumstances under which the master of a ship may relieve a state-licensed pilot of his or her duties. The new rule is expected to clarify that:

- *Compulsory pilots may not be arbitrarily relieved of their duties;
- *When a pilot is relieved of his or her duties the ship's master must immediately take certain precautionary steps and request a substitute pilot; and
- *To the extent possible, a pilot so relieved shall remain available to advise and assist the master, until a substitute pilot is obtained.

Changes to the Rule (Proposed rule versus rule actually adopted):

Based upon public comments, **WAC 363-116-405 (Relieving pilots for cause.)** has been rewritten and adopted as follows:

A pilot serving on a vessel required by chapter 88.16 RCW to employ a state licensed pilot may be relieved from his or her piloting duties by the ship's master only for cause as provided herein. The master may relieve a pilot only if the pilot demonstrates that he or she is manifestly incompetent or incapacitated or if the vessel is endangered or *in extremis* due to the pilot's error. If a pilot is relieved for cause under this section, the U.S. Coast Guard Vessel Traffic System shall be notified immediately and another pilot shall be requested and dispatched. In such event, the master shall immediately put the ship to anchor, to the extent it can be done safely, and await the substitute pilot. If anchoring is not possible or prudent, the master shall slow the vessel to the slowest prudent speed until another pilot can be put on board. To the extent possible and

practical, after being relieved of his or her duties, the pilot shall remain available to advise and assist the master. ~~Any pilot relieved of his piloting duties by the master pursuant to this section shall no longer be considered a servant of the vessel, its owner or operator as described in RCW 88.16.118.~~ In the event a pilot is relieved as provided in this section in the Puget Sound Pilotage District, the U.S. Coast Guard Vessel Traffic System shall be notified immediately. In the event a pilot is relieved as provided in this section in any pilotage district, the vessel and the pilot promptly shall provide notice to the board of the event and relevant circumstances.

Comment Received on this Rule:

*The sentence which reads "Any pilot relieved of his piloting duties by the master pursuant to this section shall no longer be considered a servant of the vessel, its owner or operator as described in RCW 88.16.118." is inconsistent with the preceding sentence that provides for pilots relieved of duty to assist the master to the extent possible, and thus should be deleted.

Response to Comment:

*The Board agrees with the comment, and the subject sentence was deleted prior to the rule's adoption.

Comment Received on this Rule:

*The references to notification of the U.S. Coast Guard Vessel Traffic System erroneously state that such notification system operates outside of the Puget Sound pilotage district.

Response to Comment:

*The Board agrees with the comment. The rule was revised to reflect the fact that the U.S. Coast Guard Vessel Traffic System notification requirement will apply only in the Puget Sound pilotage district.

Comment Received on this Rule:

*The master at all times is responsible for the safety of the vessel. It is inappropriate to include in the rule a limitation upon the master's discretionary authority.

Response to Comment:

*The rule accurately reflects governing legal principles with respect to the roles of master and pilot in the state of Washington. The rule does not require the master to put the vessel in danger, but rather sets forth procedures that the master shall follow under certain circumstances if it is prudent to do so.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

April 2023

OPEN LETTER TO SHIPPING COMPANIES AND VESSEL MASTERS

Recent communications with some shipping company representatives indicate that there may be some misconceptions regarding the compulsory nature of pilotage in the State of Washington. Pilotage rules vary throughout the world and developing a company document such as a Bridge Resource Management Manual (BRMM) to cover all of them can be a challenging job. However, in Washington, our laws and rules override whatever is written in a BRMM or any other company policy document. This open letter outlines what Washington State laws and rules require regarding pilotage in our waters. The summary is:

WASHINGTON LAWS AND RULES REGARDING PILOTAGE ARE COMPULSORY!

The Revised Code of Washington (RCW) requires that **all vessels** not exempted take a Washington State Pilot (Pilot) when in Puget Sound or Grays Harbor Pilotage Districts. Puget Sound Pilotage District comprises all waters of Washington east of Longitude 123-24 W. Grays Harbor Pilotage District includes all inland waters within Grays Harbor and Willapa Harbor. Exemptions include certain U.S. or Canadian flag vessels; foreign flag vessels bound to/from Canadian ports (with a British Columbia Coast Pilot on board); and foreign flag small passenger vessels or yachts that have a written exemption by the Board. If an exempt vessel voluntarily takes a Pilot, then certain requirements of the RCW apply. Employing a Pilot is compulsory - not optional - for any vessel not exempted.

In order to be considered "employed," the Pilot shall be in navigational control of the vessel any time that it is underway in a Washington Pilotage District. There are two circumstances where a Pilot might not be in direct navigational control of the vessel:

1. The first is set in the Washington Administrative Code (WAC): **WAC 363-116-365 Docking and undocking of certain vessels by the vessels' masters**. That section applies only to passenger ships not requiring a tug for docking or undocking. On all other vessels the Pilot must do the docking/undocking. Allowing the Master of passenger vessels to dock/undock the vessel is NOT automatic. The Master may not commence maneuvering the vessel without express consent of the Pilot and the Pilot should not give consent if there are indications that the procedure can not be done safely. The Pilot must still remain available to advise and assist the Master. The Master should keep the Pilot informed as to what is going on with regard to the maneuvering of the vessel. The WAC provides a small amount of leeway as to where the Master may take over the maneuvering of the vessel, but it should always be as close to the berth as practical within the bounds of safety (but no more than two ship lengths away). The Pilot should retain control of the navigation of the vessel while it is approaching and transiting narrow waterways or channels.
2. The second possible situation is set in **WAC 363-116-405 Relieving Pilots for cause**. Note: *Only the Master* of the vessel can relieve a Pilot for cause. This authority can not be assumed by or delegated to any other member of the crew - including a staff captain. There are very specific circumstances which must exist: "...only if the pilot is manifestly incompetent or incapacitated or if the vessel is endangered...due to the pilot's error." If a Pilot is relieved while the vessel is underway, the vessel shall be immediately taken to the nearest safe anchorage "...to the extent it can be done safely" and await a new Pilot. If that is not possible or prudent, then the vessel must be

slowed to slowest prudent speed until a new Pilot has boarded. The Pilot, even when relieved, shall remain available to advise and assist the Master to the extent possible and practical.

In the event a Pilot is relieved for cause in Puget Sound, the Vessel Traffic System (VTS) shall be notified immediately. In Puget Sound or Grays Harbor the vessel shall also promptly notify the Board. That requirement can be satisfied by calling the Marine Exchange of Puget Sound (206-443-3830). The vessel Master should then send a letter report to the Board as soon as practical. The Pilot should submit a Pilot's Report of Marine Safety Occurrence or Pilot's Report of Incident (depending upon the circumstances). The WAC does not require a report to the Coast Guard (other than the report to the VTS if the vessel is in Puget Sound), however, relief of a Pilot for cause may require a report to the Coast Guard under federal rules.

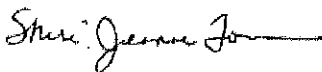
The RCW provides that a Pilot becomes a part of the vessel's bridge resources when he/she boards a vessel and assumes piloting duties. Navigational control of the vessel must be given to the Pilot, but that does not relieve the Master from ultimate responsibility for safe navigation of the vessel. However, a Master (or any other member of the crew) should not alter, supersede or cancel the orders and actions of a Pilot without relieving that Pilot (as described above). If there is concern that the Pilot's actions may not be proper, the Master should work with the Pilot to resolve the issue. No crew member (including the Master) should make changes in the control of the vessel without the knowledge and consent of the Pilot. This includes changing heading, speed, rudder, bow thruster, passing arrangements with other vessels, etc.

The required language for vessels in U.S. waters is English. Command to crew members that have any potential to impact the navigational safety of the vessel (including, but not limited to, commands related to anchoring and the passing and letting go of mooring lines) must be given in English so the Pilot will know what is happening. If a crew member has difficulty with English, the command should first be given in English and then may be repeated in the language that the crew member best understands.

In order for the Pilot to properly carry out the responsibilities associated with safe navigation of a vessel, he/she must be provided with all the resources relating to navigation that the ship has available such as radars, depth sounders, radios, electronic chart display and information systems (ECDIS), geographic positioning systems (GPS), automatic information systems (AIS), etc. that are operational on the bridge. The Pilot must have clear access to all the areas of the bridge that might be used in the process of navigating the vessel (centerline windows, bridge wings, etc.). The Pilot must not be distracted by issues not associated with the navigation of the vessel.

The Pilot shall be given all the tools necessary to carry out the safe navigation of the vessel; kept fully apprised of all actions and orders that affect the navigation of the vessel; and allowed to carry out (without interference) the navigational responsibilities that the law has established. WAC 363-116-200(9) provides that, if in the professional judgment of the Pilot, a vessel is incapable of safe navigation and maneuvering due to performance limitations, the Pilot shall refuse to assume the obligation of pilotage until such limitations are corrected. A Pilot may consider that not having all the tools needed to safely pilot the vessel (including access to appropriate areas of the bridge from which to pilot) constitutes such a performance limitation and, therefore, refuse to assume piloting duties. The Board would review the circumstances of any such refusal to pilot a vessel. If it were shown that the Pilot was denied access to appropriate tools and space from which to pilot, the Board may assess that to be a performance limitation which justified a refusal to assume pilotage duties.

If you have any questions concerning this letter, please contact me at the above address.



Sheri J. Tonn, Chair

cc: Puget Sound Pilots & Port of Grays Harbor

Statutes and Regulations **Marine Pilots**

November 2022



DEPARTMENT OF COMMERCE, COMMUNITY,
AND ECONOMIC DEVELOPMENT

***DIVISION OF CORPORATIONS, BUSINESS
AND PROFESSIONAL LICENSING***

NOTE: The official version of the statutes in this document is printed in the Alaska Statutes, copyrighted by the State of Alaska. The official version of the regulations in this document is published in the Alaska Administrative Code, copyrighted by the State of Alaska. If any discrepancies are found between this document and the official versions, the official versions will apply.

TABLE OF CONTENTS

Section	Page
1. Marine Pilot Statutes (AS 08.62).....	1
2. Marine Pilot Regulations (12 AAC 56)	9

**CHAPTER 62.
MARINE PILOTS**

Article

1. **Board of Marine Pilots (§§ 08.62.010 — 08.62.050)**
2. **Licensing (§§ 08.62.080 — 08.62.155)**
3. **Miscellaneous Provisions (§§ 08.62.157 — 08.62.190)**
4. **General Provisions (§§ 08.62.900, 08.62.990)**

**ARTICLE 1.
BOARD OF MARINE PILOTS**

Section

10. **Creation and membership of board**
20. **Appointment and term of office**
30. **Meetings**
40. **Powers, duties, and limitations**
46. **Rates for pilotage services**
50. **Marine pilot coordinator**

Sec. 08.62.010. Creation and membership of board. There is created the Board of Marine Pilots. It consists of two pilots licensed under this chapter who have been actively engaged in piloting on vessels subject to this chapter, two registered agents or managers of vessels subject to this chapter who are actively engaged in the procurement of pilotage services, two public members in accordance with AS 08.01.025, and the commissioner or the commissioner's designee. Not more than one pilot and one registered agent or manager may be from any one pilotage region established by the board. Not more than one registered agent or manager may be employed by, be a contractor for, or hold a financial interest in the same marine industry business entity, including commonly owned, affiliated, or subsidiary business entities. All members of the board shall be residents of the state.

Sec. 08.62.020. Appointment and term of office. The governor shall appoint the members of the board under AS 08.01.020.

Sec. 08.62.030. Meetings. The board shall hold at least three regularly scheduled meetings each year. The board may hold special meetings at the call of the chair or at the request of a majority of the members of the board.

Sec. 08.62.040. Powers, duties, and limitations. (a) The board shall

(1) provide for the maintenance of efficient and competent pilotage service on the inland and coastal water of and adjacent to the state to assure the protection of shipping, the safety of human life and property, and the protection of the marine environment;

(2) consistent with the law, adopt regulations, subject to AS 44.62 (Administrative Procedure Act), establishing the qualifications of and required training for pilots and providing for the examination of pilots and the issuance of original or renewal pilot licenses to qualified persons;

(3) keep a register of licensed pilots, licensed deputy pilots, and agents;

(4) adopt regulations establishing

(A) pilotage regions in the state;

(B) the criteria for concurring in the amount of license, application, training, investigation, and audit fees proposed by the department under AS 08.01.065;

(C) the criteria for recognizing pilot organizations under AS 08.62.175;

(5) make available, upon request, copies of this chapter and the regulations adopted under this chapter;

(6) review and approve the articles, bylaws, and rules of pilot organizations;

(7) audit a pilot organization or an individual pilot as necessary to implement and enforce this chapter;

(8) review and approve training programs conducted by pilot organizations; the board shall cooperate with the Department of Environmental Conservation in the review and approval of training programs for pilots of tank vessels;

(9) establish and publish the dates of future license examinations; and

(10) approve or disapprove rates for pilotage services as provided under AS 08.62.046.

(b) The board may, by regulation, make any other provision for proper and safe pilotage upon the inland and coastal water of and adjacent to the state and for the efficient administration of this chapter, including establishing

(1) different licensing criteria for a pilotage region if justified by regional differences in piloting;

(2) a mandatory drug and alcohol testing program, including random tests, post-incident tests, and tests based upon reasonable cause, for pilots licensed under this chapter and for trainees and apprentices seeking a license or endorsement under this chapter; the board may delegate responsibility for administration of all or a portion of a testing program to pilot organizations;

(3) criteria for trainee selection and for training programs conducted by pilot organizations;

(4) standards under which a pilot may receive a license or an endorsement to a license to pilot vessels in more than one pilotage region under AS 08.62.080(b); and

(5) procedures for the review of proposed rates by the board under AS 08.62.046.

(c) The board may, for good cause, require a pilot licensed under this chapter to submit to a physical or mental examination to determine the pilot's fitness to perform the duties of a pilot.

(d) Notwithstanding the exemption from AS 45.50.562 - 45.50.596 granted to pilot organizations under AS 45.50.572(a), the board may not adopt a regulation or take other action resulting in anti-competitive activities that, if the board were subject to AS 45.50.562 - 45.50.596, would violate AS 45.50.562 - 45.50.596.

(e) The board may delegate duties to the marine pilot coordinator as necessary to assist the board in administering and enforcing this chapter.

(f) The board may impose a civil fine on the owner or operator of a pleasure craft of foreign registry who, in violation of this chapter, fails to employ a pilot licensed under this chapter or fails to comply with the pilotage requirement under AS 08.62.180(b). Notwithstanding AS 08.01.075, the amount of the civil penalty may not exceed \$10,000 for each violation. Each entry into state water in violation of this chapter or AS 08.62.180(b) is a separate violation.

Sec. 08.62.045. Pilotage tariffs. *[Repealed, Sec. 35 ch 89 SLA 1991.]*

Sec. 08.62.046. Rates for pilotage services. (a) A pilot organization recognized by the board shall adopt and publish rates for the provision of pilotage services. The pilot organization shall adopt rates for pilotage services as provided under this section. Notwithstanding this section, a pilot organization may enter into agreements with the master, owner, operator, or agent of a master, owner, or operator, of a vessel for the provision of pilotage services at rates of compensation that are different from the rates adopted under this section. Unless a pilot organization has an agreement with the master, owner, operator, or agent of a master, owner, or operator, of a vessel that sets rates for the provision of a pilotage service, the pilot organization may not charge a rate for the provision of the pilotage service to the vessel that is different from the rate adopted or established under this section.

(b) If a pilot organization intends to adopt a new or revised rate for the provision of a pilotage service, the pilot organization shall, before October 15, send a notice of intent to adopt a rate for provision of the pilotage service to the board and to all registered agents and publish the notice on at least three days during a period of 14 consecutive days in a newspaper of general circulation in the state. The notice of intent to adopt a rate must include a copy of the proposed rate and the name and mailing address of the pilot organization that intends to adopt the rate. If no objection to the proposed rate is filed with the board under (c) of this section, the rate takes effect on January 1 of the year following the year in which the notice of the intent to adopt the rate was filed with the board.

(c) The master, owner, operator, or agent of the master, owner, or operator, of a vessel required to employ a pilot under this chapter may object to the proposed rate for a specific pilotage service by filing a written notice of objection, containing the grounds for the objection and relevant evidence demonstrating that the rate is not reasonable, with the board within 60 days after the final date of publication of the proposed rate in a newspaper of general circulation. The pilot organization that proposed the rate has until 15 days after the close of the period for filing objections to the proposed rate to provide its written response to the notice of objection and relevant evidence demonstrating that the rate is reasonable. If the pilot organization does not respond to the notice of objection by the close of the 15-day period for response to the objection, the board may not take action on the proposed rate and the proposed rate does not take effect. If the pilot organization does respond to the notice of objection before the close of the response period, the board shall hold a hearing to determine whether the proposed rate is reasonable. If the board finds that the proposed rate is reasonable, the rate is approved and takes effect retroactive to January 1 of the calendar year in which the rate would have taken effect under (b) of this section if no objection had been filed. If the board finds that the proposed rate is not reasonable, the proposed rate is disapproved and does not take effect. In determining what constitutes a reasonable rate, the board shall consider the following factors:

(1) current and historical rates charged for comparable pilotage services;

(2) the actual time aboard the vessel, time engaged in preparing to provide the pilotage services, seasonal and weather conditions, and risks;

(3) the reasonable expenses incurred in providing the pilotage services such as dispatch, transportation, overhead, and other associated expenses;

(4) the financial effect of pilotage expenses on the owner of the vessel, except that this factor shall only be considered if the owner provides all financial information that the board determines is necessary to determine the financial effect;

(5) the number of vessels and volume of pilotage services at issue in the dispute and the number of members of the pilot organization;

(6) the effect of the determination on the income of affected pilots relative to prior years, taking into account changes in vessel tonnage and vessel traffic in the pilotage region from year-to-year;

(7) prior determinations under this subsection; and

(8) other factors the board considers relevant.

(d) Pending the review and approval of the proposed rate for a specific pilotage service by the board under (c) of this section, the current rate then in effect for that pilotage service remains in effect until the board approves the

proposed rate. If the proposed rate approved by the board is greater than the current rate, then the master, owner, or operator of the vessel or the vessel is liable for the payment of the additional amount owed for the provision of pilotage services during the pendency of the review by the board due to retroactive application of the approved rate under (c) of this section. If the proposed rate is less than the current rate, then the pilot organization is liable to the master, owner, or operator of the vessel or the vessel for reimbursement of the amount overpaid for the provision of pilotage services during the pendency of the review by the board due to the retroactive application of the approved rate under (c) of this section.

(e) If the board finds under (c) of this section that a proposed rate is not reasonable, the pilot organization may propose a new rate for that pilotage service within 60 days after the decision of the board is issued by sending a notice of intent to adopt a rate for provision of the pilotage service to the board and to all registered agents and publishing the notice on at least three days during a period of 14 consecutive days in a newspaper of general circulation in the state. The notice of intent to adopt a rate must include a copy of the proposed rate and the name and mailing address of the pilot organization that intends to adopt the rate. If a timely objection to the proposed rate is not filed with the board under (c) of this section, the rate takes effect retroactive to January 1 of the same calendar year in which the initial rate proposed under (b) of this section would have taken effect if no objection had been filed. If a timely objection is filed, the provisions of (c) and (d) of this section apply to the proposed rate.

(f) The board shall provide a schedule of rates adopted under this section to agents registered under AS 08.62.187.

Sec. 08.62.050. Marine pilot coordinator. (a) The department, with the approval of the board, may hire a marine pilot coordinator who is qualified to assist the board in administering and enforcing the provisions of this chapter. The coordinator is in the partially exempt service under AS 39.25.120.

(b) The person who is hired as coordinator may not

(1) be an active member of a pilot organization in the state;

(2) work as a pilot while employed as the coordinator, except to the extent required by official duties; or

(3) have a financial interest in a pilot organization or in a pilot vessel or other equipment used by a pilot organization.

(c) In addition to other duties as may be assigned by the board, the marine pilot coordinator may review applications for examination and licensure to ascertain whether the applicant satisfies the applicable requirements.

ARTICLE 2. LICENSING

Section

80. License required; restrictions and conditions

90. Application

93. Qualifications for deputy marine pilot license

97. Training programs for deputy marine pilot license

100. Qualifications for a marine pilot license

120. Renewal of licenses

130. Lapsed license

140. Fees

150. Denial, revocation, or suspension

155. Disciplinary sanctions

Sec. 08.62.080. License required; restrictions and conditions. (a) A person may not pilot a vessel subject to this chapter unless the person is licensed under this chapter and is a member of a pilot organization recognized by the board.

(b) A pilot may not be licensed in more than one pilotage region at one time unless the commissioner determines that an actual or imminent shortage of licensed pilots exists in a pilotage region. If the commissioner makes the determination described in this subsection, the board may, after consultation with the recognized pilot organizations and registered agents in the affected pilotage region, issue temporary licenses for the affected pilotage region to pilots who already hold a license for another pilotage region. The board shall ensure that sufficient pilots are available to provide pilotage services in the affected pilotage region to all vessels required to employ a pilot under this chapter. A temporary license issued under this subsection is valid for a period of not more than one year.

(c) A license issued under this chapter must identify the specific waterways and ports in each pilotage region in which a licensee is authorized by the board to pilot vessels. The board shall authorize a licensee to pilot vessels in a specific waterway or port in a pilotage region upon the licensee satisfying the training and other qualifying requirements required by the board to pilot vessels in that waterway or port.

Sec. 08.62.090. Application. (a) A person who desires to be licensed under this chapter shall apply in writing to the department.

(b) The application shall provide the information and be made on a form prescribed by the department.

(c) In order to be eligible to take the next scheduled examination, a person shall file the application with the board at least 60 days before the date of the examination.

Sec. 08.62.093. Qualifications for deputy marine pilot license. (a) The board shall issue a deputy marine pilot license for a marine pilotage region to a person who

- (1) is a citizen of the United States;
- (2) passes the written and oral examinations that may be required by the board;
- (3) has completed training requirements established by the board; and
- (4) satisfies (b) and (c) of this section.

(b) A person who applies for a deputy marine pilot license under this chapter shall provide proof satisfactory to the board of the following experience:

(1) one year of service as a master on ocean or coastwise vessels while holding a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;

(2) two years of service as a master on United States Coast Guard inspected vessels of not less than 1,000 gross tons or tug and tow of not less than 1,600 combined gross tons while holding at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons;

(3) two years of service as a chief officer on ocean or coastwise vessels of not less than 1,600 gross tons while holding a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;

(4) two years of service as commanding officer of United States commissioned vessels of not less than 1,600 gross tons and hold a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;

(5) three years of experience as a member of a professional pilot's organization, during which the person actively engaged in piloting while holding at least a United States Coast Guard license as a master of steam or motor vessels of not more than 1,600 gross tons; or

(6) four years of experience gained in a board approved deputy marine pilot apprenticeship program in the pilotage region for which the deputy marine pilot license is sought and hold at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons.

(c) A person who applies for a deputy marine pilot license under this section shall possess an endorsement of first class pilotage on the person's United States Coast Guard license without tonnage restrictions for the pilotage region for which the person seeks the deputy marine pilot license.

(d) A person licensed as a deputy marine pilot under this section may, except as otherwise provided by the board, pilot vessels of 25,000 gross tons or less in a marine pilotage region for which the license is issued.

(e) *[Repealed, Sec. 22 ch 74 SLA 1995.]*

Sec. 08.62.097. Training programs for deputy marine pilot license. (a) The board shall establish standards for training programs for a deputy marine pilot license. The standards may include requirements for

- (1) supervised familiarization and training trips on vessels subject to this chapter;
- (2) supervised dockings, undockings, and tug assisted maneuvers;
- (3) special training or experience necessary to qualify for a deputy marine pilot license for a particular marine pilotage region;
- (4) completion of the training program within a specified period;
- (5) other training or experience that the board considers appropriate.

(b) A person who supervises the training of persons who are seeking a deputy marine pilot license under this chapter shall

(1) hold a marine pilot license issued under AS 08.62.100; however, if the board finds that there are no marine pilots licensed in a pilotage region who are available to supervise training under this section, the board may authorize a person who is licensed in that pilotage region as a deputy marine pilot to supervise the training of persons who are seeking a deputy marine pilot license in that pilotage region;

(2) receive prior authorization from the board to supervise the training of those persons;

(3) maintain a written log and evaluation on a form provided by the board of the training and progress of the person being supervised.

Sec. 08.62.100. Qualifications for a marine pilot license. (a) The board shall issue a marine pilot license for a marine pilotage region to a person who

- (1) is a citizen of the United States;
- (2) passes examinations that may be required by the board;
- (3) has three years experience as a deputy marine pilot licensed under this chapter; and
- (4) satisfies additional requirements as may be required by the board by regulation.

(b) Notwithstanding (a) of this section, a person who holds a marine pilot license of any type on the day before July 2, 1991 shall, subject to continued eligibility for the license under this chapter and regulations adopted under this chapter, receive a renewable marine pilot license of the same type and subject to the same qualifications and endorsements as that which the person held on July 1, 1991. A person who receives a license under this subsection may change the type of marine pilot license and the qualifications and endorsements attached to the license in accordance with regulations adopted by the board.

Sec. 08.62.110. Previous licensure. *[Repealed, Sec. 27 ch 6 SLA 1984.]*

Sec. 08.62.120. Renewal of licenses. (a) In order to renew a marine pilot license, a person who is licensed under AS 08.62.100 shall

- (1) submit an application for renewal of the license on a form provided by the department;
 - (2) submit proof of continued qualification under AS 08.62.100 to receive a marine pilot license;
 - (3) provide evidence of satisfactory completion of a physical examination by a licensed physician within 60 days before the date of renewal of the license;
 - (4) submit proof satisfactory to the board that the person has
 - (A) engaged in piloting vessels subject to this chapter in the marine pilotage region for which the license is to be renewed during at least 120 days in the licensing period immediately preceding the licensing period for which renewal is sought; or
 - (B) completed the minimum number of familiarization trips required by the board for renewal of a marine pilot license for a marine pilotage region for which the license is to be renewed.
- (b) The board shall establish criteria for the renewal of a deputy marine pilot license.

Sec. 08.62.130. Lapsed license. (a) The board shall reinstate a lapsed marine pilot license if, in addition to complying with the requirements of AS 08.01.100(a) - (c) and AS 08.62.120, the pilot takes and passes a written and oral examination if the license has been lapsed one year or more.

- (b) The board shall establish criteria for reinstatement of a lapsed deputy marine pilot license.

Sec. 08.62.140. Fees. (a) The department shall set fees under AS 08.01.065 for applications, licenses, agent registrations, investigations, audits, and training.

- (b) The fee for an application for an exemption under AS 08.62.180(b) from the mandatory pilotage requirement of this chapter is \$250 plus \$50 for each whole foot in overall length of the vessel that exceeds 65 feet.

Sec. 08.62.150. Denial, revocation, or suspension. (a) The board shall impose a disciplinary sanction on a person licensed under this chapter when the board finds that the person

- (1) is incompetent in the performance of pilotage duties;
 - (2) is chemically impaired;
 - (3) illegally possesses, uses, or sells narcotic or hallucinogenic drugs;
 - (4) makes a false statement to obtain a license;
 - (5) violates a provision of this chapter or a regulation adopted under this chapter;
 - (6) is guilty of misconduct during the course of employment;
 - (7) has had the person's United States Coast Guard pilot license conditioned, suspended, or revoked; or
 - (8) charges, collects, or receives an amount for pilotage services that is different from the rate adopted under AS 08.62.046 or the rate agreed to under AS 08.62.175(e) by the pilot organization of which the person is a member.
- (b) *[Repealed, Sec. 4 ch 60 SLA 1987.]*

Sec. 08.62.155. Disciplinary sanctions. (a) The board may take disciplinary action against a person licensed under this chapter under AS 08.01.075.

- (b) The board may impose a civil fine not to exceed \$5,000 on a marine pilot organization recognized by the board if the organization violates this chapter or a regulation adopted under this chapter. The board may also suspend or revoke the recognition of a pilot organization that fails to comply with its articles, bylaws, and rules, so as to no longer satisfy the minimum standards for recognition by the board.

**ARTICLE 3.
MISCELLANEOUS PROVISIONS**

Section

157. Duties of licensed pilots
160. Mandatory employment of licensed pilots
163. Pilots as independent contractors
165. Limitation of liability
170. Pilot's lien for compensation
175. Regional marine pilot organizations
180. Exemptions
185. Certain licensed pilots required for oil tankers
187. Registration of agents required
190. Penalties

Sec. 08.62.157. Duties of licensed pilots. (a) A person licensed under this chapter has a primary duty to safely navigate vessels under the pilot's direction and control and to protect life and property and the marine environment while engaged in the provision of pilot services.

(b) A person licensed under this chapter shall report to the appropriate authority all violations of a federal or state pilotage law.

Sec. 08.62.160. Mandatory employment of licensed pilots. A vessel subject to this chapter navigating the inland or coastal water of or adjacent to the state as determined by the board in regulation shall employ a pilot holding a valid license under this chapter. The board shall define the mandatory pilotage water of the state.

Sec. 08.62.163. Pilots as independent contractors. (a) Pilots licensed under this chapter are independent contractors and may not be employed as an employee of the owner or operator of a vessel subject to this chapter.

(b) The owner or operator of a vessel subject to this chapter may not employ a person licensed under this chapter as an employee.

Sec. 08.62.165. Limitation of liability. (a) A pilot licensed under this chapter is not liable for damages in excess of \$250,000 per incident for damages or loss occurring as a result of the error, omission, fault, or neglect of the pilot in performing pilotage services, except that the limitation does not apply in a case where

(1) the pilot is either grossly negligent or guilty of wilful misconduct; or

(2) the error, omission, fault, or neglect of the pilot constitutes an act for which the board shall impose a disciplinary sanction under AS 08.62.150(a)(2) or (3).

(b) Nothing in this section exempts a vessel, a vessel's cargo, or the owner or operator of a vessel or cargo from liability for damage or loss caused by the vessel, the vessel's cargo, or the owner or operator of the vessel or cargo to the vessel, the vessel's cargo, another person, or other property on the ground that

(1) the vessel was piloted by a pilot licensed under this chapter; or

(2) the damage or loss occurred as a result of the error, omission, fault, or neglect of a pilot licensed under this chapter.

(c) An organization of pilots is not liable for claims arising from acts or omissions of a pilot who is a member of the organization or for acts or omissions of another organization of pilots that relate to pilotage of a vessel. A pilot is not liable, directly or as a member of an organization of pilots, for claims arising from acts or omissions of another pilot or organization of pilots that relate to pilotage of a vessel. This subsection does not apply to acts or omissions relating to the ownership or operation of pilot boats or the transportation of pilots to and from a vessel to be piloted.

Sec. 08.62.170. Pilot's lien for compensation. Each vessel, its tackle, apparel, and furniture and the owner of the vessel are jointly and severally liable for the compensation of a pilot employed on the vessel and the pilot has a lien on the vessel, the vessel's tackle, apparel, and furniture for the pilot's compensation.

Sec. 08.62.175. Regional marine pilot organizations. (a) To the extent permitted under federal and state law, persons licensed under this chapter may form organizations of pilots within each pilotage region established by the board.

(b) The board shall recognize pilot organizations that satisfy the minimum standards established by the board by regulation.

(c) A pilot organization recognized by the board shall

(1) promote a safe and reliable system of marine pilotage for the region in which the organization is recognized;

(2) provide for the dispatch of pilots who are members of the organization;

(3) adopt and revise rates for the provision of pilotage services not covered by an agreement under (e) of this section;

(4) subject to the membership application and approval provisions contained in the articles and bylaws of the organization, be open to membership by all persons licensed under this chapter to pilot vessels in the pilotage region in which the organization is recognized;

(5) operate or participate in a training program for pilots and deputy pilots that is approved by the board; a training program for deputy pilots may include a deputy marine pilot apprenticeship program approved by the board;

(6) cooperate with and assist the board in implementing this chapter;

(7) by February 1 of each year, submit a report to the board that includes information on the status of training and apprenticeship programs, the number of members of the pilot organization who are state residents, and other information requested by the board.

(d) A pilot organization recognized by the board may not begin operating until the articles, bylaws, and rules of the pilot organization are approved by the board on the basis of

(1) uniform and nondiscriminatory application of the articles, bylaws, and rules to marine pilots and deputy marine pilots licensed under this chapter and trainees for marine pilot licenses;

(2) compliance with applicable laws; and

(3) effectiveness in

(A) promoting an efficient, reliable, and professional marine pilotage system in the region;

(B) maintaining a sufficient number of qualified pilots available for dispatch to serve the needs of vessels visiting the region during each hour of the day and each day of the year to the extent that it is reasonably possible given the size of the membership of the pilot organization;

(C) promoting training programs for marine pilots and deputy marine pilots that are approved by the board.

(e) A pilot organization recognized by the board may enter into agreements with the master, owner, operator, or agent of a master, owner, or operator, of a vessel concerning the terms and conditions under which the pilot organization will provide pilotage services.

(f) A pilot organization recognized by the board shall dispatch a person who is licensed under this chapter and who is a member of the organization to provide pilotage services upon the request of a representative of a vessel required to employ a pilot under AS 08.62.160.

Sec. 08.62.180. Exemptions. (a) This chapter does not apply to

(1) vessels subject to federal pilot requirements under 46 U.S.C. 8502 except as provided in AS 08.62.185;

(2) fishing vessels, including fish processing and fish tender vessels, registered in the United States or in British Columbia, Canada;

(3) vessels propelled by machinery and not more than 65 feet in length over deck, except tugboats and towboats propelled by steam;

(4) vessels of United States registry of less than 300 gross tons and towboats of United States registry and vessels owned by the State of Alaska, engaged exclusively

(A) on the rivers of Alaska; or

(B) in the coastwise trade on the west or north coast of the United States including Alaska and Hawaii, and including British Columbia, Yukon Territory, and Northwest Territories, Canada;

(5) vessels of Canada, built in Canada and manned by Canadian citizens, engaged in frequent trade between

(A) British Columbia and Southeastern Alaska on the inside water of Southeastern Alaska south of 59 degrees, 29 minutes North latitude, if reciprocal exemptions are granted by Canada to vessels owned by the State of Alaska and those of United States registry; or

(B) northern Alaska north of 68 degrees, 7 minutes North latitude and Yukon Territory or Northwest Territories;

(6) pleasure craft of United States registry;

(7) pleasure craft of foreign registry of 65 feet or less in overall length; and

(8) vessels of the Canadian Navy or Canadian Coast Guard that have a home port in British Columbia, Canada, while navigating the inside water of Southeast Alaska.

(b) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but less than 175 feet overall length may apply for an exemption from the pilotage requirement of this chapter. If an exemption is applied for and the fee prescribed under AS 08.62.140(b) is paid, the board may issue the exemption to the operator of the vessel. The exemption is valid for one year from the date on which the exemption is issued. The application for an exemption must be submitted to the board at least 30 days before the vessel enters the state. The board shall approve or deny an application for the exemption within 10 working days after the application is received by the board. If the board does not approve or disapprove the application within 10 working days, the exemption is considered to be approved, and the board shall issue the exemption. The 10-day period for action by the board is suspended while the board is waiting for a response to a request by the board for additional information from the applicant. An exemption issued under this subsection may be revoked by the board if the vessel is not operated in a manner that is appropriate to protect human life, property, and the marine environment or if the vessel does not comply with all applicable local, state, and federal laws. The exemption must remain on the vessel while the vessel is in state water. An exemption issued under this subsection does not exempt a vessel from the requirement to employ a pilot licensed under this chapter while the vessel is in Wrangell Narrows or in the water between Chatham Strait and Sitka via Peril Strait.

(c) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but not more than 125 feet overall length that has received an exemption under (b) of this section shall proceed upon initial entry into state water to the first port of call to receive navigational and safety information from an agent registered under AS 08.62.040(a)(3) who is employed by the operator of the vessel. The navigational and safety information provided by the agent must be approved by the marine pilot coordinator and annually reviewed, revised, and approved as appropriate by the board at its spring meeting.

(d) The operator of a pleasure craft of foreign registry of more than 125 feet overall length but less than 175 feet overall length that has received an exemption under (b) of this section shall employ a pilot licensed under this chapter from initial entry into compulsory pilotage water of the state to the first port of call. The marine pilot shall provide navigational and safety information relating to the pilotage region to the operator of the vessel.

(e) In (b) - (d) of this section,

(1) "for hire" means for consideration contributed as a condition of carriage on a vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or other person having an interest in the vessel;

(2) "pleasure craft" means a vessel that does not carry passengers or freight for hire.

Sec. 08.62.185. Certain licensed pilots required for oil tankers. (a) Any oil tanker, whether enrolled or registered, of 50,000 dead weight tons or greater, shall, when navigating in state water beyond Alaska pilot stations employ a pilot licensed by the state under this chapter.

(b) The pilot required in (a) of this section shall control the vessel during all docking operations.

Sec. 08.62.187. Registration of agents required. A person may not act as an agent of a vessel subject to this chapter unless the person's name appears on the register of agents kept under AS 08.62.040(a)(3).

Sec. 08.62.190. Penalties. (a) A master or owner of a vessel required by this chapter to employ a licensed pilot who fails to do so when a licensed pilot is available, unless the perils or hazards of the sea prevent the employment of a pilot, is guilty of a misdemeanor and, upon conviction, is punishable by a fine of not less than \$5,000 nor more than \$15,000 for the first offense and not less than \$10,000 nor more than \$30,000 for the second offense.

(b) A person who violates any other provision of this chapter or a regulation adopted under this chapter is guilty of a misdemeanor and, upon conviction, is punishable by a fine of not less than \$1,000 nor more than \$5,000.

(c) For purposes of (a) of this section, the board shall define by regulation the phrase "when a licensed pilot is available."

ARTICLE 4. GENERAL PROVISIONS

Section

900. Definitions

990. Short title

Sec. 08.62.900. Definitions. In this chapter,

- (1) "board" means the Board of Marine Pilots;
- (2) "commissioner" means the commissioner of the Department of Commerce, Community, and Economic Development;
- (3) "department" means the Department of Commerce, Community, and Economic Development;
- (4) "knowingly" has the meaning given in AS 11.81.900(a);
- (5) "pilot" means a person licensed under this chapter as a pilot or a deputy pilot;
- (6) "vessel" means all vessels not exempt under AS 08.62.180.

Sec. 08.62.990. Short title. This chapter may be cited as the Alaska Marine Pilotage Act.

**CHAPTER 56.
BOARD OF MARINE PILOTS.**

Article

1. Licensing Requirements (12 AAC 56.011 – 12 AAC 56.085)
2. Compulsory Pilotage Waters (12 AAC 56.090 – 12 AAC 56.120)
3. Tariffs (12 AAC 56.130 – 12 AAC 56.250)
4. Recognition of Pilot Organizations (12 AAC 56.300 – 12 AAC 56.320)
5. (Reserved)
6. Very Large Crude Carriers (VLCC) (12 AAC 56.500 – 12 AAC 56.510)
7. General Provisions (12 AAC 56.930 – 12 AAC 56.990)

**ARTICLE 1.
LICENSING REQUIREMENTS.**

Section

011. Types of licenses and endorsements
012. Documentation of service
014. (Repealed)
016. Training pilot endorsement
018. Qualifications for not more than 95,000 gross tons endorsement
019. Qualifications for not more than 110,000 gross tons endorsement
020. (Repealed)
021. Pilotage regions
022. (Repealed)
023. (Repealed)
025. Applications
026. Deputy marine pilot training program
027. Supervised movements
028. Regional requirements for deputy marine pilot license
029. General requirements for marine pilot license
030. (Deleted)
031. Regional requirements for marine pilot license
032. Dismissal of a trainee from a deputy marine pilot training program
033. Deputy marine pilot apprenticeship program
034. Qualifications to transfer a marine pilot license to a different pilotage region within the state
035. Approval of pilot organization training or apprenticeship programs
036. (Repealed)
037. Conn requirements for training
040. (Deleted)
045. (Deleted)
050. (Repealed)
053. (Repealed)
055. (Renumbered)
060. (Repealed)
068. Observer trip requirements
070. Examinations
075. (Repealed)
080. Biennial license renewal
082. Familiarization trips
083. Continuing education requirements
085. Lapsed licenses

12 AAC 56.011. TYPES OF LICENSES AND ENDORSEMENTS. (a) The following licenses and endorsements are issued by the board for the geographical areas listed in 12 AAC 56.021:

(1) deputy marine pilot license – to pilot vessels of not more than 50,000 gross tons in the region for which the license is issued and limited to the geographical areas in that region for which the deputy marine pilot holds the required license endorsements;

(2) marine pilot license – to pilot vessels of any gross tons in the region for which the license is issued and limited to piloting under conditions and in the geographical areas in that region for which the marine pilot holds the required license endorsements;

(3) not more than 95,000 gross tons endorsement – authorizing a deputy marine pilot to pilot vessels of not more than 95,000 gross tons;

(4) VLCC endorsement – authorizing a marine pilot to pilot very large crude carriers (VLCC);
(5) training pilot endorsement – authorizing a marine pilot to act as a training pilot for a pilot organization in accordance with AS 08.62.097(b);

(6) repealed 1/29/2009;

(7) not more than 110,000 gross ton endorsement – authorizing a deputy marine pilot to pilot vessels of not more than 110,000 gross tons;

(8) repealed 1/29/2009.

(b) Repealed 5/26/2007.

(c) On 9/19/2020, a deputy marine pilot who holds a less than 65,000 gross tons endorsement will be considered to hold a not more than 95,000 gross tons endorsement and a deputy marine pilot who holds a less than 90,000 gross tons endorsement will be considered to hold a not more than 110,000 gross tons endorsement. The department will issue a new license to a deputy marine pilot that has a change in endorsement under this section reflecting the new endorsement.

(d) On 9/19/2020, experience toward an increased tonnage endorsement obtained by a deputy marine pilot while holding a less than 65,000 gross tons endorsement will be counted as experience obtained while holding a not more than 95,000 gross tons endorsement, and experience toward an increased tonnage endorsement obtained by a deputy marine pilot while holding a less than 90,000 gross tons endorsement will be counted as experience obtained while holding a not more than 110,000 gross tons endorsement.

(e) On April 14, 2018, a deputy marine pilot who holds a less than 50,000 gross tons endorsement will be considered to hold a not more than 50,000 gross tons endorsement. The department will issue a new license to a deputy marine pilot that has a change in endorsement under this section reflecting the new endorsement.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.100
AS 08.62.093

12 AAC 56.012. DOCUMENTATION OF SERVICE. (a) An applicant for a deputy marine pilot license may document the service required by AS 08.62.093 by submitting copies of

(1) certificates of discharge;

(2) discharge logs;

(3) pilotage service and billing forms; or

(4) letters substantiating the applicant's service or other official employment documents from marine companies signed by appropriate officials or licensed masters.

(b) All documentation submitted under (a) of this section must include the

(1) amount, nature, and dates of the applicant's service;

(2) vessel name and official numbers;

(3) routes upon which the service was acquired; and

(4) gross tonnage of the vessel and barge, if applicable.

(c) For the purposes of AS 08.62.093 and this section,

(1) "day" means the same as "day" in 46 C.F.R. 10.107;

(2) "service" means the time spent on duty on a vessel that is underway;

(3) "underway" means that a vessel is not at anchor or made fast to the shore or aground;

(4) "year" means the same as "year" in 46 C.F.R. 10.107.

Authority: AS 08.62.040 AS 08.62.093

12 AAC 56.014. DEPUTY MARINE PILOT EXTENSION OF ROUTE ENDORSEMENT QUALIFICATIONS. Repealed 1/29/2009.

12 AAC 56.016. TRAINING PILOT ENDORSEMENT. (a) To qualify for a training pilot endorsement under AS 08.62.097(b), a licensed marine pilot

(1) must hold a United States Coast Guard license as a first-class pilot of vessels of any gross tons with a federal pilotage endorsement for the waters for which a training pilot endorsement is sought, if a federal pilotage endorsement is issued for those waters;

(2) must submit evidence of compliance with the requirements of AS 08.62.120(a)(4)(A) during the license period immediately before the license period for which a training pilot endorsement is sought;

(3) must meet the following experience requirements during the period immediately before the license period for which a training pilot endorsement is sought:

(A) for a training pilot endorsement sought for the Southeastern or Southcentral Alaska Region three consecutive years of experience as a state marine pilot in the region for which a training pilot endorsement is sought.

(B) Repealed 12/1/2002;

(C) for a training pilot endorsement sought for the Western Alaska Region three consecutive years of experience in the Western Alaska Region;

(4) shall submit a recommendation from the pilot organization of which the applicant is a member; and

(5) must be approved by the board, after the board has considered the recommendation of the marine pilot coordinator.

(b) A training pilot is not required to accept a pilot trainee. A training pilot shall notify the marine pilot coordinator of nonacceptance of a pilot trainee.

(c) A marine pilot who holds a training pilot endorsement for the Western Alaska Region that is valid on June 16, 1996 may renew the endorsement through March 1, 1998, during regularly scheduled renewal periods, if the marine pilot meets the requirements in (a)(1) and (a)(2) of this section; to renew the endorsement beyond March 1, 1998, the marine pilot shall meet the requirements of (a)(1), (a)(2), and (a)(3)(C) of this section.

(d) For purposes of AS 08.62.165, the term "pilot" includes a training pilot who meets the requirements of this chapter.

(e) Notwithstanding (a) – (c) of this section, to qualify for a training pilot endorsement under AS 08.62.097(b), a marine pilot who is transferring back into a region where the pilot previously held a training endorsement must meet only that region's pilot organization board approved training program requirements for returning pilots who previously held a training endorsement.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.165

12 AAC 56.018. QUALIFICATIONS FOR NOT MORE THAN 95,000 GROSS TONS ENDORSEMENT.

(a) To qualify for an endorsement to pilot vessels of not more than 95,000 gross tons, a deputy marine pilot must

(1) meet the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region where the deputy marine pilot is licensed; and

(2) on at least 30 days have performed vessel movements as a deputy marine pilot onboard vessels requiring a state licensed marine pilot.

(b) Repealed 1/29/2009.

Authority: AS 08.62.040 AS 08.62.093

12 AAC 56.019. QUALIFICATIONS FOR NOT MORE THAN 110,000 GROSS TONS ENDORSEMENT. (a) To qualify for an endorsement to pilot vessels of not more than 110,000 gross tons, a deputy marine pilot must

(1) meet the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region where the deputy marine pilot is licensed;

(2) have held an endorsement as a deputy marine pilot for a period of at least one year; and

(3) while holding a deputy marine pilot license of not more than 95,000 gross tons, have performed at least 60 days of vessel movements onboard vessels requiring a state licensed marine pilot.

(b) Repealed 9/19/2020.

(c) Repealed 1/29/2009.

Authority: AS 08.62.040 AS 08.62.093

12 AAC 56.020. MEETINGS. Repealed 8/22/85.

12 AAC 56.021. PILOTAGE REGIONS. (a) Pilotage regions for which a marine pilot license may be issued are as follows:

(1) Southeastern Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the southern border with Canada, then west to and north on 141 degrees west longitude;

(2) Southcentral Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the western boundary of the Southeastern Alaska pilotage region, then generally west to 156 degrees west longitude;

(3) Western Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the western boundary of the Southcentral pilotage region, then west, north, and east to the northern border with Canada.

(4) repealed 10/25/2002.

(b) Each exemption or endorsement to a marine pilot license must be identified on the license.

Authority: AS 08.62.040 AS 08.62.080

12 AAC 56.022. TRANSITION. Repealed 6/16/96.

12 AAC 56.023. QUALIFICATIONS FOR LESS THAN 100,000 GROSS TONS ENDORSEMENT. Repealed 1/29/2009.

12 AAC 56.025. APPLICATIONS. (a) To be eligible to take the regional local knowledge examination required by 12 AC 56.026(k), an applicant shall apply on a form provided by the department at least 60 days before the date of the examination and submit

(1) the fees applicable application and examination required in 12 AAC 02.240;

- (2) evidence that the applicant is at least 25 years of age;
- (3) all existing evaluations of the applicant's training in an approved training program with a recognized pilot organization; at least 10 days before the date of the licensing examination the applicant shall submit all remaining evaluations necessary to demonstrate successful completion of all applicable regional training requirements listed in 12 AAC 56.028, and a letter from a recognized pilot organization stating the applicant has completed the organization's approved training program;
- (4) a full-sized certified copy of both sides of the applicant's valid United States Coast Guard license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions as required in 12 AAC 56.028 for the pilotage region in which the training occurred;
- (5) repealed 8/9/97;
- (6) the names and addresses of three United States Coast Guard licensed master mariners who may be contacted for a recommendation attesting to the applicant's professional qualifications and good moral character;
- (7) documentation of the applicant's education, employment record, and other special qualifications, including, if possible, copies of discharges, certificates, and letters;
- (8) on a form provided by the department, a notarized statement by the applicant whether
 - (A) within the five years before the application, the applicant has
 - (i) been convicted of a felony;
 - (ii) been convicted of any repeat minor offenses involving excessive use of alcohol;
 - (iii) had a conviction involving the possession, use, or sale of drugs; or
 - (iv) had a marine or motor vehicle driver's license revoked, suspended, or limited in any jurisdiction;
 - and
 - (B) the applicant is currently
 - (i) under investigation or subject to a disciplinary proceeding by the United States Coast Guard; or
 - (ii) under treatment for drug or alcohol abuse;
- (9) a certificate from a testing facility that complies with the requirements adopted in 12 AAC 56.940(b) showing a negative result on a test for illegal drug use conducted within 60 days before the date of application; the testing facility must mail the drug test results directly to the marine pilot coordinator;
- (10) on a form provided by the department, evidence of a satisfactory physical examination within 60 days before the date of application, demonstrating that the applicant is in all respects physically fit to perform the duties of a pilot and including an examination of eyesight, hearing, blood pressure, physical agility, and cognitive capabilities.
 - (b) Repealed 7/26/90.
 - (c) To be eligible to take the deputy marine pilot core examination required in 12 AAC 56.026(a)(3), an applicant shall apply on a form provided by the department and submit,
 - (1) at least 60 days before the date of the examination,
 - (A) the applicable application and examination fees required in 12 AAC 02.240;
 - (B) evidence of experience as required in
 - (i) AS 08.62.093(b)(1), (2), (3), (4), or (5); or
 - (ii) AS 08.62.093(b)(6) by enrollment in a board approved deputy marine pilot apprenticeship program under 12 AAC 56.033;
 - (C) evidence that the applicant meets the requirement of AS 08.62.093(a)(1);
 - (2) before the examination, a full-sized certified copy of both sides of the applicant's United States Coast Guard license, demonstrating compliance with 12 AAC 56.026(a)(2).
 - (d) Repealed 1/29/2009.
 - (e) Repealed 1/1/99.
 - (f) An applicant for an increased tonnage endorsement under 12 AAC 56.018 or 12 AAC 56.019 shall apply on a form provided by the department and submit the applicable application fee required in 12 AAC 02.240.
 - (g) An apprentice applying for a deputy marine pilot license under 12 AAC 56.033(b) must meet the requirements in (a) and (c) of this section.
 - (h) An applicant applying for a marine pilot license under 12 AAC 56.029 shall apply on a form provided by the department and submit,
 - (1) the applicable application fee required in 12 AAC 02.240;
 - (2) evidence that the applicant meets the requirements of 12 AAC 56.029(1), (5) and (6);
 - (i) An application is considered complete when it satisfactorily documents that all applicable requirements for the examination, license, or endorsement have been met. The marine pilot coordinator shall review all applications submitted and approve those applications that comply with all applicable requirements. If an application is not complete by 60 days before the date of examination, the applicant may not be approved to sit for that examination.
 - (j) To be eligible to take the regional local knowledge examination required by 12 AAC 56.034(a)(5) or to activate a previously held marine pilot regional endorsement, an applicant shall apply on a form provided by the department at least 60 days before the date of the examination and submit
 - (1) the applicable application and examination fees required in 12 AAC 02.240;
 - (2) a full-sized certified copy of both sides of the applicant's valid United States Coast Guard license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions as required in 12 AAC 56.034(a)(1) for the pilotage region in which the training occurred;

(3) all existing evaluations of the applicant's training in an approved training program under 12 AAC 56.035(a)(3) with a recognized pilot organization; at least 10 days before the date of the regional local knowledge examination the applicant shall submit all remaining evaluations necessary to demonstrate successful completion of all applicable regional training requirements required in 12 AAC 56.035(a)(3);

(4) a letter as required by 12 AAC 56.034(b) stating that the applicant has completed the organization's approved training program as required in 12 AAC 56.035(a)(3).

Authority: AS 08.62.040 AS 08.62.050

12 AAC 56.026. DEPUTY MARINE PILOT TRAINING PROGRAM. (a) To qualify as a trainee in a deputy marine pilot training program approved under 12 AAC 56.035, a candidate must

- (1) meet the requirements of AS 08.62.093(a)(1) and AS 08.62.093(b);
- (2) possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for at least one area within the pilotage region in which the training will occur; and
- (3) pass the deputy marine pilot core examination described in 12 AAC 56.070(e).

(b) A pilot organization shall notify the board when a candidate is accepted for training before that trainee may begin supervised training trips, including supervised dockings, undockings, moorings, unmoorings, and transits of specific waterways required as part of the training program.

(c) All vessel maneuvers performed by a trainee in a training program must be supervised by a state licensed marine pilot who holds a valid training pilot endorsement for the region in which the maneuvers are performed. A trainee may not control the movements of a vessel subject to AS 08.62 until the trainee has met the requirements of (a) of this section. A trainee must be under the direct supervision of a training pilot who has full responsibility for the trainee at all times during vessel maneuvers.

(d) Maneuvers must be made on vessels subject to AS 08.62 that are of the gross tonnage specified in the training program or on vessels under enrollment of not less than 1,600 gross tons if no gross tonnage is specified in the training program.

(e) A trainee may conduct maneuvers only in an area for which the trainee holds an endorsement of first class pilotage without tonnage restrictions on the trainee's United States Coast Guard license. The trainee shall complete all maneuvers at the locations designated and in accordance with the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region in which the training is to occur, within three years after initial acceptance into the training program. The board will approve an extension of this time requirement if the trainee demonstrates to the board's satisfaction that there are insufficient ships or training pilots available to complete the training program within the three years.

(f) The trainee shall give a briefing of the planned maneuver to the training pilot before the maneuver. The training pilot shall provide the trainee with a written evaluation on a form included in the regional training program approved by the board under 12 AAC 56.035 at the completion of the maneuver. The training pilot shall clearly state on the evaluation form whether the maneuver was satisfactory and whether it will count towards meeting licensing requirements.

(g) Each quarter, a trainee shall submit to the marine pilot coordinator a copy of each evaluation form received. The trainee and training pilot shall keep a copy of each evaluation in a training log.

(h) The pilot organization or its training committee, if any, shall give a written explanation of deficiencies to a trainee who is not progressing satisfactorily and shall include suggestions to remedy those deficiencies. The pilot organization shall place a copy of this evaluation in the trainee's file.

(i) The board or the marine pilot coordinator will approve a candidate to take the deputy marine pilot core examination required in (a)(3) of this section if the applicant meets the requirements of (a)(1) and (a)(2) of this section and the application requirements of 12 AAC 56.025(c). The board or the marine pilot coordinator will approve a trainee to take the deputy marine pilot regional local knowledge examination required in (k) of this section if the board or the marine pilot coordinator determines that the trainee has satisfactorily completed the training requirements of this chapter and has complied with the application requirements of 12 AAC 56.025(a).

(j) A pilot organization shall notify the board when a candidate is accepted as a pilot observer for the purpose of completing familiarization trips necessary to obtain the candidate's United States Coast Guard license endorsement of first class pilotage without tonnage restrictions required in (a)(2) of this section. To qualify as a pilot observer, a candidate must meet the requirements of (a)(1) of this section or be enrolled in a board approved deputy marine pilot apprenticeship program under AS 08.62.093(b)(6).

(k) Following the completion of the applicable training program, a trainee must pass the regional local knowledge examination and the oral examination described in 12 AAC 56.070(d) and (f).

Authority: AS 08.62.040 AS 08.62.097

12 AAC 56.027. SUPERVISED MOVEMENTS. (a) All supervised movements required to be done by an applicant for licensure under this chapter must have been

- (1) executed while the applicant possessed a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the area in which the movement was done;

(2) executed while the applicant held at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons;

(3) executed within the three years before the date of application;

(4) completed with no more than 40 percent of the dockings and 40 percent of the undockings made under the supervision of the same training pilot; and

(5) certified by the supervising training pilot as having been satisfactory and must have included a full briefing and debriefing by the supervising pilot; the applicant shall submit to the board documentation of all supervised vessel movements on an evaluation form included in the regional training program approved by the board under 12 AAC 56.035.

(b) A licensee holding a limited pilot license may not supervise the movements required by 12 AAC 56.028.

(c) Repealed 1/29/2009.

(d) Repealed 1/29/2009.

(e) Repealed 7/15/95.

(f) Repealed 7/15/95.

Authority: AS 08.62.040

AS 08.62.097

12 AAC 56.028. REGIONAL REQUIREMENTS FOR DEPUTY MARINE PILOT LICENSE. (a) Southeastern Alaska Region – An applicant for a deputy marine pilot license in the Southeastern Alaska Region must possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the region as specified in the regional training program approved by the board under 12 AAC 56.035. An applicant shall meet the following training requirements:

(1) completion of supervised movements performed on vessels subject to AS 08.62 or other vessels of at least 1,600 gross tons as follows:

(A) Ketchikan – eight dockings and eight undockings at cruise ship berths;

(B) Skagway – eight dockings and eight undockings;

(C) Juneau Harbor – eight dockings and eight undockings; three of the undockings must be performed at night;

(D) in addition to the other dockings and undockings required under (A) – (C) of this paragraph, 10 dockings and 10 undockings performed at any combination of ports in the region not listed in (A) – (C) of this paragraph; performed in accordance with the regional training program approved by the board under 12 AAC 56.035, except that no more than four dockings and four undockings may be performed at any one port; not more than three dockings and three undockings performed in a board approved simulator may be substituted for dockings and undockings at the physical site;

(E) at least four moorings and four unmoorings at any mooring in the Southeastern Alaska Region as provided in the regional training program approved by the board under 12 AAC 56.035; not more than three moorings and three unmoorings performed in a board approved simulator may be substituted for moorings or unmoorings at the physical site;

(F) six anchorings with at least one at each of the following ports:

(i) Ketchikan Harbor;

(ii) Juneau Harbor;

(iii) Sitka Eastern Anchorage;

(2) deputy marine pilot observer trips as required in 12 AAC 56.068;

(3) in accordance with the regional training program approved by the board under 12 AAC 56.035, not less than 20 supervised transits at the conn through the following waterways, with no more than two transits in any one waterway:

(A) Saginaw Channel;

(B) Favorite Channel;

(C) Decision Passage;

(D) North Inian Passage;

(E) Snow Passage;

(F) Revillagigedo Channel;

(G) Tongass Narrows;

(H) Disenchantment Bay;

(I) Glacier Bay, including from Young Island to Willoughby Island, Tarr Inlet, and John Hopkins Inlet to

Jaw Point;

(J) Tracy Arm Bar or Endicott Arm;

(K) Sitka from sea;

(L) Gastineau Channel;

(4) successful completion of a bridge resource management for pilots course of at least 16 hours that meets the requirements determined by the board based on standards established by the American Pilots' Association and either a

(A) bridge simulator course that is region specific or emphasizes a pilot's proficiency; or

(B) manned model course;

(5) port-specific training by simulator as required in the regional training program approved by the board under 12 AAC 56.035.

(b) Southcentral Alaska Region – An applicant for a deputy marine pilot license in the Southcentral Alaska Region must possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the region as specified in the regional training program approved by the board under 12 AAC 56.035. The applicant shall meet the following training requirements:

(1) at least 100 supervised movements, performed throughout the region, with training in all currently active ports, as specified in the regional training program approved by the board under 12 AAC 56.035, and including

(A) Nikiski – 18 dockings and 18 undockings under the supervision of at least three different training pilots, including

(i) four dockings and four undockings performed within the period beginning October 1 and ending April 1;

(ii) four dockings and four undockings performed under ice conditions; a board-approved ice simulator training course for this port may be substituted for two dockings and two undockings; and

(iii) four dockings performed while dredging an anchor;

(B) Anchorage – seven dockings and seven undockings under the supervision of at least two different training pilots, including

(i) two dockings and two undockings performed under ice conditions;

(ii) two dockings and two undockings performed on vessels in excess of 10,000 gross tons; and

(iii) two dockings and two undockings performed with tug assistance;

(2) successful completion of a bridge resource management for pilots course of at least 16 hours that meets the requirements determined by the board based on standards established by the American Pilots' Association and either

(A) a bridge simulator course that is region specific or emphasizes a pilot's proficiency; or

(B) a manned model course;

(3) port-specific training by simulator as required by the regional training program approved by the board under 12 AAC 56.035.

(c) Western Alaska Region – An applicant for a deputy marine pilot license in the Western Alaska Region must possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the region as specified in the regional training program approved by the board in 12 AAC 56.035. An applicant shall meet the requirements for supervised movements in the regional training program approved by the board, including

(1) completion of 90 supervised movements in active ports throughout the region, including

(A) Dutch Harbor/Captains Bay – 25 dockings and 25 undockings as follows:

(i) 10 of the dockings and 10 of the undockings must be performed within the period beginning October 1 and ending April 1;

(ii) 10 of the dockings and 10 of the undockings must be performed at night;

(iii) no more than 40 percent of the dockings and 40 percent of the undockings may be made under the supervision of the same training pilot;

(iv) a minimum of 10 dockings and 10 undockings in Dutch Harbor;

(B) in addition to the dockings and undockings required under (A) of this paragraph, 10 dockings and 10 undockings performed at any combination of outports within the region in accordance with the regional training program approved by the board;

(2) successful completion of a bridge resource management for pilots course of at least 16 hours that meets the requirements determined by the board based on standards established by the American Pilots' Association.

(d) Repealed 12/1/2002.

(e) Due to fluctuating marine traffic patterns, a training requirement specified in this section may be unobtainable from time to time. A trainee who has otherwise completed all of the training requirements specified in this section, may request the marine pilot coordinator to review the availability of vessel traffic to meet specific training requirements that the trainee believes are unobtainable. The request for review must be in writing and accompanied by documentation that demonstrates the completion of all other training requirements. The marine pilot coordinator shall forward the results of the review to the board. The board will, in its discretion, grant a waiver of the training according to the provisions of this section.

(f) Upon receipt of a request to review a particular training requirement, the marine pilot coordinator will review the vessel traffic of the area in question to determine whether during the preceding 12 months, the vessel traffic fell below the total number of movements necessary to meet that requirement.

(g) If the request for review concerns a training requirement specified in this section that is comprised of a list of alternatives from which a composite training requirement must be met, the marine pilot coordinator will review the vessel traffic in all the alternatives involved to determine whether during the preceding 12 months the vessel traffic among those alternatives fell below the total number of movements required for that training.

(h) If the board determines that during the preceding 12 months, insufficient vessel traffic existed for the completion of the training requirement, the specific requirement in this section is waived and the trainee shall make up the waived requirement by performing the same number and type of required maneuvers at another location in

the applicable region. The location of the substituted maneuvers must be one already identified in this section for the same type of training.

(i) If a requirement for which vessel traffic has been determined to be inadequate subsequently becomes viable, the board shall inform any trainees affected, that all remaining maneuvers for that requirement, not-already substituted, must be completed in the area specified by regulation.

(j) An apprentice who has completed not less than 12 months of apprenticeship training may make a request to receive credit for one year's experience under 12 AAC 56.033 by submitting to the marine pilot coordinator documentation that demonstrates the trainee has completed 125 percent of supervised movements in (a)(1), (b)(1), or (c)(1) of this section. The marine pilot coordinator shall forward the request and documentation to the board. The board may grant credit equal to one year's experience to the trainee for the region for which the trainee has requested credit. A trainee may not request experience credit more than one time and the request may pertain to only one region specified in this section.

Authority: AS 08.62.040 AS 08.62.097

Editor's note: Information on the bridge resource management for pilots courses described in 12 AAC 56.028 may be obtained by contacting the American Pilots' Association, Inc., 499 South Capitol Street, Suite 409, Washington, DC 20003; phone: (202) 484-0700.

12 AAC 56.029. GENERAL REQUIREMENTS FOR MARINE PILOT LICENSE. To qualify for a marine pilot license under AS 08.62.100(a), an applicant must

(1) possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the entire region for which a marine pilot license is sought;

(2) show that the applicant has held a valid deputy marine pilot license in this state for a minimum of three years while remaining eligible for license renewal during this period of service without use of familiarization trips under AS 08.62.120;

(3) repealed 10/25/2002;

(4) possess a valid deputy marine pilot license without geographical exclusions in the region for which the marine pilot license is sought;

(5) have completed a manned ship model course or a simulator course approved by the board within the three years before the date of application for a marine pilot license;

(6) satisfy the regional experience requirements established in 12 AAC 56.031 for the region for which the marine pilot license is sought;

(7) satisfy all additional licensure requirements established by the board in this chapter, including a passing grade on written and oral examinations required by the board in 12 AAC 56.070;

(8) be a citizen of the United States;

(9) show that the applicant has held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons.

Authority: AS 08.62.040 AS 08.62.100

12 AAC 56.030. QUALIFICATIONS FOR UNLIMITED PILOT LICENSE. (Deleted) Repealed January 1, 1999.

12 AAC 56.031. REGIONAL REQUIREMENTS FOR MARINE PILOT LICENSE. (a) Southeastern Alaska Region – An applicant for a marine pilot license in the Southeastern Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) while holding a deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons, complete at least 60 days of vessel movements on board vessels requiring a state licensed marine pilot, including three assessed dockings, three assessed undockings, and three assessed transits on vessels of 60,000 gross tons or greater; no more than 40 percent of the dockings and undockings may be assessed by the same training pilot; an assessment required under this paragraph is a pass/fail evaluation, conducted by a training pilot, of an unassisted, supervised movement documented on a form included in the regional training program approved by the board under 12 AAC 56.035;

(2) pilot observer trips as required by 12 AAC 56.068.

(b) Southcentral Alaska Region – An applicant for a marine pilot license in the Southcentral Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) while holding an endorsement to pilot vessels of not more than 110,000 gross tons, complete a total of 20 supervised dockings and 20 supervised undockings at the available operational berths at the Alyeska Terminal; the dockings and undockings at the Alyeska Terminal must include four dockings and four undockings at night; at least half of the dockings and undockings must be performed within the period beginning October 1 and ending April 1;

(2) the applicant must have held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.

(c) Western Alaska Region – An applicant for a marine pilot license in the Western Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) completion of 200 vessel movements in ports throughout the region, 100 of which must be either dockings or undockings;

(2) completion of a simulator or manned model course approved by the board; and

(3) the applicant must have held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.

Authority: AS 08.62.040 AS 08.62.100

12 AAC 56.032. DISMISSAL OF A TRAINEE FROM A DEPUTY MARINE PILOT TRAINING PROGRAM. (a) If a pilot organization dismisses a trainee from its training program, the dismissal procedure used must be consistent with the pilot organization bylaws, including provisions related to uniform and nondiscriminatory treatment, and must give due process.

(b) A pilot organization shall notify the board within 30 days of the dismissal of a trainee from its training program.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.100

12 AAC 56.033. DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM. (a) To be approved by the board, a deputy marine pilot apprenticeship program must

(1) promote comprehensive pilot development through a program of intensive observation and instruction under the supervision of state licensed marine pilots;

(2) be open to all individuals who meet the application approval and candidate selection criteria adopted in the pilot organization's articles and bylaws;

(3) provide for the individual training needs of the apprentice considering the apprentice's background, maritime experience, and progress in the deputy marine pilot apprenticeship program; and

(4) promote individual career development through access to maritime training, education, and associated employment opportunities.

(b) The board will issue a deputy marine pilot license to an apprentice who

(1) meets the requirements of AS 08.62.093(a)(1);

(2) has completed a minimum of four years of training as an apprentice in a deputy marine pilot apprenticeship program approved under this section in the pilotage region for which the deputy marine pilot license is sought; an apprentice may receive credit equal to one year's training for documented experience approved by the board under 12 AAC 56.028;

(3) meets the application requirements in 12 AAC 56.025;

(4) has passed the written and oral examinations required under 12 AAC 56.070; and

(5) repealed 1/29/2009;

(6) has completed the training requirements specified in a regional training program approved by the board under 12 AAC 56.035.

(c) An applicant accepted in an apprenticeship program established under this chapter may not begin the supervised vessel movements required under 12 AAC 56.028 before the apprentice

(1) repealed 9/19/2020;

(2) has passed the deputy marine pilot core examination required by the board under 12 AAC 56.070;

(3) holds at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons; and

(4) holds a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the areas in which the vessel movements will occur.

(d) The board will not approve an apprenticeship program unless a pilot organization agrees to notify the board when an individual is accepted into a deputy marine pilot apprenticeship program. An individual accepted into that program may not begin supervised observer, familiarization, or training trips, including supervised dockings, undockings, moorings, unmoorings, and transits of specific waterways required as part of the deputy marine pilot apprenticeship program, until the notice has been provided in accordance with this section.

(e) The board will not approve an apprenticeship program unless the pilot organization or its training committee, if any, agrees to give a written explanation of deficiencies to an apprentice who is not progressing satisfactorily, including suggestions to remedy the apprentice's deficiencies, and to place a copy of the evaluation in the apprentice's training file and provide a copy to the marine pilot coordinator.

(f) Enrollment in an apprenticeship program does not prevent the apprentice from applying for licensure as a deputy marine pilot under AS 08.62.093(b)(1) – (b)(5) and applicable regulations.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.175

12 AAC 56.034. QUALIFICATIONS TO TRANSFER A MARINE PILOT LICENSE TO A DIFFERENT PILOTAGE REGION WITHIN THE STATE. (a) A marine pilot seeking to qualify to transfer the marine pilot's license to a different pilotage region within the state must

(1) possess a valid United States Coast Guard license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions for the entire pilotage region in which licensure is desired, except as provided in 12 AAC 56.028(a) for the Southeastern Alaska Region and 12 AAC 56.028(c) for the Western Alaska Region;

(2) possess a valid marine pilot license issued under AS 08.62 and this chapter;

(3) complete the requirements of the training program specified in 12 AAC 56.035(a)(3) for the pilotage region in which the applicant will transfer;

(4) comply with the application requirements of 12 AAC 56.025(j); and

(5) pass the regional local knowledge examination described in 12 AAC 56.070(f) for the pilotage region in which the applicant will transfer.

(b) Before a marine pilot may qualify to take the regional local knowledge examination described in 12 AAC 56.070(f) for the region in which the applicant will transfer, the recognized pilot organization that provided the training must submit to the department a letter stating that the applicant has completed the organization's approved training program described in 12 AAC 56.035(a)(3).

Authority: AS 08.62.040 AS 08.62.080

12 AAC 56.035. APPROVAL OF PILOT ORGANIZATION TRAINING OR APPRENTICESHIP PROGRAMS. (a) Each pilot organization shall submit a training program proposal to the board for approval. A training program must provide for the training of

(1) candidates for a deputy marine pilot license;

(2) deputy marine pilots upgrading their licenses to marine pilot licenses; and

(3) marine pilots transferring into the pilotage region from another pilotage region within the state.

(b) To be approved by the board, a pilot training or apprenticeship program must meet or exceed the applicable requirements of 12 AAC 56.026, 12 AAC 56.027, 12 AAC 56.028, 12 AAC 56.029, 12 AAC 56.031, 12 AAC 56.032, 12 AAC 56.033, and 12 AAC 56.068.

(c) An approved training program must prepare a trainee to demonstrate a minimum level of knowledge of the state oil pollution prevention requirements in 18 AAC 75.

(d) The Department of Environmental Conservation may review the training program of pilots engaged in piloting tank vessels.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.100

12 AAC 56.036. DEFINITIONS RELATED TO TRAINING AND APPRENTICESHIP PROGRAMS.
Repealed 1/23/99.

12 AAC 56.037. CONN REQUIREMENTS FOR TRAINING. The following training requirements must be accomplished while the trainee is at the conn:

(1) anchorings;

(2) dockings;

(3) moorings;

(4) undockings;

(5) unmoorings; and

(6) weighing anchor.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.100

12 AAC 56.040. QUALIFICATIONS FOR LIMITED PILOT LICENSE. (Deleted) Repealed January 1, 1999.

12 AAC 56.045. QUALIFICATIONS FOR INCREASED TONNAGE. (Deleted) Repealed January 1, 1999.

12 AAC 56.050. QUALIFICATIONS FOR CHANNEL PILOT LICENSE. Repealed 10/2/93.

12 AAC 56.053. QUALIFICATION FOR EXTENSION OF ROUTE ENDORSEMENT. Repealed 10/2/93.

12 AAC 56.055. LICENSING AREAS. Renumbered as 12 AAC 56.021, 7/26/90.

12 AAC 56.060. QUALIFICATIONS FOR TEMPORARY LICENSE. Repealed 10/2/93.

12 AAC 56.068. OBSERVER TRIP REQUIREMENTS. (a) Pilot observer trips are required for areas that are not specifically tested for by the United States Coast Guard and those areas identified in a regional training program approved by the board under 12 AAC 56.035 where the difficulty of the route or the volume of shipping makes additional observation trips necessary to adequately judge a pilot's competency in that area. All observer trips required under this section must be completed on vessels equipped with working radar, fathometer, and compass.

(b) An applicant for a deputy marine pilot license in the Southcentral Alaska Region must make an observer trip in each of the geographical areas required in the regional training program approved by the board under 12 AAC 56.035 for that region.

(c) An applicant for a marine pilot license in the Southeastern Alaska Region must make an observer trip in each of the geographical areas required in the regional training program approved by the board under 12 AAC 56.035 for that region.

Authority: AS 08.62.040 AS 08.62.097 AS 08.62.100

12 AAC 56.070. EXAMINATIONS. (a) The examinations required by 12 AAC 56.014(a)(2), 12 AAC 56.026(a)(3), 12 AAC 56.026(k), 12 AAC 56.033(c), and 12 AAC 56.085(b)(3) for a license or endorsement will be offered at least once a year at a meeting of the board.

(b) Both the written and the oral examination will cover the following topics:

- (1) international rules of the road;
- (2) seamanship, including shiphandling underway, docking and undocking, including use of tugs and anchors, and emergency procedures;
- (3) pilot safety and state pollution regulations;
- (4) rules and regulations, including all federal and state statutes and regulations, affecting the piloting of vessels in compulsory pilotage waters of Alaska;
- (5) pilot responsibilities, including duties of a pilot, relationship between master and pilot, practical operation of marine radar including plotting, and engine order and rudder commands for United States merchant vessels, United States naval vessels, and foreign merchant vessels; and
- (6) local knowledge of individual geographical areas, including routes from sea to port and port to port, change of course points and distances passed abeam, names and locations of landmarks, waterways and aids to navigation, tides and currents, weather, restricted areas and explosive anchorages, dredged channels, cable areas, and other anchorages, docks, and dangers.

(c) The applicant must pass the core examination with a score of at least 75 before the applicant may take the local knowledge examination. The applicant will be tested on local knowledge of individual geographical areas under (b)(6) of this section for the region where the applicant seeks licensure, and must pass the examination with a score of at least 85 percent. An applicant may take the oral examination after the applicant has passed the written examination.

(d) In addition to the other topics listed in this section, an applicant for licensure will be orally examined by the board on the

- (1) information provided with the license application;
- (2) the applicant's conduct as a mariner; and
- (3) the applicant's past safety record as a mariner.

(e) The deputy marine pilot core examination required in 12 AAC 56.026(a)(3) consists of a written examination that covers the topics listed in (b)(1) - (5) of this section. The core examination may be administered and scored by the marine pilot coordinator. If the marine pilot coordinator administers the core examination, it will be given on a date and time to be determined by the marine pilot coordinator, after consultation with the applicant. If an applicant fails the deputy marine pilot core examination, the applicant may not retake the core examination for at least 60 days.

(f) The regional local knowledge examination required in 12 AAC 56.026(k) consists of a written examination that covers the topics listed in (b)(6) of this section for the entire applicable pilotage region.

(g) Repealed 1/29/2009.

Authority: AS 08.62.040 AS 08.62.050

12 AAC 56.075. WAIVER OF LICENSE QUALIFICATION REQUIREMENTS. Repealed 10/2/93.

12 AAC 56.080. BIENNIAL LICENSE RENEWAL. (a) Deputy marine pilot and marine pilot licenses expire on December 31 of even numbered years.

(b) To renew a marine pilot license, a marine pilot shall submit

(1) a completed renewal application on a form provided by the department; the application must demonstrate that the applicant meets the requirements of AS 08.62.120, including compliance with (c) of this section;

(2) on a form provided by the department, verification of a physical examination of the marine pilot conducted by a licensed physician within 60 days before the date of license renewal, including an examination of the marine pilot's eyesight, hearing, blood pressure, physical agility, and cognitive capabilities, confirming that the marine pilot is physically fit to perform the duties of a marine pilot;

(3) verification that the marine pilot participates in a federal or state approved random drug testing program as specified in 12 AAC 56.940(b);

(4) the biennial license renewal fee established in 12 AAC 02.240;

(5) a current copy of the marine pilot's valid Coast Guard license of not less than 1,600 gross tons with an endorsement of first class pilotage for the pilotage region where the marine pilot holds a license; and

(6) verification that the marine pilot has met the continuing education requirements of 12 AAC 56.083.

(c) To meet the requirements of AS 08.62.120(a)(4), except as provided under (i) of this section, an applicant for license renewal shall

(1) document the piloting experience required in AS 08.62.120(a)(4)(A); or

(2) document having completed within one year immediately preceding the date of application for renewal the familiarization trips required in 12 AAC 56.082 in the region for which renewal is sought.

(d) For the purpose of fulfilling the requirements of (c) of this section, no more than one day's credit for piloting will be given in any one calendar day, and each day's credit must involve a vessel movement.

(e) To renew a deputy marine pilot license, a deputy marine pilot must meet the requirements of (b) and (c) of this section, except that the deputy marine pilot must meet the requirements of (c) of this section for each complete calendar year that the deputy marine pilot held a deputy marine pilot license.

(f) Repealed 1/29/2009.

(g) Repealed 6/11/2010.

(h) A marine pilot who transfers to a different region during the concluding licensing period must meet the requirements of (c) of this section for each complete calendar year that the license has been held in the region during the concluding licensing period.

(i) The board will accept the following documentation from an applicant for license renewal towards fulfillment of the requirements set out in (c) of this section:

(1) Southeastern Alaska Region – not later than December 31, 2022, a pilot shall perform

(A) on vessels of 1,000 gross tons or tug and tows exceeding 1,000 combined gross tons that are not subject to AS 08.62, at least two round trips between Ketchikan and Skagway, not to include transits of Peril Straits or Wrangell Narrows due to limited vessel traffic; and

(B) on vessels of 1,000 gross tons or more, one round trip or two one-way trips

(i) through Snow Pass;

(ii) through Decision Pass;

(iii) through North Inian Pass;

(iv) into Sitka;

(v) in Gastineau Channel;

(vi) over Tracy Arm Bar or into Endicott Arm; and

(vii) into Glacier Bay;

(2) Southcentral Alaska Region – not later than December 31, 2022, a pilot shall provide proof of a combination of 30 days

(A) working as a master pilot on an enrolled vessel or as a pilot on a vessel subject to AS 08.62; and

(B) as an observer on an enrolled vessel or vessel subject to AS 08.62 that

(i) successfully performs five dockings and five undockings including at least one docking and undocking in each of the three areas: Cook Inlet, Kodiak Island Group, and Prince William Sound; or

(ii) for a pilot with a VLCC endorsement, successfully performs five dockings and undockings on tankers at the Valdez oil terminal, with at least two dockings and undockings being on VLCC vessels;

(3) Western Alaska Region – not later than December 31, 2022, a pilot shall provide proof of 60 days piloting a vessel subject to AS 08.62 or 60 familiarization trips on vessels subject to AS 08.62 in any port of Western Alaska Region.

Authority: AS 08.62.040

AS 08.62.100

AS 08.62.120

12 AAC 56.082. FAMILIARIZATION TRIPS. (a) To fulfill the familiarization trip requirements of 12 AAC 56.080(c)(2) in the Southeastern Alaska Region, a pilot shall perform

(1) on vessels of 1,000 gross tons or tug and tows exceeding 1,000 combined gross tons that are not subject to AS 08.62, at least four round trips between Ketchikan and Skagway, including two trips through Peril Straits and four trips through Wrangell Narrows; and

(2) on vessels of 1,000 gross tons or more, one round trip or two one-way trips

(A) through Snow Pass;

(B) through Decision Pass;

(C) through North Inian Pass;

(D) in Sitka Eastern Channel;

(E) in Gastineau Channel;

(F) over Tracy Arm Bar or into Endicott Arm; and

(G) into Glacier Bay;

(H) repealed 1/29/2009.

(b) To fulfill the familiarization trip requirements of 12 AAC 56.080(c)(2) in the Southcentral Alaska Region, a pilot shall

- (1) provide proof of a combination of 60 days
 - (A) working as a master or pilot on an enrolled vessel or as a pilot on a vessel subject to AS 08.62; and
 - (B) as an observer on an enrolled vessel or vessel subject to AS 08.62;
- (2) successfully perform five dockings and five undockings at Nikiski or Anchorage; one docking and undocking must be performed under ice conditions; and
- (3) for a pilot with a VLCC endorsement, successfully perform five dockings and five undockings on VLCC vessels.

(c) To fulfill the familiarization trip requirement of 12 AAC 56.080(c)(2) in the Western Alaska Region, a pilot shall

(1) provide proof of a combination of 60 days piloting a vessel subject to AS 08.62 and familiarization trips; the combination must include at least 20 dockings in five different ports; no more than one half of the familiarization trips or dockings may occur in any one port, and the remainder must occur in four additional ports; Dutch Harbor and Captain's Bay are considered as one port for the purposes of this paragraph; or

(2) provide proof of at least 60 familiarization trips on a vessel subject to AS 08.62, a tug and tow of 1,000 gross tons combined, or an enrolled vessel of 1,000 gross tons or more, except fishing vessels as defined in 12 AAC 56.990, as follows:

- (A) 20 trips in Dutch Harbor;
- (B) three trips through Iliuliuk Channel;
- (C) five trips to Captain's Bay;
- (D) 12 trips in any combination to Akutan, King Cove, Sand Point, or Chignik;
- (E) one trip to Cold Bay;
- (F) three trips to Naknek;
- (G) two trips to Togiak;
- (H) two trips to Port Moller; and
- (I) twelve additional trips to any combination of ports in (D) – (H) of this paragraph.

(d) Repealed 12/1/2002.

(e) In this section, "trip" means a one-way trip or transit.

Authority: AS 08.62.040 AS 08.62.120

12 AAC 56.083. CONTINUING EDUCATION REQUIREMENTS. (a) Repealed 5/31/2000.

(b) A marine pilot with a VLCC endorsement applying for license renewal for a license period that begins on or after January 1, 2001, shall document that the marine pilot has satisfactorily completed a manned model course during one of the three biennial license periods immediately preceding the license period for which renewal is sought.

(c) Repealed 5/26/2007.

(d) Repealed 7/15/2006.

(e) A marine pilot or deputy marine pilot applying for license renewal for a license period that begins on or after January 1, 2008, shall document that the pilot has satisfactorily completed a board approved simulator or manned model course at a board approved facility within one of the three biennial license periods immediately preceding the license period for which renewal is sought.

(f) A marine pilot or deputy marine pilot applying for license renewal for a licensing period that begins on or after January 1, 2008, shall document that the pilot has satisfactorily completed continuing education as required in a board approved regional training program.

Authority: AS 08.62.040 AS 08.62.100 AS 08.62.120

12 AAC 56.085. LAPSED LICENSES. (a) To reinstate a deputy marine pilot or marine pilot license that has been lapsed for more than 60 days but less than one year, an applicant shall meet the requirements of 12 AAC 56.080 and pay the fees required in 12 AAC 02.105 and 12 AAC 02.240.

(b) Except as provided in (c) of this section, to reinstate a deputy marine pilot or marine pilot license that has been lapsed for one year or more, an applicant shall

- (1) meet the requirements of 12 AAC 56.080;
- (2) pay the fees required in 12 AAC 02.105 and 12 AAC 02.240; and
- (3) take and pass the written and oral examinations required in 12 AAC 56.070 for the region where the applicant previously held a license.

(c) In accordance with AS 08.01.100(d), a deputy marine pilot license that has been lapsed for five years or more may not be reinstated. A person whose deputy marine pilot license has been lapsed for five years or more may reapply for a new deputy marine pilot license and shall meet the requirements of a new applicant.

Authority: AS 08.01.100 AS 08.62.120 AS 08.62.130
AS 08.62.040

ARTICLE 2.
COMPULSORY PILOTAGE WATERS.

Section

- 090. General rule for determining boundaries of the compulsory pilotage waters of Alaska**
- 100. Established boundaries of compulsory pilotage waters of Alaska**
- 110. Exclusions for entering compulsory pilotage waters of Alaska**
- 115. Pleasure craft exemptions**
- 120. Pilot stations or pickup points**

12 AAC 56.090. GENERAL RULE FOR DETERMINING BOUNDARIES OF THE COMPULSORY PILOTAGE WATERS OF ALASKA. (a) Pilotage is compulsory in the inland and coastal waters of and adjacent to Alaska as described in this section and 12 AAC 56.100.

(b) Pilotage is compulsory at all entrances from seaward to Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries where the passage is within three nautical miles of the state's coastline for which specific boundaries are not otherwise described in 12 AAC 56.100. The extent of waters subject to compulsory pilotage in such Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries within three nautical miles of the state's coastline are those waters in-shore of a line drawn approximately parallel with the general trend of the shore through the outermost aid to navigation, or if no aid to navigation exists, then a line drawn from headland to headland across the mouth of the entrance.

Authority: AS 08.62.040 AS 08.62.160

12 AAC 56.100. ESTABLISHED BOUNDARIES OF COMPULSORY PILOTAGE WATERS OF ALASKA. Specific boundaries of the compulsory pilotage waters of Alaska are as follows:

(1) all waters inside a line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southern extremity of Cape Cross; then to Cape Edgecumbe Light; then through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; then due east to Cape Muzon Light; then to a point which is one mile, 180° true, from Cape Chacon Light; then to Barren Island Light; then to Lord Rock Light; then to the southern extremity of Garnet Point, Kanagunut Island; then to the southeastern extremity of Island Point, Sitklan Island; then from the northeastern extremity of Point Mansfield, Sitklan Island, 40° true, to the mainland;

(2) all waters of Prince William Sound and environs inside a line drawn from Cape Puget to Point Elrington; then to Cape Cleare; then Zaikof Point to Cape Hinchinbrook Light; then Point Bentinck to Okalee Spit;

(3) all waters of Resurrection Bay inside a line extending from the southern tip of Aialik Cape to the southern tip of Cape Resurrection;

(4) all waters of Cook Inlet inside a line extending from Cape Douglas to the western tip of Perl Island then northward to the shoreline of the Kenai Peninsula;

(5) all waters of Chiniak Bay inside a line extending from Cape Chiniak to the eastern tip of Long Island then to Spruce Cape;

(6) all waters of Marmot Bay and environs including eastern approaches, inside a line extending from Spruce Cape to the southern tip of Pillar Cape and western approaches, inside a line extending from Cape Nuniliak to the northern tip of Raspberry Island and also inside a line extending from Raspberry Cape to Miners Point;

(7) all waters of Chignik Bay inside a line extending from the eastern tip of Castle Cape to the western tip of Nakchamik Island then to the eastern tip of Cape Kumliun;

(8) all waters of Unalaska Bay inside a line extending from the tip of the west headland of Constantine Bay to Eider Point;

(9) all waters of Port Moller and Herendeen Bay inside a line extending from Lagoon Point to Cape Kutuzof;

(10) all waters of Bristol Bay inside a line extending from Cape Newenham to Cape Pierce, then to Cape Constantine, then to the southern extremity of Egegik Bay;

(11) all waters of Kuskokwim Bay inside a line extending from Cape Newenham to Cape Avinof;

(12) all waters of Norton Sound inside a line extending from the western tip of Stuart Island to Cape Darby, then to Cape Nome;

(13) all waters of Port Clarence inside a line extending from Pt. Spencer Lt. North to the Seward Peninsula shore;

(14) all waters of the Chukchi Sea and Kotzebue Sound inside a line extending from Cape Prince of Wales three miles due west (270° true) to a point approximately 65° 38' north latitude, 168° 15' west longitude; then due north (0° true) to a point approximately 66° 27' north latitude, 168° 15' west longitude; then 59° true to a point approximately 66° 45' north latitude, 167° 02' west longitude; then due east (90° true) to a point approximately 12 miles off the coast of Cape Espenberg at the intersection with a line drawn from Cape Espenberg to Cape Krusenstern, approximate position 66° 45' north latitude, 163° 40' west longitude; then to Cape Krusenstern; then to Point Hope;

(15) all waters surrounding the Pribilof Islands of St. Paul and St. George from the shoreline seaward to the outer limit of the three-mile territorial seas;

(16) all waters surrounding the Bering Sea Islands from shoreward to the outer limit of the three-mile territorial seas, including St. Lawrence Island, Nunivak Island, St. Matthew Island, and Little Diomed Island;

(17) all waters encompassing the Aleutian Islands from the shoreline to the outer limit of the three-mile territorial seas, including any and all islands around the Fox Islands, Rat Islands, Near Islands, Andreanof Islands, and the Islands of Four Mountains;

(18) all waters encompassing the south coast of the Alaska Peninsula from Cape Kanatak (Portage Bay) to Cape Pankof to the outer limit of the three-mile territorial seas, including any and all islands around the Shumagin Islands, Semedi Islands, Pavlof Islands, Sutwik Island, Sanak Island, and the Sandman Reefs;

(19) all waters of the north coast of the Alaska Peninsula from Cape Krenzin to the southern extremity of Egegik Bay to the outer limit of the three-mile territorial seas, including Amak Island and Sea Lion Rocks.

Authority: AS 08.62.040 AS 08.62.160

12 AAC 56.110. EXCLUSIONS FOR ENTERING COMPULSORY PILOTAGE WATERS OF ALASKA. Vessels are excluded from the use of a state licensed marine pilot in compulsory pilotage waters when proceeding directly between points outside Alaska and an established pilot station for the express purpose of embarking or disembarking a pilot in the following situations:

(1) travel via Revillagigedo Channel to Twin Islands Pilot Station; in transiting Revillagigedo Channel, ships must stay west of longitude 131°05';

(2) travel via Clarence Strait to the following:

(A) Guard Island Pilot Station;

(B) Point McCartey Pilot Station;

(C) Chasina Point Pilot Station;

(3) repealed 10/18/2001;

(4) travel via Cape Muzon in Cordova Bay;

(A) to Shoe Island Pilot Station for vessels proceeding to Long Island;

(B) to Mellen Rock Pilot Station for vessels proceeding to Hydaburg;

(5) travel via Cape Bartolome in Bucareli Bay to Cabras Island Pilot Station;

(6) travel via Cape Ommaney in Chatham Strait to Frederick Sound Pilot Station;

(7) travel via Sitka Sound to Sitka Sound Pilot Station;

(8) travel via Prince William Sound to the Cordova Pilot Station;

(9) travel via Prince William Sound to the Valdez Pilot Station;

(10) travel via Prince William Sound to the Whittier Pilot Station;

(11) travel via Resurrection Bay to Seward Pilot Station;

(12) travel via Cook Inlet to the Homer Pilot Station;

(13) travel to Kodiak City or Womens Bay Pilot Station without transiting Whale Passage;

(14) travel by the most direct safe route to a pilot station or pickup point arranged under 12 AAC 56.120(b);

(15) travel via Yakutat Bay to Yakutat Pilot Station.

Authority: AS 08.62.040

12 AAC 56.115. PLEASURE CRAFT EXEMPTIONS. (a) An operator of a pleasure craft applying under AS 08.62.180(b) – (e) for a pilotage exemption must

(1) employ a vessel agent registered in this state under AS 08.62.040(a)(3) and 08.62.187; the vessel agent must be identified on the pilotage exemption application;

(2) ensure that the pleasure craft is equipped with

(A) an automatic identification system (AIS);

(B) radar; if the vessel is over 125 feet long, the radar must have the means to automatically track the range and bearings of other targets to determine collision risk;

(C) a depth sounder with depth alarm;

(D) a magnetic compass with a deviation table created not later than one year before the date of the application for an exemption, or a transmitting heading device; and

(E) not less than two VHF transceivers in order to simultaneously monitor channels 13 and 16;

(3) ensure that the pleasure craft has aboard

(A) a current copy of a nautical chart for each area in the state to be transited, in the proper scale for the transit, or an electronic equivalent;

(B) a current *Coast Pilot* for each area in the state to be transited, or an electronic equivalent;

(C) a current tide table for each area in the state to be transited, or an electronic equivalent;

(D) a current tidal current table for each area in the state to be transited, or an electronic equivalent;

(E) if the vessel will be transiting in Southeast Alaska, a current copy of the *Southeast Alaska Voluntary Waterway Guide*;

(F) if the vessel will be transiting Tongass Narrows, a current copy of the *Tongass Narrows Users Guide*;

(G) if the vessel will be transiting Prince William Sound, a current copy of the vessel transit system (VTS) regulations for Prince William Sound and Valdez;

(H) if the vessel is required under AS 46.04 to provide proof of financial responsibility, a copy of the vessel's current certificate of financial responsibility or copy of the current application with the Department of Environmental Conservation for the vessel's certificate of financial responsibility; a copy of the current certificate or application must also be submitted with the application under this section;

(4) report the vessel's length overall (LOA) to the marine pilot coordinator; the length overall shall be used to determine exemption status and to calculate the fee set out in AS 08.62.140(b); and

(5) submit a copy of the vessel's registry to the marine pilot coordinator.

(b) If a pleasure craft of foreign registry of more than 65 feet overall length enters compulsory pilotage waters without a pilot or a pilotage exemption under AS 08.62.180(b) – (e), the operator of the pleasure craft will not be granted a subsequent pilotage exemption until the operator provides the marine pilot coordinator satisfactory documentation detailing the pleasure craft's entry into compulsory pilotage waters and all subsequent voyages in violation of AS 08.62 and this chapter.

(c) On vessels over 100 feet in length, the captain or master aboard a pleasure craft seeking a pilotage exemption must hold a current mariner's license for the vessel's tonnage. A copy of the mariner's license must be submitted with the application submitted under this section. On a pleasure craft greater than 200 gross tons, the master must hold a valid unlimited radar observer endorsement. Masters who do not hold a valid unlimited radar endorsement must submit proof of radar observer training completed within the five years immediately preceding the date of application.

(d) While underway in compulsory pilotage waters, the master of a pleasure craft with a current pilotage exemption from the board must ensure that

(1) the vessel transmits via an automatic identification system (AIS) the vessel's name, length, beam, draft, course, speed, and destination;

(2) an individual who speaks and understands English is present on the bridge;

(3) the vessel crew simultaneously monitors VHF radio channels 13 and 16; and

(4) while the vessel is transiting the Prince William Sound VTS lanes, the vessel master is present on the bridge.

Authority: AS 08.62.040 AS 08.62.180

12 AAC 56.120. PILOT STATIONS OR PICKUP POINTS. (a) The established pilot stations for the state are as follows:

(1) Guard Island – 1.0 miles 315° true from Guard Island Light; approximate position 55° 27.5' north latitude, 131° 53.9' west longitude;

(2) Point McCartney – 1.0 miles 090° true from Point McCartney Light; approximate position 55° 06.8' north latitude, 131° 40.5' west longitude;

(3) Cabras Island – 1.0 miles 315° true from Cabras Island; approximate position 55° 22.0' north latitude, 133° 24.8' west longitude;

(4) Sitka Sound – 0.25 miles 000° true from the Eckholms Light; approximate position 57° 00.9' north latitude, 135° 21.4' west longitude;

(5) Twin Island – 2.0 miles 045° true from Twin Islands Light; approximate position 55° 10.0' north latitude, 131° 10.4' west longitude; this is a seasonal station open only during the period May 1 through September 30;

(6) Petersburg Bar Range – not west of 132° 58.0' west longitude; this is a seasonal station open only during the period from June 1 through August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b) – (e), and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander, as follows:

(A) transit may occur only during

(i) the period 30 minutes before and after slack water at the Port of Petersburg;

(ii) daylight or civil twilight hours; and

(iii) periods of visibility that allow the Petersburg Bar Range to be viewed visually from Buoy WN;

(B) during transit, a minimum of five-foot underkeel clearance must be maintained between Buoy WN and Buoy 60;

(7) Point Alexander – not north of Point Alexander Light at 56° 30.33' north latitude; this is a seasonal station open only during the period from June 1 through August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b) – (e) and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander;

(8) Yakutat – 1.0 miles 315° true from Yakutat Bay Lighted Whistle Buoy 4; approximate position 59° 36.3' north latitude, 139° 52.5' west longitude;

(9) Icy Bay – 9.0 miles 180° true from Claybluff Point Light; approximate position 59° 49.0' north latitude, 141° 35.0' west longitude;

(10) Cordova – 2.0 miles 180° true from Sheep Point; approximate position 60° 35' north latitude, 146° 00' west longitude;

- (11) Valdez and Whittier – approximately 3.6 miles 246° true from Bligh Reef Buoy; approximate position 60° 49' north latitude, 147° 01' west longitude;
- (12) Seward – 1.1 miles 152° true from Caines Head Light; approximate position 59° 58' north latitude, 149° 22' west longitude;
- (13) Cook Inlet – 1.0 miles 180° true from Lands End Light; approximate position 59° 35' north latitude, 151° 25' west longitude;
- (14) Kodiak (City) or Womens Bay – 2.0 miles 100° true from St. Paul Harbor Entrance Light; approximate position 57° 44' north latitude, 152° 22' west longitude;
- (15) Discoverer Bay – 2.0 miles 000° true from Posliedni Point; approximate position 58° 28' north latitude, 152° 20' west longitude;
- (16) Port Wakefield – 1.0 miles 298° true from Kekur Point; approximate position 57° 52' north latitude, 152° 49' west longitude;
- (17) Port Bailey – 1.5 miles 000° true from Dry Spruce Bay Light; approximate position 57° 59' north latitude, 153° 06' west longitude;
- (18) Uganik – 2.0 miles 284° true from East Point; approximate position 57° 51' north latitude, 153° 32' west longitude;
- (19) Larsen Bay – 1.0 miles 090° true from Harvester Island; approximate position 57° 39' north latitude, 153° 57' west longitude;
- (20) Alitak – 2.4 miles 131° true from Cape Alitak Light; approximate position 56° 49' north latitude, 154° 15' west longitude;
- (21) Old Harbor – 1.0 miles 082° true from Cape Liakik; approximate position 57° 07' north latitude, 153° 25' west longitude;
- (22) Chignik – 1.5 miles 020° true from Chignik Spit Light; approximate position 56° 20' north latitude, 158° 22' west longitude;
- (23) Sand Point – Squaw Harbor – 2.7 miles 235° true from Popof Head; approximate position 55° 13' north latitude, 160° 24' west longitude;
- (24) King Cove – 1.5 miles 157° true from Morgan Point Light; approximate position 55° 01' north latitude, 162° 19' west longitude;
- (25) Cold Bay – 4.3 miles 177° true from Kaslokan Point Light; approximate position 55° 02' north latitude, 162° 31' west longitude;
- (26) False Pass – 1.5 miles 315° true from Ikatan Point; approximate position 54° 48' north latitude, 163° 13' west longitude;
- (27) Akutan – 1.0 miles 073° true from Akutan Point Light; approximate position 54° 09' north latitude, 165° 42' west longitude;
- (28) Dutch Harbor-Captains Bay – 1.0 miles 060° true from Ulakta Head Light; approximate position 53° 56' north latitude, 166° 29' west longitude;
- (29) Adak – 2.0 miles 092° true from Gannet Rocks Light; approximate position 51° 52' north latitude, 176° 33' west longitude;
- (30) Attu – 1.5 miles 180° true from Murder Point; approximate position 52° 46' north latitude, 173° 11' east longitude;
- (31) St. Paul Island – 4.0 miles 263° true from Reef Point; approximate position 57° 06' north latitude, 170° 25' west longitude; or – 4.0 miles 043° true from North Point; approximate position 57° 16' north latitude, 170° 13' west longitude;
- (32) Port Moller – 4.8 miles 048° true from Walrus Island; approximate position 56° 05' north latitude, 160° 43' west longitude;
- (33) Port Heiden – 5.0 miles 340° true from Strogonof Point; approximate position 56° 58' north latitude, 158° 55' west longitude;
- (34) Ugashik Bay – 6.2 miles 291° true from Smoky Point Light; approximate position 57° 38' north latitude, 157° 52' west longitude;
- (35) Egegik – 7.0 miles 285° true from Red Bluff Light; approximate position 58° 16' north latitude, 157° 42' west longitude;
- (36) Naknek – 9.0 miles 248° true from Naknek Light; approximate position 58° 39' north latitude, 157° 21' west longitude;
- (37) Nushagak Bay – 7.5 miles 240° true from the south tip of Etolin Point; approximate position 58° 33' north latitude, 158° 24' west longitude;
- (38) Kulukak Bay – 3.0 miles 180° true from Kulukak Point; approximate position 58° 47' north latitude, 159° 39' west longitude;
- (39) Togiak – 4.1 miles 140° true from Summit Island; approximate position 58° 46' north latitude, 160° 06' west longitude;
- (40) Kuskokwim Bay Region
- (A) Kuskokwim Bay – 17.4 miles 320° true from Cape Newenham, approximate position 58° 52' north latitude, 162° 32' west longitude;
- (B) Goodnews Bay – 7.5 miles 228° true from Platinum; approximate position 58° 55' north latitude, 162° 00' west longitude;

(41) Kivalina/Cape Krusenstern – 14.0 miles 239° true from the barge loading terminal; approximate position 67° 27' north latitude, 164° 35' west longitude;

(42) Cape Spencer – 3.2 miles 090° true from Cape Spencer Light; approximate position 58° 12' north latitude, 136° 32' west longitude; this is a seasonal station open only during the period from May 1 through September 30;

(43) St. George Island – either 3.0 miles 000° true from St. George village; approximate position 56° 39' north latitude, 169° 33' west longitude; or – 3.0 miles 210° true from Rush Point; approximate position 56° 33' north latitude, 169° 47' west longitude;

(44) Frederick Sound – 3.0 miles 310° true from Cornwallis Point Light; approximate position 56° 58' north latitude, 134° 21' west longitude;

(45) Chasina Point – 1.25 miles 013° true from Chasina Point; approximate position 55° 18' north latitude, 132° 01' west longitude;

(46) Shoe Island – 2.0 miles 090° true from Shoe Island Light; approximate position 54° 57' north latitude, 132° 41' west longitude;

(47) Mellen Rock – 0.6 miles 050° true from Mellen Rock Light; approximate position 55° 02' north latitude, 132° 39' west longitude;

(48) Atka/Nazan Bay – 1.1 miles 134° true from Flat Point; approximate position 55° 13' north latitude, 174° 06' west longitude;

(49) Tanaga Bay – 2.2 miles 202° true from Cape Agamsik; approximate position 51° 45' north latitude, 178° 04' west longitude;

(50) Kiska Harbor – 1.0 mile 270° true from Little Kiska Head; approximate position 51° 58.5' north latitude, 177° 36.5' east longitude;

(51) Barrow – 3.0 miles 320° true from the town of Barrow, approximate position 71° 20' north latitude, 156° 53' west longitude;

(52) Kotzebue Sound – 11.0 miles 015° true from Cape Espenberg Light; approximate position 66° 44' north latitude, 163° 29' west longitude;

(53) Port Clarence – 2.1 miles 000° true from Point Spencer Light; approximate position 65° 19' north latitude, 166° 51' west longitude;

(54) Nome – 2.6 miles 199° true from the Nome north jetty breakwall; approximate position 64° 27' north latitude, 165° 28' west longitude;

(55) Bieli Rocks – 1.0 mile 315° true from Bieli Rocks; approximate position 57° 6' north latitude, 135° 31' west longitude.

(b) Inside compulsory pilotage waters, embarking or disembarking pilots at any location inside of an established pilot station may be undertaken only by agreement between a

(1) pilot and a ship's master in an emergency or for reasons of safety when required by extreme weather or other unforeseeable circumstances; or

(2) pilot organization and a ship's agent on a trial basis to accommodate a newly established port, trade, or route.

(c) If safe and reliable transportation cannot be provided to or from the pilot station, the nearest pilot station with safe and reliable transportation shall be used. If reasonable effort has been made to offer safe and reliable transportation and the vessel, equipment, or personnel do not meet the minimum standards set out in (d) of this section, the pilot may use the transportation provided.

(d) In order to provide safe and reliable transportation for pilots, a vessel must have the following items onboard:

(1) licensed operator;

(2) waterproof VHF radio in addition to the pilot's VHF radio;

(3) distress signals, including three parachute flares, three hand held flares, and one dye marker in a waterproof case;

(4) first aid kit;

(5) spare fuel supply, if the vessel is propelled by an outboard motor;

(6) radar reflector;

(7) tool kit;

(8) engine kill switch;

(9) survival suits; one for each person onboard the vessel;

(10) flashlight;

(11) anchor and 30 fathoms of line;

(12) sound producing device;

(13) pilot retrieval system;

(14) high-intensity strobe when a pilot transfer occurs at night.

(e) Before a trial pilot station established under (b) (2) of this section may be used, it must be preliminarily approved by the marine pilot coordinator. A trial pilot station that has been preliminarily approved by the marine pilot coordinator will remain valid unless the board disapproves the trial pilot station for further use. The board will approve the trial station for notice as an established pilot station if it determines that the trial station accommodates a newly established port, trade, or route and is in the public interest. The board will disapprove the trial station for further use if the board determines that the trial station is not necessary or not in the public interest.

Authority: AS 08.62.040

ARTICLE 3. TARIFFS.

Section

- 130 – 158. (Repealed)
- 200. (Repealed)
- 205. Availability of pilots
- 210. (Repealed)
- 220. (Repealed)
- 230. (Repealed)
- 240. (Repealed)
- 250. Procedures for setting pilotage rates

Editor's note: The rates for pilotage fees established by the Board of Marine Pilots under the authority of AS 08.62.040(a)(4) for both Southeastern and Southwestern Alaska are on file in the Office of the Lieutenant Governor and copies are available from the division of corporations, business and professional licensing, Department of Commerce, Community, and Economic Development. These rates are entitled "Pilotage Tariff and Charges."

12 AAC 56.130 – 12 AAC 56.158. Repealed 5/13/92.

12 AAC 56.200. MAXIMUM TARIFF. Repealed 6/16/96.

12 AAC 56.205. AVAILABILITY OF PILOTS. (a) In the Southcentral Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 36 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. An agent, owner, or master of a vessel shall again inform the appropriate pilot organization of a vessel movement at least 24 hours before the movement. A pilot will be considered unavailable for service only if the timely notice under this subsection is given and a pilot does not show up at the vessel to render service. If notice is not given as required under this subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(b) Except as provided in (d) of this section,

(1) in Akutan of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 48 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation; a pilot will be considered unavailable for service only if the 48-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; if the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 48 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel; if the 48-hour notice is not given as required under this paragraph and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services;

(2) in the Pribilof Islands, Port Clarence, and the Kuskokwim Bay Region of the Western Alaska Region, including Bethel, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 96 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation; a pilot will be considered unavailable for service only if the 96-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; if the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 96 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel; if the 96-hour notice is not given as required under this paragraph and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services; and

(3) in all other locations of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 72 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation; a pilot will be considered unavailable for service only if the 72-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; if the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to

reach the vessel but cannot do so within 72 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel; if the 72-hour notice is not given as required under this paragraph and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(c) In the Southeastern Alaska region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 48 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. An agent, owner, or master of a vessel shall again inform the appropriate pilot organization of a vessel movement at least 24 hours before the movement. A pilot will be considered unavailable for service only if the timely notice required by this subsection is given and a pilot does not show up at the vessel to render service. If notice is not given as required under this subsection and the pilot is unable to reach the vessel to render pilot services, the vessel or vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and for the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(d) In the Aleutian Island ports that are west of Atka Island in the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 96 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. A pilot will be considered unavailable for service only if the 96-hour notice required by this subsection is given and a pilot does not show up at the vessel to render service. If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 96 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. If the 96-hour notice is not given as required by this subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

Authority: AS 08.62.040 AS 08.62.190

12 AAC 56.210. TARIFF FOR SOUTHEASTERN ALASKA REGION. Repealed 7/15/2006.

12 AAC 56.220. TARIFF FOR SOUTHCENTRAL ALASKA REGION. Repealed 7/15/2006.

12 AAC 56.230. TARIFF FOR WESTERN ALASKA REGION. Repealed 7/15/2006.

12 AAC 56.240. TARIFF FOR KUSKOKWIM RIVER REGION. Repealed 7/15/2006.

12 AAC 56.250. PROCEDURES FOR SETTING PILOTAGE RATES. Notice to the board and registered agents required by AS 08.62.046 for setting pilotage rates must

- (1) identify the dates the notice will be published in the newspaper; and
- (2) be sent at or before the first day of publication in the newspaper.

Authority: AS 08.62.040 AS 08.62.046

ARTICLE 4. RECOGNITION OF PILOT ORGANIZATIONS.

Section

- 300. Standard for recognition**
- 310. Qualifications for recognition**
- 320. (Repealed)**

12 AAC 56.300. STANDARD FOR RECOGNITION. In order for a pilot organization to be recognized by the board in a pilotage region, the organization must demonstrate to the board's satisfaction the organization's ability to promote a safe, reliable, and efficient pilotage system in that region considering the size of the organization.

Authority: AS 08.62.040 AS 08.62.175

12 AAC 56.310. QUALIFICATIONS FOR RECOGNITION. (a) A pilot organization seeking recognition by the board must comply with the minimum qualifications in AS 08.62.175 and of this section.

(b) A pilot organization seeking recognition must provide the board with a list of its members, including pilots, deputy pilots, trainees, and apprentices.

(c) The articles, bylaws, or rules of a pilot organization seeking recognition by the board must include provisions that require the organization to

(1) comply with all applicable federal, state, and local laws;

(2) treat both its members and applicants for membership in a uniform, nondiscriminatory, and otherwise lawful manner;

(3) conduct its business activities in a nondiscriminatory and otherwise lawful manner;

(4) cooperate and assist the board by

(A) maintaining a system that enables the organization to obtain necessary information from members on a timely basis and to respond to directives issued by government agencies having jurisdiction over pilotage;

(B) maintaining a process for responding to inquiries and requests of the board or its marine pilot coordinator;

(C) cooperating, and requiring its members to cooperate with investigations and audits by or on behalf of the board;

(D) acknowledging the authority of the board, for cause and after notice and hearing, to suspend or revoke the recognition of the organization;

(E) bringing to the attention of the department any credible information regarding a member of the organization that may require the board to act under AS 08.62.150 — 08.62.155;

(F) maintaining a relationship with other pilot organizations that furthers the purposes of AS 08.62 (the Alaska Marine Pilotage Act); and

(G) identifying an agent of the organization for the service of process in the state;

(5) maintain in-house procedures for the handling of disciplinary actions and grievances within the organization; the procedures must, at a minimum, provide a member with the right to due process and a fair hearing;

(6) adopt and revise rates for pilotage services in accordance with AS 08.62.046 and this chapter;

(7) ensure fair and equal access to the experience necessary to obtain or upgrade a pilot's license under AS 08.62 and this chapter;

(8) maintain fair procedures for the conduct of its internal organizational business;

(9) maintain an efficient, equitable, and nondiscriminatory dispatch system at all times that enables the organization to provide prompt dispatch of pilots to the entire region given the size of the membership of the organization and retain the records of those dispatches for audit by the board; and

(10) comply with a written request from the master or owner of a vessel, or that person's representative, showing cause to not dispatch a particular member to pilot to a particular vessel and maintain in-house procedures to provide a member with the right to due process and a fair hearing to contest that action.

(d) A pilot organization seeking recognition must demonstrate to the board that

(1) the organization and its members will conduct or participate in a board approved continuing education program;

(2) the organization and its members will participate in a board approved random drug or alcohol testing program;

(3) the organization and its members will conduct or participate in a board approved training program;

(4) the organization has a bookkeeping and accounting system that enables the organization to prepare and retain accurate and detailed financial records of the activities of the organization; and

(5) the organization has an equitable system for the allocation of its members' income earned from piloting services covered by this chapter.

(e) A pilot organization may provide a retirement plan or program for eligible members.

(f) A pilot organization may assess a separate charge at a rate necessary to provide the benefits to be paid out under a retirement plan or program. The separate charge for the retirement plan or program may be listed separately in a published rate under AS 08.62.046.

Authority: AS 08.62.040

AS 08.62.175

12 AAC 56.320. SUSPENSION OR REVOCATION OF RECOGNITION. Repealed 6/16/96

**ARTICLE 5.
TRAINING AND CONTINUING EDUCATION PROGRAMS.**

(RESERVED)

**ARTICLE 6.
VERY LARGE CRUDE CARRIERS (VLCC).**

Section

500. VLCC endorsement required

510. Qualifications for VLCC license endorsement

12 AAC 56.500. VLCC ENDORSEMENT REQUIRED. (a) Due to the great mass, windage, and ship-handling peculiarities of very large crude carrier (VLCC) class vessels, only pilots holding a VLCC endorsement may pilot those vessels in waters covered by this chapter.

(b) A pilot wishing to get a VLCC endorsement must

- (1) apply on a form provided by the department;
- (2) pay the fee required in 12 AAC 02.240; and
- (3) provide documentation of compliance with 12 AAC 56.510.

Authority: AS 08.62.040

AS 08.62.100

12 AAC 56.510. QUALIFICATION FOR VLCC LICENSE ENDORSEMENT. (a) An applicant for a VLCC endorsement must hold a valid marine pilot license and demonstrate special training or experience by documenting the following

(1) round trips:

(A) 20 round trips on a VLCC class vessel as a pilot observer over a pilotage route; or

(B) 10 round trips on a VLCC class vessel as a pilot observer over a pilotage route and completion of a VLCC ship handling course at a facility approved by the board; and

(2) experience:

(A) at least 15 dockings and 15 undockings as a pilot on VLCC class vessels; or

(B) 365 days of experience as master of a VLCC class vessel and completion of a VLCC ship handling course at a facility approved by the board.

(b) Under (a)(1) of this section, a round trip on a VLCC class vessel as a pilot observer must include two trip segments that either begin with an undocking or terminate with a docking. Dockings and undockings under (a)(1) of this section may be observed or actually performed by the applicant.

Authority: AS 08.62.040

AS 08.62.100

ARTICLE 7. GENERAL PROVISIONS.

Section

- 930. Quorum
- 940. Drugs and alcohol
- 950. Current address
- 960. Duties of pilots
- 963. Hours of duty
- 965. Incident report
- 970. Physical incapacitation
- 980. Registration of vessel agents
- 990. Definitions

12 AAC 56.930. QUORUM. (a) If the board administers an examination, two members of the board constitute a quorum.

(b) For the purpose of board meetings, hearings, and conducting all other board business, except examinations, a majority of the board constitutes a quorum.

Authority: AS 08.62.040

12 AAC 56.940. DRUGS AND ALCOHOL. (a) A deputy marine pilot or marine pilot licensed under this chapter may not consume alcohol or a controlled substance any time between 12 hours before going on duty and the conclusion of duty. If directed to do so for reasonable cause by the marine pilot coordinator or the United States Coast Guard, a pilot shall provide a breath sample to be tested for the presence of alcohol and a blood or urine sample to be tested for the presence of alcohol or a controlled substance.

(b) A pilot shall participate in a random drug testing program conducted according to the requirements of 46 C.F.R. 16 and 49 C.F.R. 40, as amended as of December 4, 1992.

(c) For the purposes of this section and enforcement of AS 28.35.030, the standard for intoxication for deputy marine pilots and marine pilots is .04 grams or more of alcohol per 210 liters of the pilot's breath.

(d) A deputy marine pilot or marine pilot is subject to disciplinary sanctions under AS 08.62.150 and AS 08.62.155 for

- (1) a violation of (a) or (b) of this section;
- (2) being under the influence of alcohol while on duty on a vessel; or
- (3) using a controlled substance listed in AS 11.71.140 - AS 11.71.190 at any time and documented by drug testing that meets the standards of (b) of this section.

(e) The board will, in its discretion, revoke the license of a pilot who has, since the date of initial licensure, received a second criminal conviction or disciplinary sanction for a drug or alcohol related incident as described in this section.

(f) A pilot shall report to the board any conviction of a crime involving that pilot's personal consumption of alcohol or a controlled substance or possession or illegal sale of a controlled substance. The department will, in its discretion, investigate each report and recommend to the board whether disciplinary action should be considered.

(g) Failure of a pilot to file a report with the board within 30 days after a conviction described in (f) of this section is grounds for disciplinary action under AS 08.62.150 and AS 08.62.155.

(h) A pilot shall provide a report to the marine pilot coordinator by January 31 of each year stating whether the pilot has participated in a random drug testing program during the previous year.

Authority: AS 08.62.040 AS 08.62.150 AS 08.62.155

12 AAC 56.950. CURRENT ADDRESS. A licensee shall maintain a current, valid mailing address on file with the division at all times. The latest mailing address on file for an active, inactive, or lapsed license is the address of the licensee for official communications, notifications and service of legal process.

Authority: AS 08.62.040

12 AAC 56.960. DUTIES OF PILOTS. (a) A pilot shall be on duty, at the conn, piloting the vessel at all times when the vessel is in transit or maneuvering in compulsory pilotage waters. A pilot at the conn may only be relieved for cause by the vessel's master or the officer in charge of the navigational watch when the master is absent from the bridge. The pilot may voluntarily relinquish the conn to a ship's officer, but may reassume the conn at any time.

(b) A passenger vessel in transit of compulsory pilotage waters not excluded under 12 AAC 56.110 must carry two pilots on board except during an entry transit between a pilot station and a harbor or anchorage within compulsory pilotage waters, or an exit from compulsory pilotage waters where the entry or exit transit is normally less than eight hours.

(c) A non-passenger vessel in a continuous transit of compulsory pilotage waters of Southeast Alaska that is expected to exceed eight hours must employ two pilots.

(d) If a vessel piloted by a state licensed pilot is involved in a collision, allision, or grounding, the pilot shall, no later than 72 hours after returning ashore after the incident, file with the marine pilot coordinator an incident report as described in 12 AAC 56.965. The marine pilot coordinator may investigate the reported incident.

(e) A pilot shall report to the Aids to Navigation office of the United States Coast Guard, all changes in lights, range lights, buoys, and any dangers to navigation that may come to that pilot's knowledge.

(f) A pilot who fails to make a report to the marine pilot coordinator as required by this chapter, is subject to the disciplinary provisions of AS 08.62.150 and AS 08.62.155.

(g) A pilot when so notified in writing shall report in person to the board at any meeting specified in the notice.

(h) A pilot summoned to testify before the board shall appear in accordance with the summons and shall answer, under oath, any questions asked which deal with any matter connected with piloting or the pilotage waters over which the pilot is licensed to act. The pilot is entitled to have an attorney or advisor present during any such appearance and testimony.

(i) A pilot on boarding a ship, if required by the master, shall exhibit his or her state license or photostatic copy of it.

(j) A pilot on board a vessel must be provided access to an operable radio on the bridge at all times to use on channel 16 VHF for safety purposes.

(k) A pilot organization shall report on a quarterly basis all pilotage performed by each pilot on vessels that were subject to AS 08.62. The report shall be submitted to the marine pilot coordinator electronic mail or on a 3.5" computer floppy diskette. The report must include the following elements and be formatted in the same order:

- (1) pilot name;
- (2) date of departure;
- (3) time of departure;
- (4) date of arrival;
- (5) time of arrival;
- (6) place departed;
- (7) place arrived;
- (8) vessel name;
- (9) vessel gross tons;
- (10) vessel IMO number;
- (11) vessel type;
- (12) waters transited;
- (13) trainee name;
- (14) training evolution; and
- (15) pilot association affiliation.

(l) Upon boarding a ship, a pilot shall conduct a briefing with the master or other appropriate deck officers. The briefing may include a discussion of the proposed route, including courses, speeds, and planned maneuvers, and a discussion of the squat and unique maneuvering characteristics of the vessel. The pilot may conduct additional briefings throughout the transit of compulsory pilotage waters.

Authority: AS 08.62.040 AS 08.62.160

Editor's note: For the purposes of 12 AAC 56.960, the marine pilot coordinator's mailing address and phone number are Marine Pilot Coordinator, Division of Corporations, Business and Professional Licensing, Department of Commerce, Community, and Economic Development, P.O. Box 110806, Juneau, AK 99811-0806; Phone (907) 465-2548. The Marine Pilot Coordinator's electronic mail address may be obtained by contacting the Division of Corporations, Business and Professional Licensing.

12 AAC 56.963. HOURS OF DUTY. A pilot may not be on duty for more than 15 hours in a 24-hour period or more than 36 hours in a 72-hour period, except in an emergency.

Authority: AS 08.62.040

12 AAC 56.965. INCIDENT REPORT. (a) The written incident report required by 12 AAC 56.960(d) must be in writing on the form provided by the department. All applicable sections of the form shall be completed. The required information shall be obtained as soon as the situation stabilizes and the pilot can dedicate his or her time and attention to providing the information.

(b) The report shall include

- (1) identification of the pilot;
- (2) date and time of the incident;
- (3) identification and description of the piloted vessel and its cargo;
- (4) identification of the vessel's master and agent;
- (5) a detailed description of the location of the incident;
- (6) a description of the weather and sea conditions at the time of the incident;
- (7) identification of all other persons and vessels involved in the incident;
- (8) identification of witnesses; and
- (9) an illustrated and narrative description of the incident.

Authority: AS 08.62.040

12 AAC 56.970. PHYSICAL INCAPACITATION. A pilot who is physically incapacitated as a pilot for a period of 90 days or more shall not return to active pilot service until submitting evidence to the board of a satisfactory physical examination.

Authority: AS 08.62.040(a) AS 08.62.040(b)

12 AAC 56.980. REGISTRATION OF VESSEL AGENTS. (a) A person may not act as an agent of a vessel subject to AS 08.62 unless the person is registered with the board. A person seeking to register as a vessel agent must submit an application on a form provided by the department and pay the registration fee set out in 12 AAC 02.240.

(b) A vessel agent registration must be renewed biennially. A vessel agent seeking renewal of registration must submit an application on a form provided by the department and pay the registration renewal fee set out in 12 AAC 02.240.

(c) If the vessel agent is a business entity rather than an individual, the vessel agent must provide the board with the name, address, and contact information for each individual who will be performing vessel agent functions on behalf of the vessel agent.

(d) An individual may not perform vessel agent functions for a vessel subject to AS 08.62 unless the individual is either

- (1) registered as a vessel agent; or
- (2) designated under (c) of this section as authorized to perform vessel agent functions on behalf of a business entity that is registered as a vessel agent.

(e) The vessel agent must immediately notify the board of any changes to the information required under this section.

(f) In this section, "person" has the meaning given in AS 01.10.060.

Authority: AS 08.62.040 AS 08.62.187

12 AAC 56.990. DEFINITIONS. (a) Unless the context indicates otherwise, in this chapter

(1) "agent" means a person listed on the register of vessel agents kept under AS 08.62.040(a)(3) that acts on behalf of the master, owner, or operator of a vessel with actual or apparent authority to secure pilotage services for the vessel, or to provide navigational and safety information to the operator of a pleasure craft that is seeking or has received an exemption from pilotage requirements under AS 08.62.180(b) - (e) and 12 AAC 56.115; in this paragraph, "person" has the meaning given in AS 01.10.060;

(2) "anchoring" means the evolution of maneuvers made to approach and anchor a vessel in an anchorage, beginning with the briefing of the maneuver to the training pilot and ending when the anchor is set and the scope of chain deployed;

(3) "applicant" means an individual who has applied to the department for a licensing action under AS 08.62 or this chapter;

(4) "apprentice" means an individual accepted into a marine pilot apprenticeship program approved by the board, under AS 08.62.093(b)(6) and 12 AAC 56.033;

(5) "area" means any port, restricted passage, cruise area, or pilotage waters of the inland or coastal waters of or adjacent to Alaska for which a pilot's license is required and a pilotage rate is established under AS 08.62 and this chapter;

(6) "at the conn" means to conduct or direct the maneuvering of a ship;

(7) "candidate" means an individual in any stage of the deputy marine pilot training or apprenticeship program who has not yet made application to the board for licensure;

(8) "compulsory pilotage waters" means those inland or coastal waters of or adjacent to Alaska defined in 12 AAC 56.090 and 12 AAC 56.100 where Alaska pilotage is required;

(9) "day" as used in the definition of year, means the same as "day" in 46 C.F.R. 10.103;

(10) "docking" means the evolution of maneuvers made to approach and secure a vessel at a berth, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secured at the berth and

(A) in the Southeastern Alaska Region, includes the approach from the navigation channel, anchorage, or mooring;

(B) in the Southwestern Alaska and Western Alaska Regions, includes the transit from the pilot station to the dock;

(11) "dredging an anchor" means to deploy and utilize an anchor while maneuvering a vessel to moor, anchor, or make secure at a berth;

(12) "fishing vessels" means vessels primarily engaged in the harvesting of fish, shellfish, marine mammals, pearls, shells, or marine vegetation for commercial purposes;

(13) "ice conditions" means ice exists in sufficient quantities to affect the maneuvering or navigation of the vessel;

(14) "incompetent" means the exercise of pilotage duties in a manner which endangers life or property or failure to exercise the requisite knowledge and skill required of a pilot;

(15) "laying to" means the temporary interruption of a vessel's transit for some special purpose that stops but does not anchor or moor the vessel;

(16) "maneuver" means to conn a vessel using one or any combination of propulsion and directional guidance, including the helm, engines, thrusters, tugs, other vessels, or anchors;

(17) "misconduct" means to knowingly violate a provision of AS 08.62, or regulations adopted under authority of AS 08.62, by a person during the course of that person's employment;

(18) "mooring" means the evolution of maneuvers made to approach and secure a vessel to a mooring buoy or buoys, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secured;

(19) "movement" means a docking or undocking, mooring or unmooring, a transit to or from a pilot station, coming alongside an anchored vessel, or anchoring a vessel;

(20) "night" means the period of time between the end of civil twilight when the sun is six degrees below the horizon after sunset and the start of civil twilight when the sun is six degrees below the horizon before sunrise;

(21) "on duty" means being at the conn or assisting the master or navigational officer;

(22) "round trip" is a vessel's passage through a body of water from the entrance or end of navigation to the other entrance or end of navigation and return;

(23) "service" as used in AS 08.62.093(b) and 12 AAC 56.012, means the time spent on duty on a vessel that is underway;

(24) "standing by" means the time during which a pilot is dispatched to a vessel and is waiting to go on duty to perform pilotage service; "standing by" includes time onboard the vessel, or on shore if the vessel's owner, master, or agent has scheduled a pilot to be available for pilotage duty;

(25) "state licensed marine pilot" or "state marine pilot" means an individual who holds an Alaska license issued under AS 08.62 and this chapter;

(26) "territorial seas" has the meaning given that term in 33 C.F.R. 2.05 - 5(a) (revised as of December 15, 1995);

(27) "trainee" means an individual who has met the requirements of AS 08.62.093(a)(1) and (b)(1) - (5), holds the applicable federal pilotage endorsement, passed the deputy marine pilot core examination described in 12 AAC 56.070(e), and has been accepted by a pilot organization into its training program for the purpose of obtaining supervised vessel movements required for licensure;

(28) "transit" is a vessel's passage through a body of water, from one entrance or end of navigation to the other entrance or end of safe navigation;

(29) "underway" means that a vessel is not at anchor, moored, or made fast to the shore or aground;

(30) "undocking" means the evolution of maneuvers made to depart a berth, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate; in the Southwestern Alaska and Western Alaska Regions, "undocking" includes the transit from the dock to the pilot station;

(31) "unmooring" means the evolution of maneuvers made to depart a mooring, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate;

(32) "very large crude carrier" or "VLCC" is any tank vessel of 60,000 gross tons or greater;

(33) "weighing anchor" means the evolution of maneuvers made to depart an anchorage, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate;

(34) "year" as used regarding years of service under AS 08.62.093(b)(1) - (4) has the meaning given in 46 C.F.R. 10.107;

(35) "for cause" means due to incompetence or misconduct;

(36) "active port" means a port at which commerce is conducted;

(37) "board approved simulator" means a Class A full-mission bridge simulator;

(38) "bridge simulator course" means a course approved by the board and conducted using a board approved simulator;

(39) "the state's coastline" means the line of ordinary low water along that portion of the coast which is in direct contact with the open sea and the line marking the seaward limit of inland waters.

(b) As used in AS 08.62.160, "navigating" means underway, except that it is not to be construed to require more than one state licensed marine pilot for the combination of a tug and a vessel under tow.

(c) As used in 12 AAC 56.018, 12 AAC 56.019, and 12 AAC 56.029, "vessel movements" includes movements performed as the pilot on duty, or movements performed while supervised and documented by a training pilot.

(d) As used in AS 08.62.165(a), "pilotage services" includes supervision and evaluation of a trainee, apprentice, deputy marine pilot, or marine pilot by a marine pilot holding a training pilot endorsement issued under 12 AAC 56.016.

(e) As used in AS 08.62.140, 08.62.180, and 12 AAC 56.115, "overall length" and "length overall" means the horizontal distance between the forward-most and after-most points on the hull, excluding fittings and attachments.

Authority: AS 08.62.040 AS 08.62.160

Editor's note: Information on Standards for Certification of Class A Simulator Systems described in 12 AAC 56.990(37) may be obtained by contacting Det Norske Veritas AS, Marine Technology and Production Center, Competence Operation and Management, Veritasveien 1, 1322 Hovik, Norway; telephone: + 47 67 57 99 00; fax: + 47 67 57 99 11; website at <http://www.dnv.com>.



Converter Protection

In the case of an overcurrent or short-circuit at the converter, the converter's own current measuring system will immediately block the firing pulses and trip the propulsion transformer CBs. A further thyristor protection circuit monitors the thyristor current and will also initiate firing pulse blocking and propulsion transformer CB tripping. These two independent systems provide system protection in addition to the breaker's own protection equipment described in Section 3.3, Main Switchboard Control and Operation.

Speed Control

The requested speed signal is compared to the actual motor speed and the motor supply frequency. This produces a torque reference signal to which any limitations are applied. The torque limitations are applied in order of their importance at that instance. When acceleration is required, the ramp function generator produces a reference input to the speed controller.

The acceleration ramps used are either classed as normal or emergency.

Normal:

- 0-20 rpm: 20 seconds
- 0-40 rpm: 38 seconds
- 0-60 rpm: 120 seconds
- 0-80 rpm: 455 seconds
- 0-100 rpm: 1,075 seconds

Emergency:

- 0-20 rpm: 20 seconds
- 0-40 rpm: 38 seconds
- 0-60 rpm: 85 seconds
- 0-80 rpm: 265 seconds
- 0-100 rpm: 535 seconds

Speed Measurement

There are two sets of proximity sensors mounted on each propeller motor shaft non-drive end, called the encoders (often referred to as resolvers). One transmits signals to the two half motor control systems, where the speed is calculated. The speed measurement signals are not actually used for speed control, the motor voltage frequency is used for this function. See illustration 4.3b for the encoder configuration.

Astern Direction Running

When the speed levers are moved to the astern direction (minimum of 10.12 rpm), the excitation is changed to the reverse direction automatically. The thyristors are fired in a reverse sequence and the motor accelerates to the new speed.

If the motor is already running in an ahead direction and the levers are moved to an astern direction, a slightly different operation sequence is carried out. As the ship is moving forward, the wash on the propeller causes the motor to initially act as a generator. The line side thyristor bridge acts as an inverter and supplies the network with power. Limitation will be applied according to the speed of the ship power produced and the load on the ship's network (and to a lesser extent, the allowed reverse power on the main generators - 5%).

The motor shaft is now slowed down by the effect of the braking load. When the motor reaches zero rpm, the thyristors are fired in the reverse direction sequence and the motor starts to accelerate to the new astern speed setting. The maximum PEM torque allowed in the astern direction is 66%.

A crash stop manoeuvre is defined as pulling the propulsion telegraph levers from an ahead position directly to the full astern position without pause, while the ship is under way in the original direction. If a crash stop is required, the operator moves the propulsion telegraph levers of the control station currently in control, from their original position to the full astern position. The propulsion system operates as follows:

- a) The propeller shaft will decelerate from the original speed to zero rpm. A negative torque is applied to the propeller (the propeller is driven by the backwash and braked by the propulsion motor). The shaft speed is still positive but power is negative. Power is taken from the propeller and delivered to the electrical network, i.e. the motor acts as a generator. The shaft speed decreases and the torque and power are reduced to zero.
- b) At zero rpm, the rotation direction will be changed. The motor accelerates to full astern speed also using higher torque and power limitations than normal.
- c) From the data recorded on trials, Ruby Princess reduced speed from full speed ahead to full astern in a time of 293 seconds, with both starts in operation.

Propulsion Faults

Any propulsion fault which occurs will be detected by the control and monitoring system. Faults will be signalled via the IMACS and the drive control panel on the converter drive control cubicles. Dependent on the fault, one or more of the following actions will occur:

- Alarm
- Propulsion transformer supply CB trip
- Converter stop - firing pulses blocked
- Half motor stopping
- Excitation CB opens
- Safety or torque limitation

Audible alarms accompany these faults locally and remotely at the control stations and via the IMACS. The faults may be reset from the remote control systems or locally depending on the fault. Selective fault management is carried out to ensure that sensor faults do not jeopardise the operation of the propulsion system. This is achieved by monitoring the signal consistency from sensors such as PT100 temperature probes and 4-20mA circuits.

The converter drive control checks the temperatures of its own half motor system by monitoring the PT100 sensors fitted throughout the system components. Each temperature sensor has an alarm and tripping threshold initiating either a torque limitation or trip. All system temperatures are available via the converter local control maintenance panel or via the IMACS propulsion mimics.

Half Motor Operation

If the 'slave' half motor fails, the master half motor will continue in operation. If the 'master' half motor fails then the shaft will be shut down.

For half motor operation when starting propulsion, the required half motor's ECR selector switch and the excitation switches must be set accordingly.

To operate a half motor, the converter cooling unit on the non-operating converter must be running to prevent the possibility of a short-circuit. To operate a half motor without the converter cooling unit running on the non-operating half motor's converter, the converter motor isolator switch must be open and the earthing switch engaged.

Torque will be limited to 50% when running in half motor mode unless the selector switches are set correctly; in this case torque will be raised to 55%.

Emergency Stops

Propulsion port and starboard PEM's emergency stop pushbuttons are fitted at the following locations:

- At the local control panel
- At the ECR control panel
- At the bridge control panel
- At the bridge wings control panels
- At the converter control panels in the PEM room

When an emergency stop pushbutton is pressed, the thyristor bridges' firing is blocked and both half motors' supply circuit-breakers trip.