FOCUS ON PILOT SAFETY

The tragic deaths of two of our member pilots within three weeks of each other in January provide a compelling reminder of the risks involved in piloting as well as the continuing need to give the safety of pilots the highest priority.

Captain Kevin Murray of the Columbia River Bar Pilots fell into the water while descending a ladder from an outbound ship at the Bar on January 9. The pilot boat crew attempted to retrieve him but was not successful. His body was found two days later. On January 29, Captain Dave Lyman of the Hawaii Pilots fell from a ladder while disembarking from a cruise ship at the entrance to Nawiliwili Harbor on the island of Kauai. Although the pilot boat operator was able to pull him aboard and bring him ashore, he died from injuries sustained in the accident. Additional information about Captains Murray and Lyman can be found inside this edition of ON STATION.

Both accidents are being investigated. The details of what happened and any lessons learned from each should wait until the investigations are complete. It seems clear, however, that there is no common causal link between the two accidents. What is common between them, however, is that both pilots were killed in the performance of their duties. They were doing something that all pilots do everyday throughout the world. Transferring between large vessels and pilot boats or helicopters in all types of conditions is not simply how pilots get to and from work; it is an integral and necessary part of that work. A typical pilot will make the difficult transfer between two moving platforms thousands of times without any problem. Nevertheless, most pilots have fallen, been injured in some way, or had a close call at least once during their careers. There is always a risk to personal safety in this aspect of piloting.

The piloting profession needs to work continually to minimize this risk. The profession should recommit itself to making this common, unavoidable part of a pilot’s job as safe as possible. The Murray and Lyman accidents have already prompted many APA members to reexamine their personal safety gear, including floatation devices, EPIRBs, and strobe lights; retrieval and rescue equipment and procedures on the pilot boats; and training of both boat personnel and pilots. At the recent West Coast Pilots Meeting held in San Francisco, for example, a separate break-out session featured presentations and discussions on these subjects. The session was heavily attended, and many participants commented that they would be considering changes to their operations and policies based on information exchanged in the session. Of course, modern safety equipment, pilot boats, helicopter services, and other items of the transfer infrastructure cost money. Rate-setting authorities should make sure that pilots have the funding necessary for the safest possible transfer operations. This is not an area on which to scrimp.

In the efforts to improve the safety of pilot transfers, pilots should have the assistance of the Coast Guard in enforcing US and international laws on pilot transfer arrangements. There are far too many ships that arrive in US ports with transfer arrangements that do not meet the SOLAS requirements and IMO and ISO standards. Of particular concern are a number of US-flag and foreign-flag ships with hull shapes that prevent the ladder from lying flat against the side of the ship – as required by SOLAS. These illegal, dangerous ships have been allowed to operate in US waters for too long.

Pilots should also refuse to tolerate unsafe ladders or transfer arrangements. Every pilot has encountered defective, poorly maintained, or improperly rigged or manned ladders. In deciding what to do in these types of situations, pilots should not hesitate to place their own safety ahead of other concerns. Pilot commissions and the Coast Guard should support pilots who exercise their right to refuse unsafe boarding and disembarking arrangements.

As reported in past editions of ON STATION, Captain Mike Watson is chairman of an IMPO committee working on a package of improvements to the current international standards for pilot transfer arrangements. That effort will eventually lead to proposed revisions to the SOLAS requirements. Getting those proposals adopted at the IMO will take time, however. Meanwhile, there is much that could be done to enhance the safety of pilot transfers if only the current standards were more rigorously enforced.

As the APA membership extends its sympathies to the families of Captain Kevin Murray and Captain Dave Lyman, it should recommit itself to protecting the safety of all pilots. That would certainly be one of the best ways to honor the memories of these two colleagues.
Déjà Vu All Over Again?

With flag states and port states still struggling to implement the 1995 amendments to the STCW Convention, plans are underway at the IMO to begin another comprehensive revision of the Convention. That was the major story to emerge from the 37th Session of the STW Subcommittee, held January 23 - 27.

The first hint of this development occurred early in the session. Towards the end of his opening address, IMO Secretary General Eithimios Mitropoulos offered the suggestion that because more than ten years had elapsed since the last major revision of the STCW, and because it had been amended four times since then with more amendments likely in the next few years, "perhaps the time had come for the Sub-Committee to give some preliminary consideration to the need for, and the timing of, another comprehensive review of the Convention." Experienced IMO delegates recognized the comment for more than simply an offhand musing by the organization's leader.

Later in the session, while discussing the work program for STW 38, the delegates debated the need for a comprehensive review suggested by the Secretary General. In particular, the delegates noted a number of proposals that have recently been made for various amendments to the Convention and expressed the view that these, as well as any other near-term amendments, should all be addressed concurrently. The Subcommittee eventually adopted a proposal to the Maritime Safety Committee outlining a two-step project. First, the Subcommittee would define in detail the issues to be reviewed, including any new items to be addressed in a revised STCW. Those would be submitted to the MSC for its approval. Once the MSC approves the issues, work would begin on developing amendments to address those issues. The entire project would have a target completion date of 2008, with amendments coming into force in 2010.

The Subcommittee's written justification for the proposal contains a list of illustrative new items that might be considered for the review and for inclusion in a revised STCW. On the list are such items as: standards for ratings (currently under the jurisdiction of the ILO), criteria for safe manning and mandatory rest periods taking into account new security duties and recent research on fatigue, mandatory ECDIS training, standards for competence of seafarers on LNG vessels and tankers, alcohol limits, and new and innovative training methodologies. During the first stage of the review, however, any country or non-governmental organization could propose any subject for a revised STCW. For example, issues that were debated during the development of the 1995 amendments, such as including pilotage under the Convention and Code, could be reintroduced.

This proposed comprehensive review of STCW, no matter how appropriate or useful it may be, would therefore present ample opportunity for mischief. It will warrant close watching by the APA, IMPA and other supporters of national regulated pilotage systems.

Captain Mike Watson and Paul Kirchner were members of the US delegation to STW 37. Captain Watson will be on the US delegation at the 81st Session of the MSC (May 10 - 19), at which the STW Subcommittee's proposal will be considered.

Déjà Vu All Over Again?

On January 18, the European Parliament rejected for a second time the controversial Directive on Port Services proposed by the determined bureaucrats at the European Commission. The vote this time was an overwhelming 532 to 120 in favor of rejecting the proposal.

As with the first version of the Directive developed in 2001 and killed in 2003, this version contained a number of provisions ostensibly intended to reduce costs and improve efficiencies at European ports by mandating competition in port services, including pilotage. The major objections to the Directive centered on proposals to encourage so-called "self-handling" by vessel personnel of cargo loading and unloading and even of piloting, through expansion of pilotage exemption certificates. During the debate in Parliament, a member from the UK commented on the pilotage proposals, "Self-handling is ludicrous. It would create a health and safety nightmare. Opening pilot services to tender at the lowest price is ludicrous. In my area of Teesside, with its major chemical industries, it would expose the entire population to danger."

There have been reports that the EC intends to make yet another attempt to "reform" port services this summer. &
WATSON IMPOSTER SPOTTED DOWN UNDER

Captain Mike Watson may not have been physically present at the Pan-Asian Pilots Conference 2006 held in Sydney, Australia, March 14 - 15, but his presence was certainly felt — or at least heard. He was a scheduled speaker at the conference but was forced to cancel his trip at the last minute due to an unexpected medical problem. Fortunately, IMPA Secretary General Nick Cutmore, who was already attending the conference, manfully stepped into the breach and gave Captain Watson’s prepared presentation on “Security — The Demands on Pilots.”

In his presentation, Captain Watson not only discusses how US pilots are dealing with security measures, but also comments on the role of pilots. Noting the theme of the Conference, “Managing the Evolution of Modern Piloting,” he states that while the practice of piloting has obviously evolved, as it always has, and new ways of thinking about what pilots do may offer some valuable insights, the “essential function of a pilot on the bridge of a ship has not changed and should not change.” In particular, he criticizes some recent ideas for altering the traditional role of the pilot on the bridge and the pilot’s relationship with the bridge crew. He concludes, “These are dangerous ideas — dangerous to safety and to the piloting profession. We should resist proposals to push the pilot to the back of the wheelhouse. We should oppose efforts to cut the pilot out of the navigation of the ship.”

A copy of the presentation can be obtained from the APA office.

SHANGHAI PILOTS VISIT APA

On December 30, four members of the Shanghai Pilots Association visited the APA office and met with Captain Watson and Paul Kirchner. After a traditional exchange of gifts, the participants discussed the respective pilotage systems and operations in their two countries.

Captain Mike Watson receives vase from representatives of the Shanghai Pilots Association.

IN MEMORIAM...

The following remarks by US Rep. David Wu (D-OR) were entered into the Congressional Record of February 14, 2006:

Mr. Speaker, I rise today to honor Captain Kevin C. Murray, who lost his life while performing his duties as a Columbia River bar pilot on the night of January 9, 2006.

Where the Columbia River meets the Paciﬁc Ocean is spectacularly beautiful, yet it is also the worst river bar passage in North America. Columbia River bar pilots have steered vessels in the lower Columbia across the treacherous bar since 1846, making it one of the oldest businesses in the Pacific Northwest. This shallow bar has claimed some 2,000 vessels and 700 lives since the early 19th century. During a transfer back to the pilot boat Chinook, in heavy winter seas, Captain Murray, 50, a resident of Huxsow, WA, and Boothbay, ME, was thrown into the ocean waters. Despite the valiant efforts of his crew, Captain Murray succumbed to the frigid ocean temperatures.

He is survived by his wife, Lori Stetson Murray, and his mother, Phyllis Murray, of Boothbay Harbor, ME. Captain Murray was a seasoned, experience scholar of the seas. He began his career working on towing vessels, towing semi-submersible oil rigs in and out of the Gulf of Mexico. He later captained a 700-foot oil tanker, the Blue Ridge, and held an unlimited master’s license allowing him to captain any size vessel in any waters in the world. He had extensive experience in the waters from Alaska to San Francisco, resulting in his recruitment by the Columbia River Bar Pilots in 2004. Fellow Columbia River bar pilots remember Captain Murray as a wonderful person, a strong, silent type, with a quiet, hidden sense of humor.

I extend my heartfelt condolences to Lori, his wife; Phyllis, his mother; and all of his family and friends. This tragic drowning, the first loss of a Columbia River bar pilot since 1973, highlights the danger that these brave pilots face daily in navigating the Columbia River bar, also known as the “graveyard of the Pacific.” The bar pilots navigate cruise ships, U.S. Navy vessels, foreign vessels and cargo vessels, inbound and outbound on the Columbia River through the bar. Their skills and work are crucial aspects of the economic health of the deepwater ports of Oregon and Washington and the livelihood of the Pacific Northwest.
CG PROPOSES NEW RULES FOR BUZZARDS BAY
Would Weaken Federal Pilotage Requirements

The Coast Guard published a Notice of Proposed Rulemaking in the March 29 Federal Register for revisions to its regulated navigation area (RNA) rules for certain tank/barge combinations transiting Buzzards Bay, Massachusetts. Among the package of proposals is a curious provision that would apparently establish a new and unprecedented form of pseudopilotage requirement for tank barges in the area.

The proposed rules would require that tank barges carrying 5,000 or more barrels of oil or other hazardous materials have escort tugs and "federally licensed pilots" and participate in a to-be-established Vessel Movement Reporting System (VMRS). Participation in the VMRS could be accomplished either automatically through a vessel’s AIS or via VHF radio. With respect to pilotage, the proposed rule states that each single hull tank barge "must be accompanied by a pilot holding an appropriately endorsed Federal first class pilot's license issued by the Coast Guard."

Under existing federal law, the tank barges are subject to the federal compulsory pilotage requirement, but for tank barges of less than 10,000 gross tons, that requirement can be satisfied by so-called "acting as pilots." The proposed rule, therefore, would raise the license standard from "acting as pilots" to first class pilots. Other provisions, however, would seemingly change the functions of these first class pilots to the point where they would bear little resemblance to what is commonly considered "pilotage." For example, the rule states that the pilot may be on either the escort tug or the "primary tug." This "accompanying" pilot’s job would be to "monitor the navigation of the tug and tank barge and advise the master of the primary tug if/when the tank barge may be standing into danger." Although the APA is determined to keep an open mind on this feature of the proposed RNA rules, it is difficult to understand how this would meet the statutory pilotage requirement in 46 USC 8502 that coastwise seagoing vessels, including tank barges, be "under the direction and control" of federally licensed pilots. Moreover, the APA is unaware of any other instance in which the Coast Guard has accepted as a standard practice attempting to pilot a vessel from a remote vessel.

As faithful readers of ON STATION are undoubtedly aware, the issuance of these proposed rules take place against the background of a lawsuit brought by the federal government and several vessel-operator organizations against the Commonwealth of Massachusetts. In the suit, the plaintiffs are seeking to block a Massachusetts oil spill prevention law that was adopted in response to a major spill in 2003 resulting from the grounding of a tank barge. According to the plaintiffs, the federal law preempts the more stringent operational requirements in the state law, including a requirement that tank barges in Buzzards Bay take a state pilot. It is thought that by proposing the new rules, the plaintiffs will be in a better position to argue that the Coast Guard is actively regulating the operational aspects addressed in the state law and has clearly expressed its intention to preempt any state regulation of those matters. In that regard, it is purely coincidental that the proposed rules were published one day before scheduled oral arguments in the suit.

Comments on the proposed rules are due by June 27, 2006. In addition to the pilotage provisions in the proposed rules, there are several other features that may be of interest to APA members, including a provision that would require a vessel subject to the VMRS to get the approval of the VMRS center before any meeting, crossing or overtaking of any other VMRS vessel.

UPDATE ON CHANGES TO CG MEDICAL REVIEW PROGRAM

As reported in the last edition of ON STATION, the Coast Guard is working on changes to the medical review program for mariners. The vehicle for most of the changes will be a substantial revision to the current Navigation and Inspection Circular 2-98. A draft of that revision has recently been submitted to the Merchant Personnel Advisory Committee for comments. Captain Andrew McGovern, Sandy Hook Pilots is chairman of MERPAc, and Paul Kirchner is an industry member of the MERPAc Medical Certification Standards Development Work Group, which will also review the draft. Under current plans, once the Coast Guard receives all of the MERPAc comments and makes any additional changes resulting from those comments, it will publish a notice of a revised draft in the Federal Register and solicit comments from the public.

The revised NAVIC will contain detailed lists and explanations of "potentially disqualifying medical conditions and medicines," physical ability standards, and vision and hearing standards. Those mariners with a potentially disqualifying condition or medicine or failing to meet the physical ability and vision/hearing standards will not be eligible for a mariner document or license without obtaining a waiver. The NAVIC will provide guidance on the waiver process and the standards for reviewing waiver requests. Finally, the NAVIC will contain a new requirement that licensed pilots submit the results of their mandatory annual physical examinations.

Coast Guard officials have stated that they do not expect the new medical standards to result in a significant increase in the number of mariners that will require a waiver. They describe the main purpose of the revised NAVIC as clarifying the standards and streamlining the waiver process in order to make the medical review program more efficient and predictable. The Coast Guard also plans a substantial increase in staffing for the program concurrent with the future move of the National Maritime Center to West Virginia in 2007.

The APA office will send out the Federal Register notice and the draft NAVIC as soon as it becomes available. Pilot groups and individual pilots will be urged to review the standards and assess any changes that they may make in the pilot's eligibility for a license. This information will be critical for the APA and the Coast Guard in assessing the impact of the proposed new program.

CHANGES AT USCG HQ

On March 29, the US Senate confirmed the President’s selection of Vice Admiral Thad W. Allen as the new Commandant of the Coast Guard. Admiral Allen has been the agency’s Chief of Staff and became well-known to the public for his role as Principal Federal Official in charge of response and recovery efforts after Hurricanes Katrina and Rita. Vice Admiral V. R. Crea, currently Commander Atlantic Area, will be the new Vice Commandant, with VADM (Select) R. J. Papp, Jr., currently Commander 9th District, as Chief of Staff.

Rear Admiral Thomas H. Gilmour, head of the newly organized Office of Prevention at headquarters (formerly, the Office of Marine Safety, Security and Environmental Protection) will be retiring in May. He will be replaced in that position by Rear Admiral Craig E. Bone, currently Director of Inspections and Compliance in the Office of P (formerly Director of Port Security in the old Office of M).
NEW DRUG AND ALCOHOL RULES

On December 22, 2005, the Coast Guard issued a final rule revising the requirements for chemical and alcohol testing after a serious marine incident (SMI). The rule becomes effective on June 20, 2006.

Under the new rule, when a "marine employer" determines that a casualty or incident is, or is likely to become, an SMI, the marine employer must ensure that alcohol testing is conducted on each individual "engaged or employed" on board the vessel who is directly involved in the SMI. The rule applies to US-flag and foreign-flag commercial vessels. Alcohol testing must be performed within two hours of the SMI, unless precluded by safety concerns. The existing rules state only that such testing must be conducted "as soon as practicable." The new rule requires vessels to carry approved alcohol-testing devices, unless the marine employer can obtain the devices or have the individuals tested within the two-hour time period by other means. In a change from existing rules, saliva will now be accepted as a specimen for alcohol testing. Several minor procedural changes are also made to the drug testing requirements, including a 32-hour time limit for collecting specimens for drug testing following an SMI.

The APA suggests that each pilot group meet with its local Captain of the Port or other appropriate Coast Guard officials to discuss how the new rules will be applied to pilots. 

CONFERENCE CONTINUES ON CG AUTHORIZATION BILL

As this edition of ON STATION was sent to the printers, HR 889, the Coast Guard Authorization Act of 2005, was still being negotiated by House and Senate Committees. The respective versions of the bill passed by the House and the Senate contain some significant differences. These differences are being worked out in the conference, along with several new items that have been developed since the bill was passed in each body.

There is only one issue in the conference action that is of direct concern to pilotage interests. The House bill includes a provision establishing a Delaware River and Bay Oil Spill Advisory Committee. That was originally part of the Delaware River Protection Act, which was introduced as a stand-alone bill, HR 1412, by Rep. Frank LoBiondo (R-NJ) and several other members in response to the 2004 oil spill from the ATHOS I near Philadelphia. The Senate Bill has no similar provision. According to reports, the Senate conference has offered to accept the provision establishing the Oil Spill Advisory Committee but would change the House's one-year limited term committee of 15 members into a 27-member permanent committee. The Senate alternative is opposed by the APA and the Pilots' Association for the Bay and River Delaware. Such a permanent committee could displace the Mariner's Advisory Committee, a very successful harbor safety committee that has made decisions on navigation matters in the Delaware River for many years. Recent reports suggest that a compromise is being developed that would preserve the limited duration of the proposed new committee.

Thus far, no other pilotage issues have arisen. So long as the legislation remains in conference, however, the bill is available as a vehicle for any remotely germane amendments or additional subjects. No maritime interest should ever rest easy while a Coast Guard authorization bill is in play. The APA will continue to monitor the conference action.

IN MEMORIAM...

The loss of Captain David B. K. (Kawika) Lyman on January 29 was truly felt around the globe. He was certainly as well-known as any pilot in the United States, and possibly in the world. His passions for the history, culture, and lore of the Hawaiian Islands, the sea, and piloting brought him into contact with an unbelievably wide range of people. And with his deep baritone voice, handlebar mustache, impish grin, and constant enthusiasm, no one who ever met him ever forgot him.

Lyman, 62, was a Hawaii Pilot for 30 years and had served several terms as the Association's president and as APA Trustee for Hawaii. He graduated from the California Maritime Academy in 1965. He was deeply committed to the seafaring life and to the piloting profession. At the 2005 APA Board of Trustees meeting, he presented a paper to the Navigation and Technology Committee on standard commands and techniques for using azipod propulsion. He helped found the Hawaiian Maritime Center and served on its board. He was noted for talking to schoolchildren throughout Hawaii about the sea and maritime careers.

A descendant of the original missionaries to Hawaii and of native Hawaiians, Captain Lyman proudly wore his heritage on the sleeve of his ever-present aloha shirt. He was a tireless promoter of all things Hawaiian. He frequently traveled with a conch shell and would happily offer a blast on the shell at any appropriate, and sometimes inappropriate, opportunity. A licensed minister, he was in constant demand for officiating at wedding ceremonies, where he could combine a genuine spirituality with a flair for putting on a good show.

Speaking of good shows, on February 11 a parade of boats was held from Honolulu to mark the scattering of his ashes on the pilot station outside the Harbor. Over 80 craft of all kinds, including a fire boat, tug, commercial fishing boat, water taxi, yachts, pilot boats, kayaks, canoes, and the Polynesian sailing vessel Hokule'a, assembled for the. Officials described it as the largest gathering of boats in the history of the port. During the proceeding, a helicopter dropped thousands of flower petals, and an F-15 jet fighter flew low over the boats and dipped its wings. Dave would have loved it.

He is survived by his wife, Lori Ikehara-Lyman, son Belden, daughters Rebekka and Danielle, brothers James (Kimo) and Daniel, and sister Marion Lyman-Mercer.
DUNBAR COMMENDED

Captain San Juan Sandy Dunbar of the Portland Pilots has received the Coast Guard’s Public Service Commendation. The Commendation honors Captain Dunbar for his “personal and beneficial contributions to the Coast Guard’s marine safety responsibilities in the Port of Portland region, over a maritime career spanning 45 years – 37 as a pilot for the State of Maine.” Captain Stephen Garrity, USCG Commander, Sector Northern New England, presented the award at a retirement reception and dinner for Captain Dunbar on January 6. The festivities were attended by over 150 friends and colleagues spanning the entire maritime community in Northern New England.

SHERWOOD HONORED

On the same day that Captain Dunbar was receiving his retirement salute in Portland, a few hundred miles to the south on New York's Staten Island, Captain William Sherwood was being feted on his retirement: as president of the United New York Sandy Hook Pilots Association. Captain Sherwood received an assortment of honors, including the Coast Guard’s Distinguished Public Service Award, its highest honor for civilians. The medal and plaque signifying the award was presented to Captain Sherwood by Rear Admiral David P. Pekoske, Commander, First Coast Guard District.

Captain Sherwood also received an Officials Medal from the Board of Commissioners of Pilots of the State of New York. State Senator John Marchi offered his own salute on behalf of the New York Senate, which had adopted a Resolution honoring Captain Sherwood for his contributions to the state and the piloting profession.

2006 CONVENTION UPDATE

The APA office has sent to all member pilot groups registration forms and information packets for the 2006 Biennial Convention at Disney's Grand Floridian Resort and Spa during the week of Sunday, October 22 through Friday, October 27. Information has also been posted on the APA website, www.americanpilots.org. APA member attendees and exhibitors can register either on the website or by using a printed registration form included in the information packet.

Hotel reservations should be made by calling Disney's Group Reservations Department at 1-407-824-1383. To ensure receiving the heavily discounted room rates, be sure to state that you are attending the American Pilots' Association Convention.

The room block is filling up fast, so reservations should be made as soon as possible.

An additional website, www.disneyetools.com/apps/evite/invites/pilots/, offers APA-related Walt Disney World® Resort information. After the introduction, click onto the highlighted words “information page” for complete resort information. For example, the website contains information regarding Disney's Magical Express®. This exclusive complimentary shuttle and luggage delivery service conveniently takes you from the airport directly to the Grand Floridian.

ELECTIONS, SELECTIONS, ETC.

• The Southeastern Alaska Pilots Association has selected its officers for 2006: Captain Ted Kellogg, President; Captain Larry Vose, Vice-President; and Captain Glyn Seaberg, Secretary-Treasurer. Captain Dale Collins will be the APA Trustee from the State of Alaska.

• The officers for the Brazos Pilots Association for 2006 are: Captain James A. Teeter, President; Captain Max W. Blanton, Vice-President; Captain Billy J. Burns, Secretary-Treasurer; and Captain John G. Gunning, Director.

• Alaska Marine Pilots, LLC. has announced that its officers for 2006 are: Captain Peter Garay, President; Captain Richard Murphy, Vice President; Captain Michael Anthony, Secretary/Treasurer.

• The St. Johns Bar Pilot Association officers for 2006 are: Captain John H. Atchison, President, and Captain Timothy J. McGill, Vice President.

• The 2006 officers for the Boston Pilot Association, LLC are: Captain Gregg Farmer, President; Captain Martine McCabe, Vice President, Captain Frank Morton, Secretary, and Captain Richard Stover, Treasurer.

• The Pascagoula Bar Pilots Association announces its officers for 2006-2007: Captain Joseph P. Mosso, President; Captain Ronald T. Robertson, Vice President; and Captain Robert T. Baker, Secretary-Treasurer. Captain Mosso will serve as the APA Trustee from the State of Mississippi.

• The United New York Sandy Hook Pilots Association has selected the following officers for 2006: Captain Dennis Wheeler, President; Captain Hank Mahlmann, Vice President, and Captain Robert T. Miller, Secretary-Treasurer. Other members of the Association's Board of Directors are: Captain Daniel M. Fendt, Captain Thomas P. Walsh, Captain Charles J. Newman and Captain Dominick J. Vitolo.

• The United New Jersey Sandy Hook Pilots Association has selected the following officers for 2006: Captain Edward F. Sweeney, President; Captain Richard J. Schoenhals, Vice President; and Captain John C. Oldmixon, Secretary-Treasurer. Other members of the Association’s’ Board of Directors are: Captain Raymond Keenan, Captain James Britton, Captain Jay E. Graham, and Captain George P. Smith.

• Effective March 17, Captain Paul Amos succeeded Captain Steve Brown as President of the Columbia River Pilots. Captain Clifford L. Austin has been selected as the association's new Vice President.

UPCOMING EVENTS

APA 2006 Biennial Convention
Orlando, FL
October 23-27, 2006

IMPA Congress
Havana, Cuba
November 20-24, 2006