



# ON STATION

The Newsletter of the American Pilots' Association

September 10, 2020

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## CAPTAIN TIMOTHY MURRAY 1980-2020

As *ON STATION* goes to print, all of us are still coming to grips with the tragic death of Captain Timothy Murray, United New York - Sandy Hook Pilots Benevolent Association.

On Wednesday, August 5th at approximately 10:30 p.m., Captain Murray was involved in an incident that occurred while he was boarding a tanker inbound to the Port of New York and New Jersey. He sustained injuries after falling from a pilot ladder. He was evacuated to a local hospital, but unfortunately his injuries proved to be fatal.

The incident is currently being investigated by the U.S. Coast Guard. As such, there are no further details to report at this time.

Captain Murray, who had been piloting vessels in and out of the Port of New York & New Jersey for more than eight years, was only 40 years old. The following is taken from the obituary published by Captain Murray's family:

*Tim received his BS in Marine Transportation from SUNY Maritime College, where he played lacrosse as a Privateer. After graduation, Tim worked as a third mate for Polar Tankers in the Pacific Northwest and then as a mate for the Staten Island Ferry before beginning his esteemed career as a Sandy Hook Pilot in 2007. In addition to piloting, Tim served on the finance committee for the business since 2015, and as NY Treasurer for the business since 2017. He dedicated his professional life to preserving the integrity of the Sandy Hook*



Captain Timothy Murray

*Pilots' Association in any way he could.*

*But first and foremost, Tim was a big-hearted family man, always taking care of his wife, Erin—his first and only love—and their five children. He devoted his life to loving his family and serving his community. He was the first to lend a hand to help a friend in need. He coached his children's lacrosse and soccer teams, and tried to instill a sense of sportsmanship and camaraderie. He spent countless hours shooting lacrosse in the driveway with his kids. He enjoyed woodworking and renovating the house. He loved to explore places and give his children a wide berth of experiences. He was a man of faith who tried to do what was right every day of his life.*

*Tim is survived and will forever be sorely missed by his wife Erin; his children Brennan, Rory, Grace, James, and Ella; his mother Kathleen Murray, his siblings Jackie (David) Cummings, Sean (Laura) Murray, and Kathleen Murray; and many nieces and nephews.*

In response to the many inquiries about contributing to an education fund for the Murray children, the United New York and New Jersey Sandy Hook Pilots Benevolent Associations have coordinated with the Marine Society of New York to facilitate accepting donations. Those wishing to donate to the Murray Family can do so as follows:

Please make your check payable to "Marine Society-City of New York." In the check memo section write **FBO Tim Murray**. Mail your check to:

Marine Society- City of New York  
17 Battery Place  
Suite 929  
New York, NY 10004

In return the Marine Society will mail you a letter acknowledging your donation.

Please join the APA officers and staff in keeping Captain Murray's family, friends and fellow Sandy Hook Pilots in your thoughts and prayers.



## IMO SETS REMOTE MEETING PLAN FOR SEPTEMBER - DECEMBER

On August 8th, the International Maritime Organization (IMO) published its calendar of meetings for September through December 2020, setting dates for remote sessions of the IMO Council and various Committees.

The first scheduled meeting is set to be a simultaneously translated, remote extraordinary session of all IMO Committees (expected to be held September 16-18), to address procedural matters related to how remote meetings will be conducted.

This IMO announcement follows decisions of the IMO Council's thirty-second extraordinary session (held remotely from May 4 through August 3), which adopted interim guidance to facilitate remote sessions of the IMO Council during the COVID-19 pandemic and invited the Committees to consider utilizing the same guidance for other meetings.

Following is a listing of the meeting dates of the Committees of most interest to pilots and the APA:

- 124th session of the Council (October 12-14);
- 102nd session of the Maritime Safety Committee (November 4-11);
- 75th session of the Marine Environment Protection Committee (MEPC) (16-20 November); and
- 107th session of the Legal Committee (27-30 November).

In addition to setting the meeting schedule for the remainder of 2020, the Council also adopted a statement recognizing the importance of keeping trade flowing during the pandemic, recognizing the critical role of seafarers and emphasizing the urgent need for action on crew changes.

**AMERICAN PILOTS' ASSOCIATION**  
499 South Capitol Street, S.W., Suite 409  
Washington, D.C. 20003  
(202) 484-0700 • Fax: (202) 484-9320

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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.

## THEME SELECTED FOR 2021 WORLD MARITIME EVENTS

"Seafarers: at the core of shipping future" has been chosen as the World Maritime theme for 2021. The IMO's Council, at its thirty-second extraordinary session, endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

In announcing the 2021 theme, Mr. Lim said, "Through these difficult times, the international community has seen how the ability for shipping services and seafarers to deliver vital goods, including medical supplies and food, has been central to responding to, and eventually overcoming, this pandemic. This could not happen without the professionalism and dedication of the world's seafarers."



## CAIRNS TAKES HELM OF KEY ISO SUBCOMMITTEE

Most pilots are aware that the SOLAS regulation on Pilot Transfer Arrangements (V/23) requires a pilot ladder to be certified by the manufacturer as complying with that regulation or with an international standard acceptable to IMO. The footnote in V/23 refers in particular to the International Organization for Standardization (ISO) standard 799:2004. When the IMO's revised V/23 entered into force in 2012, the ISO standard had not been updated and did not meet the requirements of the new V/23. As a result, ISO has been working on updating ISO 799.

In February 2019, the construction part of the standard was published as ISO 799-1:2019. Work has been ongoing at ISO to update a pilot ladder "Maintenance, use, survey and inspection" standard. This is expected to be published in early 2021 as ISO 799-2. Additionally, there is a developing standard on "Attachments and associated equipment," which is anticipated to be published as ISO 799-3 in late 2021. Eventually, all of these will likely be combined into a single, revised ISO 799.

Along with representatives from IMPA, Bill Cairns, APA Navigation Technology Director, has been active in contributing to all of these standards and, most recently, in preparing text to reflect proposed improvements to the trapdoor arrangement in the draft ISO 799-3.

In February of this year, Cairns was elected to chair the subcommittee developing the pilot ladder standards, Subcommittee 1 (Maritime Safety) of ISO Technical Committee 8 (Ships and Marine Technology). He chaired his first (virtual) meeting on September 1-2, beginning a 3 year term of office.



## HOUSE TAKES UNUSUAL STEP TO MOVE COAST GUARD AUTHORIZATION

In an unusual move to try to advance the Coast Guard Authorization Act (CGAA), the House attached this legislation to the National Defense Authorization Act (NDAA), H.R. 6395, which passed the House on July 21, 2020.

The House had passed a previous version of the CGAA in July 2019, but the version attached to the NDAA included some changes to better align the House's text to the Senate's version (which has been languishing in the Senate since its introduction in July 2019). There are a number of provisions in the House's CGAA that are of interest to pilots.

Section 10209 strengthens the Jones Act by requiring the Department of Defense to explain to Congress, in writing, the "interest in national security" that would justify a Jones Act waiver, and to confirm that there are insufficient qualified vessels to meet the needs of national defense without a waiver.

Section 10304 makes changes to the composition and operation of the Great Lakes Pilotage Advisory Committee. The Great Lakes pilots had concerns with a previous version of this provision and worked with Congressional staffs, with the support of the APA, to make necessary adjustments.

Section 10405 requires the Coast Guard to establish and publish in the Federal Register a national vessel traffic service (VTS) policy. The policy must include topics such as: standardized organization; clear directives regarding VTS authority; standard operating language; thresholds and measures for monitoring, informing, recommending and directing vessels traffic; and data collection/archiving processes for vessel incidents and near-miss events.

APA continues to have concerns with the near-miss portion of Section 10405, but was successful in getting the final language amended to require that any near-miss information be "de-identified" (i.e., removal of any information that would identify a mariner or ship) prior to public release.

Section 11102 permits certain response, towing and assist vessels to temporarily (up to 12 hours) operate beyond the Boundary Line without meeting all inspection and manning requirements. Proponents of this section purport it is necessary due to the increased size of ships calling at U.S. ports and the need for assist vessels (e.g., tugs) to be engaged farther offshore.

Section 11407, championed by Coast Guard & Maritime Transportation Subcommittee Chair, Rep. Sean Maloney (D-NY), would prohibit or severely

restrict the Coast Guard's authority to establish anchorages on portions of the Hudson River. APA, Sandy Hook Pilots and Hudson River Pilots oppose some of the language in Section 11407.

APA is fully engaged with House and Senate staffs, who are currently engaged in negotiations aimed at allowing the Senate to pass its version of the CGAA in time to get it to the President for signature by the end of the year.

## BILL ALLOWING MARAD GRANTS FOR MARITIME SECTOR "OPERATING COSTS" IN THE WORKS

The Maritime Transportation System Emergency Relief Act (MTSERA) was also passed in the House on July 21 as an amendment to the NDAA. The bill was originally introduced by Rep. Peter DeFazio (D-OR) on July 9 as standalone legislation (H.R. 7515).

MTSERA would give the Maritime Administration (MARAD) authority to provide financial assistance to the maritime sector to ensure the U.S. Maritime Transportation System remains functional and reliable in the event of a national emergency (such as the COVID-19 pandemic) or natural disaster.

Specifically, MTSERA would authorize MARAD to make grants to certain "eligible entities" (including specifically maritime pilots) to cover some operating costs such as "emergency response; cleaning; sanitation; janitorial services; staffing; workforce retention; paid leave; procurement and use of protective health equipment, testing, and training for employees and contractors; debt service payments; infrastructure repair projects; and other maritime transportation system operations."

On July 30, a Senate version of MTSERA was introduced. This legislation, S. 4395 was introduced by Sen. Jeff Merkley (D-OR), and co-sponsored by Sen. Dan Sullivan (R-AK).

There remain questions as to how, or if, MTSERA will progress through Congress. It could be accepted by the Senate in the conference with the House on the NDAA (the Senate's version of the NDAA does not contain the MTSERA) or it could be pulled out of the NDAA and rolled into whatever COVID-19 relief legislation might be agreed by the Senate and the House.

Furthermore, even if MTSERA is eventually signed into law and MARAD is authorized to approve grants to eligible maritime entities, money must still be appropriated by Congress to fund these MARAD grants.

APA remains in close contact with key House and Senate members and senior staff in an effort to see MTSERA enacted and appropriately funded.





## NMC CONTINUES TO PROVIDE RELIEF DURING COVID-19 PANDEMIC

On August 20, the Coast Guard's National Maritime Center (NMC) issued Marine Safety Information Bulletin 08-20, Change 3. This MSIB announced further extensions of expiration dates for Merchant Mariner Credentials (MMC), National Endorsements (including First Class Pilot Endorsements), and Medical Certificates due to the COVID-19 pandemic.

APA has been working closely with both the NMC and Coast Guard Headquarters senior credentialing policy officials to urge this further extension.

The MSIB states that the Coast Guard is taking the following actions:

### National Endorsements:

- Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice
- Medical Certificates (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.

**Pilot Annual Physical examinations.** 46 USC 7101 (e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current pandemic and its impacts on health care providers. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards. This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail.

The MSIB included this important statement:

“Please be aware the following measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners and training providers are strongly

encouraged to fulfill the requirements and **submit applications as early as possible in order to avoid a lapse in their credential or training approval.**”

The full text of this MSIB is available at: [www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2020/MSIB\\_08-20\\_CH3.pdf?ver=2020-08-20-160802-710](http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2020/MSIB_08-20_CH3.pdf?ver=2020-08-20-160802-710).

## COAST GUARD ALLOWS ALTERNATIVE MEANS TO ADMINISTER MARINER CREDENTIALING EXAMS

The NMC issued a notice on August 24 stressing that the agency is aware of the need to restart the examination process to allow mariners to obtain or upgrade credentials. The NMC acknowledged that closure of Regional Exam Centers (REC) and Monitoring Units (MU) due to COVID-19 has negatively affected mariners and the industry as a whole.

The NMC indicated that it is working to safely reopen all examination rooms. To date, the NMC has reopened the following RECs - Boston, Honolulu, Houston, Juneau, Long Beach, Memphis, Miami, and Toledo, as well as MUs Ketchikan and San Juan.

The NMC announced that it will initially prioritize merchant mariner examinations by:

- Examinations that were previously scheduled but cancelled due to COVID-19 REC closures.
- Mariners who previously sat for examination and require retest of one or two modules.
- Pilotage examinations.
- All other testing on a first-in, first-out basis.

The NMC notice also warned that due to required social distancing, exam room capacity is reduced by nearly 50 percent. For that reason, the NMC will also allow alternative means to provide examination services.

APA has worked with the NMC and Coast Guard Headquarters since the start of the pandemic and assisted several pilot groups in obtaining case-by-case permission to conduct needed credentialing exams / chart sketch tests at local Coast Guard units. As a result of this prior work with the Coast Guard, the NMC has now initiated a process by which pilots' associations can work directly with the NMC to “coordinate potential examination activities at a location other than an REC” if the pilots' association has multiple Pilots/Apprentices ready to test and/or the local REC is not yet open for examinations.

In accordance with the NMC notice, any pilot group wishing to discuss this option should contact: [NMC1AIP@uscg.mil](mailto:NMC1AIP@uscg.mil). If a group has any questions about this process, please contact the APA office.

The APA appreciates the Coast Guard's willingness to work together to resolve these credentialing challenges during this ongoing pandemic.



## LANDSBERG REAPPOINTED NTSB VICE CHAIRMAN

The National Transportation Safety Board's (NTSB) Vice Chairman Bruce Landsberg was designated on August 21 to continue to serve in the position for a new term of three years.

Landsberg began a five-year appointment as a NTSB board member August 7, 2018, and on that same day began a two-year term as the NTSB's Vice Chairman.

"It's been a privilege to work with staff, Board members, and the public to improve our national transportation system," said Landsberg. "Unfortunately, there is no shortage of safety opportunities and we'll be looking at ways to apply some of the systemic approaches that have been used so successfully in aviation to some of the other modes."

Landsberg continued, "We're working toward the goal of zero deaths in transportation, and until we can achieve that goal, we're working to reduce the number of deaths and injuries that happen every year in every mode of transportation."



Bruce Landsberg



## EPA PROPOSES LONG AWAITED CHANGE TO MARINE ENGINE EMISSION STANDARDS

Congressman Buddy Carter (R-GA) recently helped secure key Environmental Protection Agency (EPA) amendments to the national marine diesel engine program that will provide regulatory relief to pilot groups across the country.

On August 26, EPA issued a notice proposing to amend its regulations to "provide additional lead time for implementing the Tier 4 standards for [certain] marine engines." Specifically, EPA is proposing to delay the implementation of the Tier 4 standards until 2022 for qualifying engines installed in some small high-speed vessels, such as pilot boats.

When the marine diesel engine program was approved in 2008, regulators "didn't realize the impact on smaller critical vessels like pilot boats," said EPA Region 4 Administrator Mary S. Walker. "Given that there are not many pilot boats being produced, manufacturers really needed the time to design a vessel and an engine that would work together to provide the needed emission controls with the power y'all

need," Walker said at a roundtable discussion at the Georgia Ports Authority on August 26.

Without the EPA relief, those in the market for a new boat would either choose an underpowered, unsuitable vessel or have to use existing vessels with older, dirtier engines, a background statement from the EPA read.

Savannah Pilots President Captain Trey Thompson added, "We're limited to 65 feet (due to right whale speed restrictions), but we've got a 17 mile run so we need a propulsion package that will give us 35 knots. Our builder just can't find one that meets the current standards."

The EPA rule also establishes a waiver process to accommodate the situation where suitable Tier 4 engines continue to be unavailable into the future.

## COAST GUARD DISCONTINUES DIFFERENTIAL GPS BROADCAST

On June 30, the Coast Guard switched off the last Differential Global Positioning System (DGPS) signals after more than 25 years of service.

According to a press release by the Coast Guard's Navigation Center (NAVCEN), "With the improved accuracy and integrity of un-augmented GPS over the last several years, and with the introduction of the U.S. operated satellite-based augmentation system known as Wide Area Augmentation System (WAAS), the maritime community no longer has a mission requirement for DGPS. GPS now provides sufficient positional accuracy to meet international navigation requirements for harbor approaches and to position Federal Aids to Navigation."

Department of Transportation and Army Corps of Engineers have already discontinued the inland DGPS component. The USCG had operated the remaining Nationwide DGPS service, consisting of one control center and 38 remote broadcast sites, through its NAVCEN. The phased shutdown of those 38 sites began in 2015 and concluded on June 30, 2020 by turning off the signal from the final four sites located in the Great Lakes and the St. Lawrence Seaway System.

### 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



## APA NEWS



### LAKES PILOTS EARN EMPLOYEE SAFETY AWARD

The American Equity Underwriters (AEU) recently recognized the Lakes Pilots Association with their Annual Safety Award. The award was presented to recognize the outstanding safety record the Lakes Pilots have achieved for their employees (e.g., boat operators, maintenance staff, drivers, etc.).

AEU is the program administrator for the American Longshore Mutual Association (ALMA), a self-insured fund authorized by the Department of Labor to provide insurance coverage to maritime and harbor workers. This annual award recognizes ALMA members with the most effective safety programs.

The award is based on the following: management participation in safety programs/training, effectiveness of safety programs, compliance with AEU safety recommendations, frequency of employee lost time, and severity of employee lost time cases.

“While we are proud of our record of safely piloting ships in District 2, we are also proud to create a strong safety culture for our employees.” said Lakes Pilots Association President and APA Vice President, Captain Danny Gallagher.

### DID YOU KNOW PAST EDITIONS OF APA AND IMPA NEWSLETTERS ARE ONLINE?

Did you know you can find past editions of both the APA newsletter, *ON STATION*, and the IMPA newsletter, *THE INTERNATIONAL PILOT* online?

To access these back issues, visit the APA website ([www.americanpilots.org](http://www.americanpilots.org)) and check out the newsletter archives.



### ELECTIONS, SELECTIONS, APPOINTMENTS, ETC.

The following pilots' associations announced new officers:

♦ Association of Maryland Pilots: **Captain Eric Nielsen** (President), **Captain Beth Christman** (First Vice President), **Captain Jesse Buckler** (Second Vice President), **Captain Chris Wilson** (Secretary), **Captain Noah Seiple** (Treasurer), and **Captain Mike Flanagan** (Harbor Representative).

♦ Biscayne Bay Pilots Association: **Captain Jim Harhart** (Chairman), **Captain Geoffrey Pool** (Vice-Chairman), **Captain Charlie Hand** (Secretary/Treasurer).

♦ Brazos Santiago Pilots Association: **Captain Jonathan Willett** (Presiding Officer), **Captain Chris Urbanovsky** (Vice President), **Captain Grant Wilson** (Secretary), and **Captain Gene Tuttle** (Boat Captain).

♦ Hawaii Pilots Association: **Captain Tom Heberle** (President), **Captain Sinclair Brown** (Vice President), **Captain Tommy Collins** (Secretary), and **Captain Ryan Hopkins** (Treasurer).

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

♦ Puget Sound Pilots: **Captain Eric vonBrandenfels** (President), **Captain Ivan Carlson** (Vice President), **Captain Scott Coleman** (Secretary), **Captain Scott Anacker** (Director), **Captain Eric Klapperich** (Director), **Captain Alec Newman** (Director), and **Captain Joseph Semler** (Director).

♦ 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).

♦ Wilmington Cape Fear Pilots' Association: **Captain Scott Aldridge** (Co-President), and **Captain Jason McDowell** (Co-President).

### BIENNIAL CONVENTION CANCELLED

As previously announced, the APA Biennial Convention originally scheduled for October 19-23 in New York City has been cancelled due to the COVID-19 pandemic. For more on the cancellation, visit: [www.americanpilots.org/cancellation%20notice.pdf](http://www.americanpilots.org/cancellation%20notice.pdf)

### 2020 BOARD OF TRUSTEES MEETING

The 2020 Meeting of the APA Board of Trustees will be held in Washington, DC from December 3-4.