



# ON STATION

The Newsletter of the American Pilots' Association

June 15, 2024

Page 1

## MARYLAND PILOT'S QUICK AND DECISIVE ACTIONS SAVES LIVES

On March 26th, the M/V DALI, a 947-foot-long cargo vessel transiting out of Baltimore Harbor, lost electrical power, propulsion, and steering and drifted into the southern pier supporting the central truss spans of the Francis Scott Key Bridge. The bridge collapsed taking the lives of six bridge construction workers and injuring one crewmember of the DALI.



A View of the M/V DALI after alliding with the Francis Scott Key Bridge in Baltimore Harbor

The DALI was being piloted by a senior pilot from the Association of Maryland Pilots with an apprentice pilot onboard as well. The pilot's decision to quickly alert the authorities to close the bridge has been recognized as critical in saving countless lives.

The National Transportation Safety Board (NTSB) Marine Investigation Preliminary Report

*"I also want to express the Committee's appreciation to the harbor pilot and Maryland Transportation Authority police officers who saved countless lives by closing the Key Bridge prior to the incident, and to all first responders involved."*

*- Chairman Sam Graves (R-MO)*

indicates that the DALI was transiting slow ahead when it lost power at about 3 ship lengths from the bridge. Approxi-

mately 4 minutes later, the DALI struck the bridge. Preliminary reports are that at the time DALI lost power the ship was making approximately 9 knots with the rudder amidships. The pilots gave rudder commands, called for tug assist, ordered the anchor dropped, and called pilot dispatch to close the bridge—all within two minutes. The pilots also made a broadcast marine traffic call to warn all waterborne traffic. As a result of these quick and decisive actions, the bridge was closed in under 3 minutes. Tragically, six bridge construction workers perished in this tragedy, but, if not for the quick decision to close the bridge, more lives would have been lost. One bridge worker and an inspector on the bridge survived.

In addition to the on-going investigation by NTSB, which is the lead federal agency for the marine casualty to determine the cause of the accident investigation, the U.S. Coast Guard (USCG) launched a Ports and Waterways Safety Marine Board of Inquiry in order "to evaluate critical port infrastructure posed by larger commercial vessels and increased traffic density."

There has also been significant Congressional interest in this event including a House Transportation and Infrastructure hearing on the federal response to this incident in May.

APA will monitor federal and Congressional efforts related to the DALI allision to ensure that pilot and navigation safety issues are adequately accounted for in the federal response, and efforts to prevent similar tragedies from occurring in the future.

*"It was key when the pilots reached out to the dispatcher who called MDTA police. It was a very quick notification to shut operations down on the bridge. Everyone involved in that, it was a heroic effort."*

*-Hon Jennifer Homendy, NTSB*

*"Due to the rapid notification of the ship's loss of power by the pilot onboard M/V DALI, the Maryland Transportation Authority quickly halted automobile traffic on the bridge immediately before the allision."*

*- VADM Peter Gautier, USCG*



# AMENDMENTS TO PILOT TRANSFER REGS CLEAR KEY HURDLE

Pilot Transfer Arrangements (PTA) safety has long been a priority for APA but following the tragic events of December 2019 when Captain Dennis Sherwood (Sandy Hook Pilots) was killed using a combination trapdoor arrangement, APA redoubled efforts. In addition to working with pilot groups, commissions, Coast Guard, and shipping companies, APA also worked with the International Maritime Pilots Association (IMPA) as it began the long process of amending the PTA regulatory scheme at the International Maritime Organization (IMO).

At the 11th Session of IMO’s Subcommittee on Navigation, Communications, and Search & Rescue (NCSR 11), held June 4-13, deliberations concluded on amendments to SOLAS reg V/23 and the associated Performance Standards. APA President, Capt. Jorge Viso, served on the IMPA Delegation, and APA Executive Director-General Counsel, Clay Diamond, served on the U.S. Delegation, which is led by the Coast Guard.



Left to Right: Captain Viso, Captain Adam Roberts (Australia), Matthew Williams (IMPA Secretary General), Clay Diamond, and Captain Simon Pelletier (IMPA President)

While NCSR 11 finalized text of the amended SOLAS V/23 and the Performance Standards, both must be approved by IMO’s Maritime Safety Committee in December 2024 (MSC 109), and then adopted by MSC 110 in June 2025. In addition, because SOLAS is an international instrument that introduces mandatory requirements for the world’s shipping, it is subject to a strict diplomatic 4-year approval cycle. As such, even though the new SOLAS V/23 & Performance Standards will be adopted MSC 110 in June 2025, the new regulatory scheme for PTA will not “enter into force” until January 1, 2028.

Because of this unavoidable delay in the entry into force of the amended SOLAS V/23 and Performance Standards, IMPA, assisted by the U.S. and a number of other country delegations, led the charge at NCSR 11 for the approval of a Circular urging governments around the world to **voluntarily implement the requirements** of the amended SOLAS V/23 and Performance Standards prior to the formal entry into force date.

Below is a broad overview of the changes to the international regulatory scheme governing PTAs:

- All PTA provisions are now MANDATORY (the current IMO regulatory system consists of mandatory SOLAS V/23 provisions, along with voluntary recommendations contained in IMO Assembly Resolution, A.1045(27)).
- The amended SOLAS V/23 will be limited to fundamental PTA provisions, including application dates.
- A “performance standard,” which will be referenced in SOLAS regulation V/23, covers the detailed mandatory technical requirements for PTAs.



Left to Right: Clay Diamond, John Stone (USCG V/23 Advisor), Kevin Kiefer (Head of U.S. Delegation), and Dave Lewald (USCG V/23 Advisor)

A number of significant improvements to the existing PTA safety regime have been achieved, including:

- Application to existing ships with no “grandfather clause”;
- Application to SOLAS and Non-SOLAS ships;
- Third Party Type approval of pilot ladders, manropes and means of securing pilot ladders at intermediate lengths;
- The requirements for combination trapdoor arrangement have been clarified and strengthened;
- A maximum service life for pilot ladders and manropes, including spares, of 36 months from the date of manufacture;
- The requirements for securing pilot ladders at intermediate lengths have been strengthened;
- The “pilot mark” on the side of ships, which is currently not mandated, has been made mandatory;
- The breaking strength of strongpoints, shackles and securing ropes has been increased from 24 kN to 48 kN; and
- The right of pilots to refuse to use an unsafe or noncompliant PTA is included in the regulatory scheme.

Nearly four years of research, planning, and strategizing went into this successful outcome. We sincerely thank IMPA President, Captain Simon Pelletier, and Secretary General, Matthew Williams, for working closely with APA over this time, but more importantly for their leadership and expertise in shepherding these important IMO regulatory amendments and the new PTA performance standards through the always-challenging IMO process. We also want to recognize the U.S. Coast Guard for its strong support for U.S. pilots, the enhanced safety of PTAs, and for working closely with APA and listening to our advice prior to, and during, NCSR 11.

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

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

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





### APA PARTICIPATES IN IMPA CONGRESS

APA and member pilots were well represented at the recent IMPA Congress held in Rotterdam, Netherlands April 21—26, 2024.



Captain Viso Speaking to IMPA Congress

Captain Jorge Viso, APA President, participated in a meeting of IMPA Advisors before the Congress. This group advises IMPA President, Captain Simon Pelletier, as well the IMPA Vice Presidents on a variety of topics, including pilot transfer safety and Engine Power Limiters. Captain Viso also provided a report on U.S. pilotage issues

of interest to the other addressed the IMPA Congress on APA pilotage issues of international interest.

APA leadership and members served as subject matter experts on several panels. Captain Clint Winegar, APA Vice-President and Houston Pilots Presiding Officer, Captain Anne McIntyre, retired Columbia River Pilot and Executive Director of San Francisco Bar Pilots, and Clay Diamond, APA Executive Director-General Counsel all served on various panels during the IMPA Congress.



Capt John Carlier captivates Capt. Viso, Clay Diamond, and Capt Winegar during a break

Captain Winegar was part of a panel addressing



Captain Winegar Addresses Engine Power Limiter Issues

safety of navigation concerns raised by recent environmental regulations. Specifically, Captain Winegar addressed the challenges with engine power limiters and navigating in restricted pilotage waters. Captain Winegar addressed how engine power limiters were negatively impacting port operations in Houston and how the Houston Pilots

worked with local Coast Guard to establish a local policy on engine power limiters that helped address immediate navigation safety concerns in the Houston ship channel. This and other local policies would help to inform a national Coast Guard policy developed with the help of the APA.



Captain McIntyre Discussing Recruitment Issues in Piloting

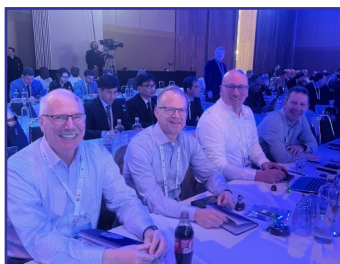
Next, Captain McIntyre spoke and was part of a panel addressing recruitment challenges faced by the maritime industry. Captain McIntyre shared her experiences as the first female pilot on the Columbia River as well as being among the first generation of women admitted to maritime academies. Captain McIntyre’s presentation elicited thoughtful

discussion and follow on questions, both during and after the panel.

Finally, Clay Diamond, Executive Director—General Counsel addressed the Congress on how to successfully advocate for pilotage at the federal and state level. Clay addressed the differences, in terms of strategy, approach, and coalition building when



Clay Diamond Talks Pilot Advocacy



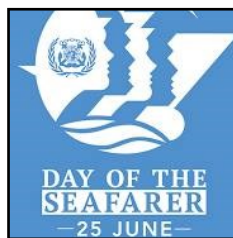
Capt. Ivan Carlson, Capt. Eric Klapperich, Capt. Pat Kelly, and Capt. Matt Hannuksela.



Capt. Michael Bopp, Capt. Dan Jordan, Michael Haglund, and Capt. Jorge Viso.

addressing federal and local legislators as well as federal, state, and local regulatory bodies on pilotage and pilot related interests.

The Congress was well attended by numerous APA members. The next congress is planned for August 23-28, 2026 in Bali, Indonesia.



### DAY OF THE SEAFARER 2024

On June 25, join the IMO in celebrating the “Day of the Seafarer.” This day offers an opportunity to the 1.5 million seafarers worldwide who are an essential component in world trade, keeping the economy moving and delivering the goods and fuels that the world uses. Pilots are instrumental in the first and final leg of these voyages. This year’s focus is a safer maritime workplace.



## MERCHANT MARINER CREDENTIALING UPDATES

The National Maritime Center (NMC) is in the middle of its spring surge. Historically, the spring months are the busiest time of the year for the NMC. While the APA has received positive reports of the NMC's ability to process new credentials at a faster rate thanks to the new format and printers, APA encourages member-pilots to apply for renewal early.

**Specifically, APA recommends that pilots *apply at least 90 days in advance for your MMC and you can apply up to 8 months early with no changes between expiration and renewal dates.***

Keep in mind, due to technological challenges at the NMC, APA has been told that it can take several weeks just to in-process an application.

Finally, when member-pilot groups are working on local pilotage issues (e.g., description of pilotage routes, number of round trips, etc.) with OCMI's, any conclusions/decisions should be documented in writing, such as a memo, or it is unlikely the NMC will honor any OCMI-approved exception or deviance.

## NATIONAL MERCHANT MARINE PERSONNEL ADVISORY COMMITTEE MEETING

The National Merchant Marine Personnel Advisory Committee (NMERPAC) held its Seventh Meeting at Compass Courses in Edmonds, WA March 26-27, 2024. The meeting was attended by APA Deputy Director—Associate General Counsel Brendan O'Shea as well as Puget Sound Pilot, Captain Scott Coleman. Congratulations to Captain David Berault, Mobile Bar Pilot, for his recent appointment to NMERPAC for the marine pilot position.

The biggest item discussed is the on-going review of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) and the accompanying STCW Code. The STCW Code establishes basic requirements on training, certification, and watchkeeping for seafarers on an international level. The U.S. Coast Guard will now be gathering input on the areas of the Convention and Code that should be amended in advance of the request by the International Maritime Organization (IMO). NMERPAC plans to hold an intercessional meeting on June 25-26 to begin work on this important task.

As part of NMERPAC's review of STCW—and the accompanying STCW Code, NMERPAC plans to address advances in technology, such as the use of simulators as training as well as substituting for sea-time. The USCG has initiated a Maritime Simulator Study to make recommendations for the granting of sea service equivalencies for simulator based training.

## NATIONAL MERCHANT MARINER MEDICAL ADVISORY COMMITTEE MEETING

The National Merchant Mariner Medical Advisory Committee (NMEDMAC) held its Seventh Meeting at Texas A&M Maritime Academy at Galveston, TX June 5-6, 2024. Captain Elizabeth ("Beth") Christman, Association of Maryland Pilots is the current marine pilot member and was recently elected as vice-chair of the committee. The meeting was also attended by APA Deputy Director—Associate General Counsel Brendan O'Shea as well as JJ Plunkett, Port Agent & Chief Operating Officer, Houston Pilots.

The items NMEDMAC focused on were review of the 1978 STCW Convention and Code Seafarer Medical Standards, Directed Review and Revision of COMDTINST M16721.48, Merchant Mariner Medical Manual, and Recommendation for Seafarer Training Requirements in Mental Health and Women's Health.

NMEDMAC will provide feedback to the U.S. Coast Guard to identify any gaps and needed revisions for the international maritime medical standards. Additionally, NMEDMAC is reviewing the Merchant Mariner Medical Manual. The biggest changes being discussed involve providing additional clarity and guidance for when a medical practitioner must have an applicant undergo a demonstration of physical ability.

APA will continue to monitor NMERPAC and NMEDMAC for items of interest to pilots and engage as necessary.

### DON'T FORGET THE APA PAC FUND

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



## SAFETY CHAIR, CAPTAIN SAMUELL “PILOT OVERBOARD (POB) DETECTION”

Pilot boat operators and crew rely on visual detection to ensure safe pilot transfer. The pilot transfer begins with the pilot safely on the deck of the ship and concludes with the pilot securely inside the pilot boat’s house (or vice versa). What happens when the pilot can’t be seen during this transition and the pilot falls overboard (POB)? Are there procedures in place to detect when the transfer is complete, ensure the pilot is not in the water, and determine the precise location of the pilot (if needed)?

When pilot transfers are done by helicopter hoist, specific communications procedures are in place. The pilot is constantly “in view” of the hoist operator and the hoist operator is in constant radio communication with the helicopter pilot. Industry-specific, standardized, time-sensitive code words are in place to ensure the helicopter pilot knows exactly where the pilot is at all times. On the marine side, not all pilot transfer operations adhere to the same communication standard. Couldn’t the safety of pilot transfers via pilot boat benefit from a similar method of communications used in helicopter hoist transfers?

Another layer of POB detection to consider is electronic notification. Personnel Locator Beacons (PLBs) not only provide a means of geolocation of the pilot, but they can be a back-up method to notify the pilot boat operator of a pilot in the water. This is extremely important when visual detection becomes impeded by weather, sea state, darkness, etc...

Selecting the right PLB for specific pilotage areas is critical. There are several factors to consider. Search and Rescue (SAR) assets from the pilot association and government (federal, local) should be considered. If FLIR cameras are used to assist POB detection, are the PLBs (or something else the pilot wears) fitted with an IR light to facilitate this type of detection? PPU software developers are investigating methods to assist in POB detection. By notifying pilots/PPUs on ships in the vicinity when a POB is detected, SAR efforts can utilize the higher line of sight and extra sets of eyes to locate the POB.

Finally, training in the use of these detection methods (visual and electronic) is paramount. Regular POB training drills can be useful in testing equipment, procedures, and educating all involved in the process. It can also facilitate coordination with governmental SAR teams so in the event of a real POB, detection and recovery are successful.

Pilot transfer operations are inherently and, to some extent, unavoidably dangerous. All of us should continually look for ways to improve safety procedures, including POB detection.



## HELLO FROM PORTLAND, ME

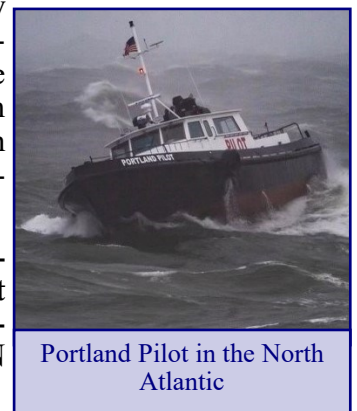
Portland Pilots, Inc. is a small pilot group, established in 1925, that currently has four licensed pilots who all sailed deep sea on crude, product, and chemical tankers with

a newly licensed pilot is expected to go into rotation in late 2024. We also have one apprentice in training and hope to grant a license in early 2025. Both new pilots are expected to replace our two long-standing pilots, who will retire in late 2024 and 2025. Portland Pilots also employs three full-time boat operators, and a full-time office administrator.

Although Portland is Maine’s largest port, it is considered a “small port” as defined by USACE. Portland Pilots service around 300 vessels each year, a third of which are passenger vessels arriving between May and November, with September and October being the busiest months. The remaining traffic consists primarily of product tankers, feeder container ships, bulk cargo ships, and less than five Suezmax crude oil tankers per year (down from approximately 25 per month in 2010), which discharge to the Portland-Montreal Pipeline. Despite a decrease in crude oil tanker traffic, the Portland-Montreal Pipeline accommodates vessels up to 50’ draft, a slight reduction from the recent previous maximum of 52’, due to minor silting alongside the berth.

Portland Pilots operate two pilot boats, a 65’, single screw, 55-year-old, ice class, steel hulled vessel named “Portland Pilot”, and a 53’, 19-year-old aluminum hulled, twin screw vessel named “Spring Point”. Both boats were built by Gladding-Hearn Shipbuilding, Duclos Corporation, in Somerset, Massachusetts. The “Portland Pilot” underwent an extensive shipyard period in 2018-19, to continue use of the vessel. Though old, she is an exceptional heavy weather boat, which proves necessary, as we have seen significantly stronger and more frequent storms over the past several years, with seas at the pilot station often exceeding 20’ during the winter months.

**NOTE: These spotlights on local pilot groups will be a recurring feature in ON STATION.**



Portland Pilot in the North Atlantic



# APA NEWS

## IT'LL BE A FISHIN' GOOD TIME



We are excited to offer a new event to help kick-off the Biennial Convention...an exhilarating and enjoyable Inland Fishing Event! With the help of Captain Michael Bopp (President, Crescent River Port Pilots' Association), we have arranged a day of adventure out on the water departing from Boudreaux's Bayou Fishing Camp. This event is open to all regardless of experience.

Date: Sunday, October 20, 2024

Time: 0430 Departure from Four Seasons Hotel  
0530 to Early Afternoon: Inland fishing  
1430 – Lunch at Fish Camp  
1630 – Bus leaves for Four Seasons Hotel

Cost: \$600 per person. Includes round-trip transportation, breakfast, boat charter, snacks/drinks/beer, and lunch cooked onsite after returning to camp.

Deadline to Register: August 30, 2024 (Registration limited to the first 40 responses.) Registration after that will be on an "as available" basis.



Clay Diamond ready to do "Whatever is Necessary" for this year's Admiral Cup

### HIT EM STRAIGHT BUT WATCH THE GATORS!

Don't forget about the always popular APA Golf Tournament to be held at Bayou Oaks at City Park on Sunday, October 20th. We have been assured that there are no alligators — over 4 feet long — on the course!



### 2024 APA BIENNIAL CONVENTION New Orleans, Louisiana

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

Pre-convention activities will include the Biennial APA Golf Tournament Sunday, a Fishing Outing at Shell Beach, and the opening of the registration and the hospitality suite on October 20<sup>th</sup>.

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

On Tuesday, October 22<sup>nd</sup>, the Convention officially opens and runs through Friday, October 25<sup>th</sup>. The Suppliers' Exhibition will be on Wednesday and Thursday.

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

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

Updated APA Convention information will also be available in the near future on our website: [www.americanpilots.org](http://www.americanpilots.org).

### ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.

The following pilots associations announced new officers:

- ♦ Pilots' Association for the Bay and River Delaware: **Captain David K. Cuff** (President), **Captain Robert W. Bailey III** (PA Director), **Captain J. Troy Selph** (DE Director), **Captain Dennis S. Cluff** (PA Director), **Captain Daniel E. MacElrevey** (DE Director), **Captain Kevin L. Barrow** (Secretary-Treasurer).
- ♦ The Virginia Pilot Association: **Captain J.W. Whiting Chisman** (President), **Captain Frank M. Rabena** (Vice-President), **Captain E. Waightstill Avery** (Treasurer), **Captain Kevin D. Hartz** (Asst Vice President), **Captain Karen H. Smith** (Secretary).