BOARD OF TRUSTEES
MEETS IN WASHINGTON

The Trustees of the American Pilots’ Association met for their annual meeting on October 21-23. The meeting was held in Washington, DC. As in past years, the agenda for this important meeting was full and busy. The Board of Trustees is the association’s governing body and this meeting brings together the APA officers (President, Vice Presidents and Secretary Treasurer), 27 trustees (one from each coastal State and Great Lakes pilotage district) and members of the Navigation and Technology Committee (NAVTECH).

APA President, Captain Jorge Viso, kicked off the meeting by giving his annual President’s Report. In addition to recognizing the valuable contributions of the regional Vice Presidents, Secretary Treasurer, and APA staff, Captain Viso also gave an update on APA activities and objectives since he last addressed the Trustees in October 2018. He noted that since taking office in 2016 he had personally visited over 60% of APA-member pilot groups. Regarding these visits, Captain Viso said, “Visiting member groups has been extremely helpful for me to better understand local concerns and how they weave in with the larger national picture.” Viso added, “I want to thank you all again for your hospitality, your transparency and your time. It has been a very positive, personal experience for me.”

The President’s Report was followed by the regional Vice Presidents calling upon the Trustees within their respective region to give an update on important developments, issues and concerns affecting his or her state. In addition, Paul Kirchner, APA’s Executive Director-General Counsel, gave a detailed report on the latest domestic and international policy and legal developments in pilotage. Deputy Director-Associate General Counsel, Clay Diamond, then gave an overview of recent regulatory and policy matters related to Coast Guard credentialing and medical certification services.

Kip Boyle, CEO of Cyber Risk Opportunities, was keynote speaker for the meeting. Mr. Boyle’s remarks focused on the growing cybersecurity threat and what organization’s can do to minimize risks. See page 4 for a brief article by Mr. Boyle.

As has also become customary and reflective of APA’s efforts to work cooperatively with the Coast Guard, a senior Coast Guard official, Rear Admiral Rich Timme, spoke at the Trustees’ Meeting. RDML Timme, the Assistant Commandant for Prevention Policy, discussed Coast Guard objectives and his office’s plans for the next several years, and also praised the important role pilots play in ensuring the safe and environmentally friendly movement of maritime commerce. RDML Timme also took several questions from those pilots in attendance.

In addition to carrying out necessary business and administrative functions for the APA, the annual Trustees’ Meeting regularly brings together the country’s maritime piloting professionals to discuss matters impacting compulsory pilotage. This type of professional exchange of information and ideas from all parts of the United States helps to ensure pilot associations from around the country have access to the information and resources needed to continually improve their operations.

(For more on the Trustees Meeting, see NAVTECH on page 2, and photos on page 5)
NAVTECH

(continued from page 1)

NAVTECH held its annual meeting in conjunction with the Trustees’ Meeting. This meeting, run by NAVTECH Chair Captain Paul Amos (Columbia River Pilots), with assistance from Vice Chair Captain Jonathan Samuell (Houston Pilots), covered a wide array of topics. At the opening, Captain Amos invited Captain Viso to discuss training aspects related to PPUs and other bridge electronics.

NAVTECH’s guest speaker was Captain Keith M. Ropella, Chief of the Office of Navigation Systems at USCG Headquarters. CAPT Ropella gave an overview of his Office and noted some specific cases of using AIS ATON in post-hurricane port openings, as well as an effort called “Smart Bridges” in which AIS is used to mark various aspects of bridges. Captain Ropella asked for—and received—feedback on a number of his office’s efforts, including virtual AIS ATON, the shutdown of DGPS, and the removal of sound signals from fixed and floating ATONs.

Bill Cairns, APA Navigation Technology Director, gave an update on various technical efforts APA is following, including IMO’s work on Maritime Autonomous Surface Ships (MASS) and IALA’s efforts on eNavigation. He then discussed the International Organization for Standardization (ISO) and its plans to update pilot ladder standards. He also reviewed APA’s investigation into ways to test various means of rigging ladders at less than full length to see if any of those methods could be considered satisfactory and incorporated into the ISO standards.

To wrap up NAVTECH’s meeting, several groups offered brief updates on new PPU equipment purchases, upgrades and issues with current units.

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

DEADLINE LOOMS FOR GLOBAL SULPHUR EMISSIONS CUTS

Shipping executives, refiners, fuel suppliers and IMO officials have been frantically preparing to meet the new January 1, 2020 requirements for sulphur oxide emissions. For most ships this will mean switching to so-called very low sulphur fuel oil (VLSFO) or marine gas/diesel oil.

The new MARPOL requirement reduces the global limit for sulphur in fuel oil used by ships to 0.50% m/m (mass by mass). Within designated emission control areas (ECAs), the limit will remain at 0.10% m/m.

To prepare for this major change, a “roundtable” industry meeting was held on November 18 at IMO Headquarters in London. Shipping representatives continue to be concerned about consistent availability of VLSFO. For more on this roundtable meeting and the VLSFO issue, see: www.imo.org/en/MediaCentre/PressBriefings/Pages/27-sulphur-2020-roundtable-.aspx

IMPA SAFETY CAMPAIGN RESULTS

The results of this year’s annual IMPA Safety Campaign (aimed at pilot ladder and transfer arrangement safety) are available at: www.imphaq.org/admin/resources/impasafety-brochure-2010-2.pdf

While all APA-member pilots are encouraged to review the complete results of the campaign, it is significant to note that of all the non-compliant pilot transfer arrangements noted in the IMPA survey, only 8% of these deficiencies were reported to relevant government authorities.

APA continues to urge member-pilots to report deficient pilot transfer ladders and arrangements to the appropriate authorities.

JOE ANGELO WINS INTERNATIONAL MARITIME PRIZE

The International Maritime Prize has been awarded to Joe Angelo, a 1971 graduate of the U.S. Merchant Marine Academy at Kings Point and former USCG and INTERTANKO senior executive.

Mr. Angelo was a leader at IMO meetings for many years, providing leadership on a number of key regulatory developments. He also demonstrated a willingness to work cooperatively with APA and was instrumental in negotiating the 2010 MOU between INTERTANKO and the APA.
**HOUSE ADVANCES BILL TO FIX HARBOR MAINTENANCE TAX**

On October 28, the U.S. House easily approved a bipartisan bill aimed at ensuring the Harbor Maintenance Tax (HMT) is used for its intended purpose of maintaining federally authorized harbors. Passed by a vote of 296 to 109, H.R. 2440, Full Utilization of the Harbor Maintenance Trust Fund (HMTF) Act, now goes to the Senate.

As *ON STATION* readers know, the HMTF is a tax levied against importers and domestic shippers using ports and harbors in coastal and Great Lakes areas. While the HMTF has an existing balance of $9.5 billion, only a portion is appropriated by Congress every year for operations and maintenance of the nation’s harbors. H.R. 2440 would enable, without additional appropriation action by Congress, the expenditure of approximately $34 billion over the next decade for critical harbor and port projects.

Backers of H.R. 2440 say the bill would allow the U.S. Army Corps of Engineers to dredge all federal harbors to their authorized widths and depths.

The lead cosponsors for H.R. 2440 are: Transportation and Infrastructure Committee (T&I) Chairman Peter DeFazio (D-OR) and T&I Ranking Member Sam Graves (R-MO).

“Today was a win, years in the making, for our nation’s coastal communities, and members of the maritime workforce,” said Chairman DeFazio.

Of H.R. 2440 Ranking Member Graves said, “This bill is just common sense. User fees collected specifically to improve the nation’s harbors — and enhance the competitiveness of our farmers and businesses — should be used for their intended purpose.”

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**SUNSETTING OF RASTER NAUTICAL CHARTS**

In a November 15 Federal Register Notice, NOAA announced that it is undertaking a five-year program to end all raster and paper nautical chart production. NOAA is also seeking comments from the public (due by February 1, 2020) regarding the raster and paper chart product sunset transition and is particularly interested in: (1) suggestions for improving the NOAA Custom Chart web application, and (2) understanding other non-navigational uses for paper or raster nautical charts. The complete Federal Register Notice can be viewed at: [www.federalregister.gov/documents/2019/11/15/2019-24807/sunsetting-of-raster-nautical-charts#addresses](https://www.federalregister.gov/documents/2019/11/15/2019-24807/sunsetting-of-raster-nautical-charts#addresses)


**PILOTS IN FULL FORCE AT eNAV EVENT**

Not only did a large number of APA-member pilots again attend the annual eNav Conference in Seattle, but APA staff continues to play a critical role in the substantive sessions of the Conference.

Thirty five APA member pilots, along with eight Canadian pilots, joined 70 other mariners and other marine industry professionals to make this year’s Conference one of the most widely attended in recent years.

APA President, Captain Jorge Viso, moderated a panel discussion on “Technical Developments in Navigation Automation.” Captain Alain Arsenault, a Vice President of the Canadian Marine Pilots’ Association (CMPA), was moderator for a panel covering “Training and the Evolving Automation on the Bridge.”

Also, Captain Paul Amos (APA NAVTECH Chairman) facilitated a panel discussion on “Navigation Technology and Automation.” In addition, Paul Kirchner, Executive Director-General Counsel, oversaw a panel on “Maritime Autonomous Surface Ships (MASS),” and Deputy Director-Associate General Counsel, Clay Diamond, led a session on “Regulations, Standards, and Policies for Navigation, Automation and Cybersecurity.”

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**Elijah Cummings, Long-Time Friend to APA Pilots, Passes Away**

Congressman Elijah Cummings, one of the most influential Democrats in Congress and a key supporter not only of the maritime industry generally, but also of state-licensed pilots, passed away on October 17. He was 68 years old.

Congressman Cummings was a senior member of the House Committee on Transportation and Infrastructure, having previously served as Chairman of the Subcommittee on Coast Guard and Maritime Transportation. In this position he was a strong advocate for mariners and for marine safety.
In 2017, there was a piece of malicious code, eventually called NotPetya, that attacked Maersk in Europe and beyond. It caused over 10 billion dollars of damage to the global supply chain in general, and over 300 million dollars in damage to Maersk in particular. It also, however, created opportunity. Let’s look at both.

Let’s start with the origin of NotPetya. "EternalBlue" is the name of a Windows operating system exploit produced by the National Security Agency (NSA). This exploit allowed the NSA to silently spy on the computers of adversaries. But, the exploit was stolen and released to the public by a group known as the Shadow Brokers in April 2017.

But earlier in 2017, NSA expected EternalBlue would be released to the public, so they gave Microsoft advanced notice. And, on March 14, 2017, one month before the Shadow Brokers released "EternalBlue", Microsoft issued security bulletin (MS17-010). It detailed the “EternalBlue” flaw and announced that security updates had been released.

Fast forward one month: The same day the Shadow Brokers released “EternalBlue” (April 14, 2017), a version of M.E. Doc — a Ukrainian tax preparation program — was distributed to all its users. The software update mechanism for M.E. Doc, however, had been compromised to install NotPetya.

On June 27, 2017, a major cyberattack began using “NotPetya”. It launched from every computer that was running the compromised version of M.E. Doc, usually behind the firewalls that were meant to protect them.

NotPetya was particularly virulent because it combined those two flaws to fly through internal networks and strike down every computer it compromised. While it initially looked like ransomware, NotPetya was actually a disk wiper, designed to destroy data.

Unfortunately for Maersk, a copy of M.E. Doc had been recently installed at their Odessa office. And that computer became “patient zero” for NotPetya at Maersk. And they suffered a massive slowdown in operations worldwide for days.

For example, Maersk's gate operations at Port Elizabeth in New Jersey were shut down for several days. During this time, Maersk couldn’t accept new shipments and they didn’t know where existing shipments were. Some containers were lost for three months.

Computers on ships worked fine, but most port computers were wiped completely clean. Several port terminals run by Maersk in the United States, India, Spain, and the Netherlands, were forced to do everything by hand and on paper.

Reconstructing the Maersk global computer network took weeks and required a computer in Ghana to be hand delivered to London. Why? It had the only clean copy of the global network configuration, and was miraculously saved from NotPetya by a local power outage.

Ultimately, Maersk replaced 4,000 servers and 45,000 personal computers. Estimated losses to Maersk are at least $300 million.

Similarly, FedEx/TNT suffered a massive slowdown in operations worldwide for weeks. Staff were faced with tens of thousands of unpacked envelopes and packages. They didn't know where existing shipments were and thousands of customers suffered. TNT had no cyber insurance. They estimated losses at $400 million.

But, guess who’s been winning at TNT’s expense? Their competitor DHL, who was also hit by NotPetya. But they didn’t suffer nearly as badly as Maersk and TNT.

As a result, DHL has benefitted from increased volumes due to customers defecting from TNT. So, it turns out that great cyber hygiene is a basis for a competitive advantage.

Forget the idea that cybersecurity is all about having a great firewall. That approach isn’t 100% effective anymore and hasn’t been for years. You do still need a firewall, but it’s not enough.

Don’t think of cybersecurity as a checklist or a device that you purchase. Rather, it’s how you travel to the places you want to go: More customers; bigger profits; etc. It’s about practicing good cyber hygiene as you move through dangerous places.

Just like you wash your hands to avoid getting sick from germs, which strike without warning, you need to practice good cyber hygiene keep the “digital cooties” away.

Your next, best options are to (1) buy a good cyber insurance policy and (2) implement the “Essential Eight” mitigations to block malicious code as published by the Australian Signals Directorate (ASD).

Mr. Boyle is the author of the book Fire Doesn’t Innovate: The Executive’s Practical Guide to Thriving in the Face of Evolving Cyber Risks.
2019 MEETING OF THE BOARD OF TRUSTEES OF THE AMERICAN PILOTS’ ASSOCIATION

Left to Right: Captain Sam Stephenson (Port Everglades), Captain Eric VonBrandenfels (Puget Sound) and Captain Joe Long (San Francisco)

Left to Right: Captain Scott Coleman (Puget Sound) and Captain John Boyce (St. Lawrence Seaway)

Captain Jorge Viso delivers the President's Report

Left to Right: Captain Kathy Flury, Pacific Coast Vice President

Captain George Quick (MM&P Vice President) receiving the APA Life Member Award from Captain Viso

Left to Right: Captain Steve Hathorn (NOBRA), Captain Whit Smith (APA Secretary Treasurer) and Captain Michael Miller (Associated Branch Pilots)

The NAVTECH Team: Captain Paul Amos (Chair), Bill Cairns (Navigation Technology Advisor) and Captain Jonathan Samuel (Vice Chairman)

Left to Right: Captain Sam Stephenson (Port Everglades), Captain Eric VonBrandenfels (Puget Sound) and Captain Joe Long (San Francisco)

Captain Kathy Flury, Pacific Coast Vice President

Captain Crayton Walters, South Atlantic Vice President

Captain Stephen Stephenson (San Francisco) and Captain Joe Long (San Francisco)

Captain Kathy Flury, Pacific Coast Vice President

Clay Diamond, APA Deputy Director-Associate General Counsel

Captain Danny Gallagher, Great Lakes Vice President (left) and Captain Eric Nielsen, Northeast Vice President

Pictured at left: Captain Trey Thompson, Savannah Pilots (left) and Captain Bill Cofer, Virginia

Pictured at right: Captain Bruce Fendig, Brunswick Bar Pilots (left), and Captain Mark Mitchem, Houston Pilots

Rear Admiral Rich Time receives a gift from Captain Viso

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499 South Capitol St., SW – Suite 409
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APA NEWS

TAMPA PILOTS’ EXECUTIVE DIRECTOR HONORED

Captain Allen Thompson, Executive Director of the Tampa Bay Pilots Association, has been named the 2019 winner of the Captain James McKay Port Achievement Award. This annual award recognizes an individual for long-time service and commitment to the maritime industry of the Ports of Tampa Bay.

“Captain Thompson has championed our Port throughout the region, our state, the nation and internationally for two decades. He has been a tremendous ambassador for the maritime industry in general and to the Port in particular,” said Port Tampa Bay President and CEO Paul Anderson.

Captain Thompson’s 15 years with the Tampa Bay Pilots follows a distinguished career of over 30 years with the U.S. Coast Guard. From 1999 to 2002, he served as the Coast Guard Captain of the Port for Tampa, where he was recognized for his leadership, including specifically following the terrorist attacks of September 11, 2001.

In addition, Captain Thompson has been a board member of the Tampa Bay Harbor Safety and Security Committee since its inception in 2004, served as Club President for the Propeller Club - Port of Tampa, and has also chaired the Subcommittee for the National Harbor Safety Committee.

ANDREW GLASSING RECOGNIZED FOR U.S. NAVAL SERVICE

Captain Andrew Glassing (New York Sandy Hook Pilots) was recently awarded the Navy-Marine Corps Commendation Medal for Naval Reserve duties from February 2019 through April 2019.

Captain Glassing was recognized for his “meritorious service while serving as Chief Harbor Pilot at U.S. Naval Station Rota, Spain.” The award citation noted Glassing’s “outstanding leadership, and exceptional expertise” while carrying out his duties as Chief Pilot and safely piloting numerous commercial, military and government vessels in support of critical Naval operations.

ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.

The following pilots’ associations announced new officers:

- Southwest Alaska Pilots’ Association: Captain Andrew S. Wakefield (President), Captain Peter S. Garay (Vice President), Captain Matthew J. Michalski (Secretary/Treasurer), Captain Jeffrey D. Pierce (Director), Captain Donal J. Ryan (Director), Captain Bryan D. Vermette (Director), and Captain Joshua S. Weston (Director).

- Southeast Alaska Pilots’ Association: Captain John Herring (President), Captain Dale Collins (Vice President), and Captain Doug Sturm (Secretary).

- Wilmington Cape Fear Pilots’ Association: Captain Scott Aldridge (Co-President) and Captain Jason McDowell (Co-President).

- Houston Pilots: Captain Robert Thompson (Presiding Officer), Captain Chad Prejean (Executive Committee), and Captain Rob Roberts (Executive Committee).

ST. JOHNS BAR PILOTS DONATE TO LOCAL SCHOOL

Captain Nathan Cook, President of the St. Johns Bar Pilot Association, met with the Principal of Mayport Coastal Sciences Middle School to present a donation from the Pilots Association to the Marine Science Education Center (MSEC).

The donation will allow MCSMS students to attend the Aquaculture Career Development Center at The University of Florida’s Ruskin Tropical Laboratory this Spring.

The donation will also be used to purchase printers and other supplies needed in classrooms and laboratories of the MSEC.

25th IMPA Congress
Cancun, Mexico, May 24-30, 2020

2020 APA Biennial Convention
New York City, New York, October 18-23