A MESSAGE FROM THE PRESIDENT

The ten year old e-navigation movement seems finally to have reached a point, at least at the IMO, where work is beginning on some guidelines and standards for navigation technology and communication systems of value to mariners and ship operators. If all goes well, in the relatively near future reports required by shore authorities will be transmitted from ships automatically, data in standardized formats will be shared seamlessly among the navigation components on the bridge, and information available on the bridge will be more reliable, accessible and usable. That’s the good news.

The bad news is that some foreign shore-based interests working under the cloak of “e-navigation” continue to promote foolhardy schemes to change fundamentally the way in which ships are navigated. We have discussed many of these at APA meetings and in this newsletter: such things as unmanned ships, route-exchange, sea traffic management, and “monitoring” navigators.

Whether called MUNIN, MONA LISA, AC-CSEAS or some other too-clever acronym, each of these projects has the goal of significantly reducing or even eliminating the role of shipboard humans in controlling the movement of the ship. The underlying belief is that navigation should not be left to mariners, but instead should be actively conducted by shoreside bureaucrats in VTS centers connected to onboard computers. Related to this basic idea is an overestimation of the ability of a software-generated, predefined voyage plan (now called a “route”) to make safe navigation decisions in a dynamic and constantly changing operating environment.

The entities promoting these ideas are mostly Northern European government authorities well-known as unfriendly to pilots. They are joined by a cottage industry of consultants and academics who have received funding for test-bed projects. The projects are showcased at so-called “e-Navigation Underway” conferences. The flagship e-Navigation Underway conference is held every winter aboard a passenger ferry in Scandinavia. Now, satellite versions are being held elsewhere, including one last April in California and one scheduled in New York this coming September. I am disappointed that U.S. maritime academies agreed to host these conferences, apparently unaware that the objectives of the conferences seem to be contrary to the interests of the students and alumni of the academies.

Objections to, or even questions about, these ideas are typically met with the response that anyone who doesn’t approve must be technologically unsophisticated or simply afraid of new ideas. We must not be reluctant to express our disagreement, however. Pilots know much more than these people do, not only about navigation, but also about advanced navigation technology. The APA and its member pilots have always been the leaders in applying new technology and information resources to the practice of navigation. For example, APA pilots were primarily responsible for the introduction of bridge-to-bridge radiotelephones; we worked closely with NOAA in implementing the Physical Oceanographic Real-Time System (PORTS®); and, of course, APA pilots have been in the forefront of the development of portable electronic navigation units – the most advanced e-navigation tool in use in the maritime industry.

In all of these applications of new technology and information resources to vessel navigation, we pilots have been creative and innovative; but we have also been careful and prudent. All segments of the e-navigation movement would be wise to follow the same approach.
The latest e-Navigation Underway conference was held from January 27-29 aboard the ferry M/V Pearl Seaways, sailing from Copenhagen to Oslo and back. The theme for this conference was “The Implementation Phase?” Paul Kirchner, APA Executive Director-General Counsel, and Bill Cairns, APA Navigation Technology Advisor, attended representing the APA and the interests of pilots, joining 150 other attendees.

The conference’s highlight occurred on the first day when Captain Simon Pelletier, President of both IMPA and of the Canadian Marine Pilots’ Association (CMPA), gave the conference’s keynote address. The title of Captain Pelletier’s speech was “e-Navigation Implementation: A Practitioner’s Perspective.” He stressed that the original intent of e-navigation was not to encourage the introduction of new technology or to usher in a new way to navigate vessels, but rather to assist mariners by ensuring that technology is integrated in a practical and user-friendly way.

(continued on page 5—see “e-Nav Underway”)

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 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.

NCSR Subcommittee Meets

The second session of the IMO’s Subcommittee on Navigation, Communications and Search and Rescue (NCSR) was held from March 9 to 13 at the organization’s headquarters in London. APA President Captain Mike Watson participated as a member of the IMPA delegation, and Executive Director-General Counsel Paul Kirchner was a member of the U.S. delegation.

Although the e-navigation agenda at the session was light, the Subcommittee adopted a “Guideline on Software Quality Assurance and Human Centred Design for e-navigation.” The Guideline will be sent to the Maritime Safety Committee for its approval in June. As stated in the preface to the Guideline, the intent is “to ensure that software trustworthiness and users’ needs are met through the application of Software Quality Assurance and Human Centred Design in the development of e-navigation systems.” An important component of the Human Centred Design process envisioned in the Guideline will be Usability Testing.

HTW 2 Agrees to Review Fatigue Guidelines

The Sub-Committee on Human Element, Training and Watchkeeping (HTW) held its 2nd session from February 2 to 6. Clay Diamond, APA Deputy Director-Associate General Counsel, was on the U.S. delegation. Captain Andrew McGovern (New Jersey-Sandy Hook Pilots) was also on the U.S. delegation in his capacity as chairman of the Merchant Marine Personnel Advisory Committee.

HTW2 took a number of actions of interest to pilots, including: (1) revision of the model course on “Maritime English” (a course applicable to foreign vessels visiting U.S. ports), (2) endorsement of a circular related to ECDIS training; and (3) agreement on the need for more emergency situation training for cruise ship crewmembers.

From the pilots’ perspective, however, a significant decision taken by HTW2 was the initiation of a review of the IMO guidelines on fatigue. The current IMO fatigue guidance is contained in MSC/Circ. 1014, issued in 2001. This “circular” consists of general fatigue information applicable to marine transportation and also contains 9 “modules” each of which is directed at a particular group of people who have vessel safety functions, including pilots. This review is expected to take place over the next two years during the meetings of HTW3 and HTW4.
LEADERS OF KEY HOUSE SUBCOMMITTEE REMAIN, BUT LOTS OF NEW FACES

While the 2014 mid-term elections resulted in an increased majority for House Republicans, the chairman and ranking member of the Subcommittee on Coast Guard and Maritime Transportation (CG&MT) will remain in place for the 114th Congress. Rep. Duncan Hunter (R-CA) is Chairman, and Rep. John Garamendi (D-CA) is Ranking Member.

CG&MT is the House subcommittee generally of most interest to the maritime sector, including pilots, not only because this subcommittee oversees the Coast Guard, but also because most legislation impacting the marine industry and mariners would likely originate with, or be reviewed by, CG&MT.

While the CG&MT leadership remains steady, there are a number of new subcommittee members. There are five new Republicans, and one new Democrat on the fifteen person oversight body. The composition of the CG&MT is shown below.

114th Congress - House Subcommittee on Coast Guard and Maritime Transportation

**Republicans**
- Duncan Hunter (R-50th/CA), Chairman
- Don Young (R-At Large/AK)
- Frank LoBiondo (R-2nd/NJ)
- Bob Gibbs (R-7th/OH)*
- Mark Sanford (R-1st/SC)
- Garrett Graves (R-6th/LA)*
- Carlos Curbelo (R-26th/FL)*
- David Rouzer (R-7th/NC)*
- Lee Zeldin (R-1st/NY)*

**Democrats**
- John Garamendi (D—3rd/CA), Ranking Member
- Elijah Cummings (D-7th/MD)
- Corrine Brown (D-3rd/FL)
- Janice Hahn (D-44th/CA)
- Lois Frankel (D-22nd/FL)
- Julia Brownley (D-26th/CA)*

* New to Subcommittee

114th Congress - Senate Subcommittee on Oceans, Atmosphere, Fisheries, and Coast Guard

**Republicans**
- Sen. Marco Rubio (R-FL), Chairman
- Sen. Roger Wicker (R-MS)
- Sen. Kelly Ayotte (R-NH)
- Sen. Ted Cruz (R-TX)
- Sen. Dan Sullivan (R-AK)*
- Sen. Ron Johnson (R-WI)*

**Democrats**
- Sen. Gary Peters (D-MI),* Ranking Member
- Maria Cantwell (D-WA)
- Sen. Richard Blumenthal (D-CT)
- Sen. Brian Schatz (D-HI)
- Sen. Edward Markey (D-MA)

* New to Subcommittee

NEW MAJORITY CHANGES SHAPE OF KEY SENATE SUBCOMMITTEE

Unlike in the House of Representatives, the Senate has gone through a significant change as a result of the mid-term elections of 2014. With the majority changing hands from the Democratic party to the Republicans, all of the leadership positions of Senate committees and subcommittees have changed. This, of course, includes the subcommittee with which the APA has the most interaction, the Subcommittee on Oceans, Atmosphere, Fisheries and Coast Guard (OAF&CG).

Sen. Marco Rubio (R-FL) is the new Chairman of OAF&CG, while Sen. Gary Peters (D-MI) is the Ranking Member. Like CG&MT, its counterpart in the House, OAF&CG conducts oversight hearings on the Coast Guard and NOAA, and also is a subcommittee with jurisdiction over legislation relating to shipping, navigation and other issues impacting mariners.

The APA will continue to monitor the work of both CG&MT and OAF&CG and interact as necessary to protect the interests of pilots and the State pilot system.
CAPTAIN GELINAS TALKS IOOS ON THE HILL

On February 26, 2015, Captain Dave Gelinas, President of the Penobscot Bay & River Pilots, participated in a Congressional briefing at the U.S. House of Representatives. The subject was NOAA’s Integrated Ocean Observing System (IOOS). The various panel members described their use of the system for homeland security, search & rescue, public health, and maritime commerce. Bill Cairns, APA Navigation Technology Advisor, also attended the briefing.

Captain Gelinas stressed that real-time ocean and weather conditions delivered by one of the IOOS regional systems, Northeastern Regional Association of Coastal & Ocean Observing Systems (NERACOOS), are a critical resource for pilots. IOOS works closely with NOAA’s observation programs, such as PORTS®, to provide real-time information to mariners. Captain Gelinas’ presentation included a video that showed how he and other mariners routinely use NOAA and NERACOOS observations and forecasts to improve the safety and efficiency of their operations. Captain Gelinas’ presentation was well received by the attendees and, by all accounts, was the highlight of the House briefing.

NOAA USES HIGH FREQUENCY RADAR TO ENHANCE NAVIGATION

On March 5, NOAA issued a press release urging mariners to check out its web page on High Frequency (HF) Radar Surface Currents, which provides surface current observations and tidal current predictions for coastal areas in near real time. See: http://tidesandcurrents.noaa.gov/hfradar/

According to NOAA, this web tool is now operational in New York Harbor (in addition to Chesapeake and San Francisco Bays) and offers interactive charts and time series plots of surface currents, and complements NOAA’s PORTS®, which provides water-level, current, and meteorological observations important for safe navigation at many high-traffic coastal locations nationwide.

COAST GUARD FINALLY ISSUES NEW AIS REGS


The new rules apply in all navigable waters of the U.S., with no exceptions. The following commercial self-propelled vessels must have a properly installed, operational AIS no later than March 1, 2016:

- Vessels ≥ 65 feet in length
- Towing vessels ≥ 26 feet in length and > 600 HP
- Vessels certificated to carry > 150 passengers
- Dredges that operate near a commercial channel, and
- Vessels carrying certain dangerous cargo, or flammable or combustible liquid cargo in bulk

The new regulations require AIS to remain on when underway, at anchor, and at least 15 minutes prior to unmooring, unless its operation “compromises safety or security.” If the AIS is turned off when it is otherwise required to be on, this must be logged by the vessel and reported to the Coast Guard. In any case, sound, lights or shapes, and radiotelephone rules still must be followed.

Individual deviations may be allowed, but only for vessels that operate within a very confined area (e.g., fleeting area), on short and fixed schedules (e.g., bank-to-bank river ferry service), otherwise not likely to encounter other AIS users, or on which AIS would be impractical (e.g., lack of power, exposed conning position, etc.).

If the AIS stops operating properly, the “person directing the movement of the vessel” (this term encompasses a pilot) must “report or cause to be reported” as soon as possible to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center.

While the new regulations now specifically include AIS with other navigation equipment (e.g., radar, radio navigation receivers, gyrocompass, depth sounder) that, when not working properly, must be brought to the attention of the Coast Guard, the APA has long recommended that pilots report non-functioning or improperly working AIS to the Coast Guard. The APA is working with the Coast Guard to clarify, as necessary, the reporting requirements for non-operational AIS equipment.

E-NAV UNDERWAY  
(continued from page 2)

Although identifying a number of areas where e-navigation could benefit pilots, Captain Pelletier cautioned that e-navigation should not be considered a “new paradigm,” as many of its boosters contend. He ended by noting there is a need to focus on simple and pragmatic deliverables, truly designed to meet the actual needs of mariners aboard ships.

Somewhat troubling, and a visible counterpoint to Captain Pelletier’s keynote, the conference also offered a number of presentations on unmanned ships, electronic route exchange, sea traffic management and other forms of shore-based navigation.

Captain Pelletier also offered his views as a member of a panel on day 3 of the conference. Noting his experience on many different ships, bridge environments, and bridge crews, he was asked how much masters know about e-navigation and what are their opinions of it. He replied that most seem to know very little about the e-navigation movement. He related one recent conversation with a master who said that he doesn’t need anything more to navigate his ship, just the time to navigate it. In this regard, Captain Pelletier suggested that developing automated ship reporting systems may be the “low hanging fruit” in the e-navigation discussion.

NAVSAC MEETS IN SAN FRANCISCO

The Navigation Safety Advisory Council (NAVSAC), an advisory committee established to advise the USCG on matters related to navigation and general maritime safety, held its latest meeting on February 18-19, within view of the busy waterway of San Francisco Bay.

As shown in the photo below (from left to right), pilots were represented at this meeting by council members, Captain Carolyn Kurtz (Tampa Bay Pilots), Clay Diamond (APA Deputy Director—Associate General Counsel), and Captain Ward Guilday (President, Bay & River Delaware Pilots). In a formal resolution to the Coast Guard, NAVSAC stressed the continued importance of physical AtoNs and urged the Coast Guard to proceed cautiously and in close consultation with local port and waterway users, including pilot associations.

BIG EASY HOSTS LATEST MEDICAL ADVISORY COMMITTEE

The Merchant Marine Medical Advisory Committee (MEDMAC) met in New Orleans on March 16-17. Captain Beth Christman of the Maryland Pilots is a MEDMAC member and one of only four mariners on the 14 member committee. Clay Diamond (APA Deputy Director—Associate General Counsel) also attended the MEDMAC meeting, as did Captain Andrew McGovern (New Jersey Sandy Hook Pilots) and JJ Plunkett (Chief Operating Officer/Port Agent for the Houston Pilots).

MEDMAC continued its work on merchant mariner color vision testing standards, general mariner medical examination policies, and a mariner “health risk analysis,” and also took up the task of reviewing the criteria for mariner return to service following a positive chemical test.

APA Hosts Top USCG Investigators

The APA hosted senior Coast Guard investigation officials on January 21. Shown above from left to right are: Clay Diamond (APA), Paul Kirchner (APA), Bill Cairns (APA), Captain Mike Watson (APA President), Captain Jason Neubauer (Chief, USCG Office of Investigations & Analysis), and Lieutenant Commander Randy Waddington (Chief, USCG Investigations Division).
**APNA NEWS**

**CAPTAIN MIKE LINTON PASSES AWAY**

On February 2, Captain Michael J. Linton, a long-time Bay & River Delaware Pilots and active APA member, passed away. Captain Linton, who was born in Philadelphia in 1941, was a member of the “Philly Pilots” from 1963 until his retirement in 2009. Captain Linton served as president of his association during two different stints, 1993-1999 and again from 2001-2009. In addition to serving as association president, Captain Linton was an APA Trustee and a member of numerous committees.

Captain Linton is survived by his wife Susan, his daughter Jennifer and his son Joshua. The APA offers sincere condolences to Captain Linton’s family.

**TAMPA BAY PILOT RECEIVES PROPELLER CLUB LEADERSHIP AWARD**

On February 18, Captain Mike Buffington of the Tampa Bay Pilots’ Association was honored by the International Propeller Club of the Port of Tampa. Captain Buffington was recognized for his “expertise and unwavering dedication to safe and efficient marine commerce within the Port of Tampa.” In particular, Captain Buffington’s work as a founding member and chair of the Port Heavy Weather Advisory Group or PHWAG was singled out.

Captain Buffington will retire in May, bringing to an end a three decade career as a Tampa Bay pilot.

Check out the new and improved website for the American Pilots’ Association at: [www.AmericanPilots.org](http://www.AmericanPilots.org)

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**On the lighter side...**

**IT’S IN THE HOLE!**

Captain Marty “Ace” McCabe (shown at left), President of the Boston Pilots, made a “hole in one” during a March 1st round of golf prior to the joint North Atlantic—South Atlantic States Winter Pilot Conference. Congratulations Captain McCabe!

**PRESIDENT OF ONE OF THE NATION’S FINEST PILOT GROUPS ADVISES ANOTHER GROUP’S PRESIDENT**

Left to Right: Captain Bill Cofer (Virginia Pilots) and Captain Eric Nielsen (Maryland Pilots).

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**ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.**

The following groups announced their 2015 officers:

- Puget Sound Pilots: Captain David W. Grobschmit (President-Director), Captain Eric M. vonBrandenfels (Vice President-Director), Captain Eric C. Klapperich (Secretary/Treasurer-Director), Captain Peter A. Giese (Director), Captain Patrick S. Kelly (Director), Captain John C. Scragg (Director), and Captain George P. Thoreson (Director).
- Pascagoula Bar Pilots: Captain Walter Gautier (President), Captain Darryl Langley (Vice President), and Captain Michael Torjusen (Secretary-Treasurer).
- Alaska Marine Pilots, LLC: Captain Rick Entenmann (President), Captain David Arzt (Vice President), Captain William Gillespie (Treasurer), and Captain Jay Boyer (Secretary).
- United New Jersey-Sandy Hook Pilots Benevolent Association: Captain Richard J. Schoenlank (President), Captain John J. DeCruz (Vice President), Captain Brendon L. Foley (Secretary), and Captain Thomas O. Ferry (Treasurer).
- United New York-Sandy Hook Pilots Benevolent Association: Captain John J. DeCruz (President), Captain Thomas P. Walsh (Vice President), Captain Robert T. Miller (Secretary), and Captain Brian R. O’Leary (Treasurer).