TWIC AND MMC PROPOSALS HIT THE STREET
Land With a Thud.

Proposed regulations establishing the Transportation Worker Identification Credential (TWIC) were published on May 22. Implementation of the program established in the Maritime Transportation Security Act of 2002 has taken longer than originally expected, and the delay has become a political issue. As a result, the Transportation Security Administration and the Coast Guard are under pressure to move forward quickly. That explains the short period (45 days) for comments on the lengthy proposal, which takes up 65 pages of small print in the Federal Register.

Pilots are specifically listed in the MTSA as persons needing a TWIC and required to show it in order to gain unescorted access to secure areas of MTSA regulated vessels and terminal facilities. The procedure for obtaining one of the biometric cards would involve two trips to one of a projected 125 strategically placed TSA enrollment centers—the first to submit the required information, provide ten fingerprints and sit for a digital photograph and the second to return to pick up the card. Once an application is submitted, a “security threat assessment” involving a thorough review of criminal, immigration, and “pertinent intelligence records” would be conducted to determine whether the applicant is eligible for a card. Estimated processing fees for a mariner who also holds a Coast Guard merchant mariner credential would be $105 for an original card and for the required renewal every five years. The proposal anticipates that the enrollment process would begin by the end of 2006.

Along with the publication of the proposed TWIC rules, the Coast Guard published an even bigger proposed rulemaking package (73 Federal Register pages) for a “Consolidation of Merchant Mariner Qualification Credentials.” The stated objective of the proposal is to streamline and simplify the existing merchant mariner credentialing program. The centerpiece of the proposed replacement program would be the “Merchant Mariner Credential” (MMC), which would be a single form of document that would serve as evidence of the holder’s qualifications. It would take the place of current Licenses, Merchant Mariner Documents (MMDs), STCW certificates, and Certificates of Registry. The system envisioned in the proposed MMC rules is consistent with a Coast Guard “Legislative Change Proposal” to Congress for statutory authority for a consolidated MMC and a revamped licensing/credentialing system. As discussed on page 3 of this edition, the LCP has received a decidedly cool reception from Congress—both last year’s version and the substantially revised 2006 version.

The two related rulemaking packages were the subject of public meetings held in four different locations soon after the publication date. Considerable opposition was voiced at the meetings. The most frequent complaint concerned the cost of the TWIC, both to the mariner and to vessel and facility operators, who would be required to have electronic, internet-connected card readers. Other objections noted the burdens, inconvenience, and likely delays in obtaining the card; the extent of the background checks; the standards for denying a card; and the lack of any requirement that a vessel or facility must actually grant access to a person, including a pilot, who presents a valid TWIC and who is there for a legitimate or necessary purpose.

Written comments on each of the proposals are due by July 6. A number of formal requests for an extension of the comment period have been submitted, however, and a refusal to grant an extension under the circumstances would be very unusual. The APA sent copies of the proposals as soon as they became available to each of its member groups and to association officers and committee members. Along with the copies, APA members and their advisors were asked to review the proposed rules and provide the APA with their views and comments, particularly assessments of the likely impact on their members.

EDITORIAL

WHY ALL THE CHANGES IN FEDERAL REGULATION OF U.S. MARINERS?

APA member pilots and other US mariners can be excused for feeling somewhat bewildered, uncertain, uneasy, or even possibly persecuted over the various plans underway to change the process and level of regulation and scrutiny of mariners by the federal government. The recently published proposed rules for a mandatory TSA-issued TWIC card for mariners, including pilots, and for a new Coast Guard-issued consolidated “Merchant Mariner Credential” come on top of several other major ongoing projects. Those projects involve such things as revising the implementation of the STCW requirements, overhauling the medical certification standards and process, moving much of the handling of license and document applications from the REC’s to the National Maritime Center, and moving the NMC to West Virginia.

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MSC MEETS

IMO’s Maritime Safety Committee (MSC) adopted new regulations on Long-Range Identification and Tracking of Ships (LRIT) during its 81st session held at the organization’s headquarters in London from May 10 to 19. Other important actions taken at the meeting of special interest to pilots included agreements to undertake a comprehensive review of the STCW Convention and Code and to develop an “e-navigation” strategy.

The new regulation on LRIT is included in SOLAS chapter V and requires LRIT for passenger ships and cargo ships of over 300 gross tons on international voyages. It provides for the sharing of LRIT information for security and search and rescue purposes among SOLAS Contracting Governments. LRIT information that ships will be required to transmit include the ship’s identity, location, and time and date of the position. There will be no interface between LRIT and AIS. According to the IMO press release: “One of the more important distinctions between LRIT and AIS, apart from the obvious one of range, is that, whereas AIS is a broadcast system, data derived from LRIT will be available only to the recipients who are entitled to receive such information and safeguards concerning the confidentiality of those data have been built into the regulatory provisions.”

On the subject of the STCW, MSC agreed that a comprehensive review is needed, “in order to ensure that the Convention meets the new challenges facing the shipping industry including, but not limited to, rapid technological advances today and in the future.” MSC instructed the STW Subcommittee to define, as a first step, the issues to be reviewed and report back to the MSC before beginning the actual work of considering and preparing revisions. A target completion date of 2008 was set. The APA’s concerns about this project have been described in past editions of ON STATION.

The MSC also decided to include in the work programmes of the NAV and Radiocommunications and Search and Rescue (COMSAR) Subcommittees a high priority item on “Development of an E-Navigation Strategy.” The target completion date is 2008 with the NAV Subcommittee acting as coordinator. NAV was instructed to begin work on the subject at its 52nd session in July 2006. The IMO press release states, “The aim is to develop a strategic vision for e-navigation, to integrate existing and new navigation tools, in particular electronic tools, in an all-embracing system that will contribute to enhanced navigation safety ... while simultaneously reducing the burden on the navigator.”

Captain Mike Watson and Paul Kirchner will be part of the US delegation at NAV 52.

CG NAMES NEW IMO CHIEF

Jeffrey G. Lantz has been named the Coast Guard’s new director of national and international standards. In that position, he will oversee most of the Coast Guard’s rulemaking proceedings and be in charge of the staff work for Coast Guard’s activities at the IMO. He replaces Joseph Angelo, who left that post in the end of 2004 to become Director, Regulatory Affairs and the Americas for INTERTANKO.

Mr. Lantz retired from active duty Coast Guard at the rank of captain in 2001, staying on to work at Coast Guard headquarters’ office of M, now P. Prior to assuming his new duties as director of standards, he was the chief of the Coast Guard’s lifesaving and fire standards division. He has been a member of the US delegation to a number of sessions of the IMO’s Maritime Safety Committee as well as head of delegation to subcommittees on design and equipment and fire protection. He is not only knowledgeable about the mysterious ways of the IMO but also familiar with pilot issues and with the US positions regarding pilotage regulation at the international level.
IMPA SET FOR CUBA CONGRESS

Preparations are well in hand for the 18th Congress of the International Maritime Pilots Association. The Congress will be held in Havana, Cuba from November 19–24, 2006. Information on the Congress can be found on IMPA’s website: www.impaqh.org.

The APA office has sent to each member group packets of information and forms for APA-member pilots to attend the Congress. Because of governmental restrictions on the travel of US citizens to Cuba, only “full-time professionals” can attend the Congress and must comply with special rules on paying for lodging and registration fees. Marazul Charters, Inc, a travel agency licensed to arrange travel to Cuba and provide other services in connection with conferences such as the IMPA Congress, has assisted in the preparation of the APA information/registration packet and has made arrangements with the Cuban organizers of the Congress to accept payments for the hotel and registration fees in US dollars. Marazul can also arrange flights to Cuba.

Contact your APA member group or the APA office to obtain the packet of information and forms. Registration fees for the Congress and a deposit for other travel arrangements must be received by Marazul by August 31.

CG 2006 AUTHORIZATION BILL NEARS HOME

The logjam delaying passage of the Coast Guard authorization act for fiscal year 2006 was finally broken in the week before Congress adjourned for its July 4th break. Although the House-Senate conference agreement on the act was reached in April, approval by both houses in Congress had been held up by a disagreement over a controversial proposed offshore wind farm in Nantucket Sound. According to a provision in the original agreement, the wind farm would require the approval of the Commandant of the Coast Guard, and that approval could not be granted if either the Governor of an “adjacent coastal state” (i.e., Massachusetts) objects to the project or the Commandant finds that it would create a hazard to navigation.

Although the vote adopting a conference agreement is typically a pro forma matter, there was significant opposition, particularly in the Senate, over giving the governor of Massachusetts a veto power. A compromise was eventually developed, however, that would replace the governor’s veto power with a direction to the Commandant to “specify the reasonable terms and conditions the Commandant determines to be necessary for navigation safety” before a lease or other grant of property rights to the waters could be considered by the Secretary of the Interior. The House and Senate approved the revised conference agreement the last week in June. It has been sent to the White House for the president’s signature.

The authorization bill, entitled the “Coast Guard and Maritime Transportation Act of 2006,” authorizes $8.7 billion dollars in appropriations for the Coast Guard for fiscal year 2006 (of course, as is often the case, the Coast Guard has been operating for much of the fiscal year without the guidance of an authorization act). The act also includes a long list of provisions dealing with Coast Guard activities and federal laws governing maritime transportation. For example, as reported in past editions of ON STATION, the act creates the Delaware River and Bay Oil Spill Advisory Committee. As one of several measures responding to the 2004 ATHOS I oil spill near Philadelphia, the committee will have 27 members, including two state pilot representatives, and would have 18 months in which to develop recommendations for preventing and responding to oil spills on the Delaware River. The act also directs the Coast Guard to assign sufficient personnel to ensure that piloting rates for the Great Lakes are set every year.

FAST START FOR 2007 CG AUTHORIZATION BILL

On June 27, the same day that the conference agreement on the 2006 Coast Guard authorization bill was approved by the House, the 2007 bill was introduced in the same body. One day later, it was approved by the full Committee on Transportation and Infrastructure without major changes and was reported out for action on the House floor. Rep. Don Young (R-AK), chairman of the Committee, and Rep. Frank LoBiondo (R-NJ), chairman of the Committee’s Coast Guard and Maritime Transportation Subcommittee, are the sponsors of HR 5691, “The Coast Guard Authorization Act of 2006” (the name of the bill typically refers to the year of expected or actual enactment, rather than the fiscal year of the authorization). The bill authorizes appropriations of over $9 billion for the Coast Guard and contains a number of other provisions dealing with maritime laws and federal activities. The Committee and the sponsors are hoping that the bill will be brought up on the House floor in July.

As an indication of the fast track for this particular bill in the House and of how things are sometimes done in Washington, the Coast Guard Subcommittee had held a hearing on the bill on June 20, seven days before it was introduced. The Coast Guard’s Chief Counsel and Judge Advocate General, Rear Admiral William Baumgartner, testified on several of the items that had been requested by the Coast Guard, including an extensive proposal for replacing the current mariner licensing and documentation laws. A substantially different version of that proposal was also submitted for the 2006 bill, but was ultimately dropped due to opposition from mariner groups, including the APA. In response to that opposition, the Coast Guard spent several months last year soliciting comments from the public, consulting with the Merchant Personnel Advisory Committee (MERPAC), and holding meetings with groups such as the APA. According to Admiral Baumgartner’s testimony, the proposal submitted for the 2007 bill adopts many of the recommendations made by these interested parties. A draft provided to the APA, however, appeared not to include some items that the APA thought had been accepted by the Coast Guard.

Despite the Coast Guard’s request and the Admiral’s testimony, the mariner credentialing proposal was not included in HR 5691. It could possibly be added later, however, and might be in the Senate bill, which has not yet been introduced.
PRESIDENT NAMES PICK FOR MARAD CHIEF

On June 28, 2006, President Bush announced his nomination of Sean T. Connaughton to be Administrator of the Maritime Administration at the Department of Transportation. He is a maritime attorney in Washington DC and is active in Republican politics, serving as chairman of a county board of supervisors in northern Virginia and running unsuccessfully for lieutenant governor last year. A graduate of Kings Point, he worked for the American Petroleum Institute earlier in his career and was involved in tanker navigation issues, including pilotage.

Mr. Connaughton is the second person nominated by the White House for the vacant administrator's position. David C. Sanborn withdrew his name several months ago after objections were raised to his work for Dubai Ports World, the United Arab Emirate company whose plans to purchase the US terminal operating business of the P & O Company generated a political firestorm.

APA COMMENTS ON CG BUZZARDS BAY PROPOSALS
Opposes Weakened Pilotage Requirements

On June 27, the APA filed comments on the Coast Guard's Notice of Proposed Rulemaking for revisions to the regulated navigation area (RNA) rules for certain tank/barge combinations transiting Buzzards Bay, Massachusetts. As reported in the last edition of ON STATION, the package of proposals includes a strange provision that would apparently establish a new and unprecedented form of "almost-pilotage" requirement for tank barges in the area. The APA strongly opposed this provision, stating:

That requirement would be contrary to the federal compulsory pilotage statute, 46 USC 8502(a). It would weaken existing pilotage requirements for tank barges in Buzzards Bay, which are already inadequate. It would decrease safety in that environmentally sensitive area. And it would further erode the integrity of the federal pilotage system.

Under the proposed rules, tank barges carrying 5,000 or more barrels of oil or other hazardous materials must be "accompanied" by a pilot holding an appropriately endorsed Federal first class pilot's license. Such a pilot would be permitted to be on either the "primary" tug or on an escort tug. The accompanying pilot's job would merely 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."

The Notice of Proposed Rulemaking suggested that this new concept would be an improvement on the existing federal regulations. As APA members are aware, federal regulations currently acknowledge that tank barges are subject to the federal statutory compulsory pilotage requirement but allow operators of tank barges of less than 10,000 gross tons to satisfy that requirement by designating certain members of a tug's crew to "serve as pilot." While the APA has gone on record as opposing this special interest pilotage exception, the proposed rule would not be any better. The APA observed in its comments that the proposed rule "would, in effect, replace non-pilots performing pilotage with licensed pilots performing non-pilotage."

The APA recommended that a much more effective measure to increase navigation safety in Buzzards Bay would be for the Coast Guard to adopt a rule modeled on the statutory Prince William Sound pilotage requirements enacted in OPA 90. Those requirements provide that any vessel in Prince William Sound subject to the federal pilotage requirement must use a pilot who is not a member of the vessel's crew and is a pilot licensed by the State of Alaska.

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

NOAA: SHIPS TO SLOW FOR WHALES

NOAA's National Marine Fisheries Service has proposed regulations to set speed limits for vessels in certain areas off the East Coast in a further effort to protect the endangered North Atlantic right whales. Vessels of 65 feet or greater would be restricted to ten knots or less in designated areas along the coast during specified times of the year. The areas and times are set out in the proposed rule and are based on traditional migration patterns and past sightings. In addition, NMFS proposes to establish temporary "dynamic management areas" in which the 10-knot speed limit would apply if specified numbers of right whales are spotted in waters that are not subject to one of the seasonal speed restrictions.

The proposed rules are part of the NMFS's on-going Ship Strike Reduction Strategy to help recover the North Atlantic right whale. Increasingly restrictive protective measures have been adopted or proposed over the past few years. In announcing the speed limits, NMFS contends that past measures have not been successful in reducing the number of ship strikes or improving chances for a recovery of the right whale population. The proposed measures, including the speed limits, were described in an Advanced Notice of Proposed Rulemaking issued in June of 2004. The APA submitted comments urging a go-slow approach (so to speak) until better science could be obtained on the extent of a ship strike problem and on the efficacy of speed limits and other suggested measures in preventing such strikes. Comments on the new proposals are due by August 25.

APA TALKS UP PORTS

Again this year, the APA was asked to participate in a symposium held in connection with the National Marine Sanctuary Foundation's annual Capitol Hill Ocean Week effort. On June 14, Paul Kirchner spoke about NOAA's PORTS program as part of a panel entitled "From Vision to Venture: The Business Case for Ocean Observations." His presentation described the PORTS program and its benefits not only for pilots and others in the navigation safety business but also for the national economy and environmental protection. He also stressed the need for increased support from NOAA and Congress in order to grow PORTS into a stable national program. A copy of the PowerPoint presentation is available from the APA office and can be used by APA members in explaining and promoting PORTS.
NEW VDR REQUIREMENTS GO INTO EFFECT

Most pilots are aware that all passenger vessels and many other vessels today have voyage data recording devices. Soon, all international trade vessels over 3,000 gross tons will have such devices. Under regulation 29 of SOLAS chapter V, adopted in 2000, all passenger vessels constructed after 2002 and all existing passenger vessels by January 2004 were required to have voyage data recorders (VDR). Cargo vessels of 3,000 gross tons or more constructed after July 1, 2002 were also required to have VDRs meeting IMO standards. Those standards, adopted in 1997, give details on the data to be recorded and VDR specifications. They state that the VDR should continuously maintain sequential records of pre-selected data items relating to status and output of ship's equipment and command and control of the vessel (through, among other things, audio recording).

The MSC adopted amendments to regulation 29 in 2004 for a phased-in carriage requirement for a shipborne simplified voyage data recorder (S-VDR). The amendment enters into force on July 1, 2006. The amended regulation now requires a VDR, which may be an S-VDR, to be fitted on cargo ships of 3,000 gross tons or more, phasing in the requirement for ships of 20,000 gross tons or more by the first scheduled dry-docking after July 1, 2006 but no later than July 1, 2009, and the remaining cargo vessels of at least 3,000 gross tons at the first scheduled dry-docking after July 1, 2007 but no later than July 1, 2010.

An S-VDR is not required to store the same level of detailed information as a standard VDR, but still contains extensive information concerning the position, movement, physical status and command and control of a vessel. An S-VDR will contain an audio recording of the bridge. A number of equipment manufacturers have websites that compare the mandatory features of VDRs and S-VDRs.

Pilots should assume that all bridge conversations and most navigation data on every ship on an international voyage are being recorded.

APA REPORTS ON PILOT USE OF AIS AT INTERNATIONAL CONFERENCE

Paul Kirchner was a featured speaker at the Vessel Tracking and Identification 2006 conference in London sponsored by Lloyd's List on April 24-25. As part of a panel on the subject of operational developments in the use of AIS, he gave a presentation on behalf of the APA on "Piloting and the AIS Pilot Plug." His PowerPoint presentation and a formal paper on that subject were prepared with the considerable assistance of APA NAVTECH Committee members Captain Ted Kellogg, Southeastern Alaska Pilots Association, and Captain Jorge Viso, Tampa Bay Pilots (and NAVTECH Chairman).

In the Q & A session following Mr. Kirchner's description of how pilots use AIS through their carry-aboard electronic navigation units, there was a lively discussion on the broader subject of pilots' use of portable units. A few participants surprisingly objected to the idea of pilots using their own sources of navigation information and others argued for international standards governing such units and their use.

Copies of the paper and the PowerPoint presentation can be obtained from the APA office.

NAVTECH BUSY

While the work of the APA's Navigation and Technology Committee is on display during their meetings at APA Trustees meetings, the Committee keeps busy in between those meetings, which typically draw a large, interested crowd. The Committee members keep in regular and frequent contact by e-mail, sharing important information and developments under the facilitating hand of the chairman, Captain Jorge Viso. There are also usually several major projects underway at any particular time. Two such current projects are good examples.

The Committee is working on recommended command language and other practices for using Azips. The Hawaii Pilots Association prepared a paper in January 2005 entitled "Standard Commands for Piloting Vessels with Azipod Propulsion Systems." The paper was presented to the Committee during its meeting at the APA Trustees Meeting in Washington last October by the late Captain Dave Lyman.

The Southeast Alaska Pilots Association has produced two papers on the same subject. The first paper, "Azipod Command Language" (March 2006) offers comments and observations on the HPA paper and on the subject of Azipod use in general. It proposes alternatives to HPA's command terminology for operations in the Maneuver Mode and recommends traditional command language for Open Sea Mode. The second paper, "Joystick Command Language for Azipod-Equipped Ships" (April 2006), examines and proposes command terminology for the remaining three operational modes, accessible only from the joystick control panel: Joystick Cruise Mode, Joystick Maneuvering Mode, and Dynamic Positioning Mode.

The Committee is reviewing the papers and is expected to decide at its meeting during the APA Convention in October whether to build on the papers and produce recommendations on behalf of the Committee and the APA.

Another important NAVTECH project is the development of a set of best practices for pilot carry aboard units. Chairman Jorge Viso is heading the effort and hopes that the Committee will be able to agree on practices addressing such things as maintaining and caring for the units, equipment configurations and individual components, recognition of the limitations of the units and their information, training, and the use of the units, including their integration into piloting and bridge resource management practices. This project will also be considered at the October meeting.

SAD NEWS

The APA is saddened to report that Charles Robert ("Chuck") Pillsbury, former director of the Maritime Institute of Technology and Graduate Studies, passed away on June 26. Captain Pillsbury, a 1968 graduate of the United States Merchant Marine Academy was well-known to many APA members. In addition to his work at MITAGS and for the Masters, Mates & Pilots, he served on numerous advisory committees and research panels.
COAST GUARD HONORS LOUISIANA PRESIDENTS

Recognizing the work of pilots and their leaders along the Mississippi River in the aftermath of Hurricanes Katrina and Rita last year, the Coast Guard has presented Certificates of Merit to Captain A.J. Gibbs, President, Crescent River Port Pilots Association; Captain William O (Bud) Watson, President, New Orleans – Baton Rouge Pilots Association; and Captain Michael R. Lorino, Jr., President Associated Branch Pilots Association. The commendations accompanying each of the certificates describe the recipients’ many extraordinary services during the difficult post-hurricane period. For example, each commendation noted the president’s participation in “daily ‘state of the waterways’ conference calls between the Coast Guard, other Pilot Associations, and other key maritime stakeholders.”

AWARD TO LORINO

Adding to the recognition given to the work of APA members in Louisiana last year, the World Trade Center of New Orleans presented its C. Alvin Bercel Award to Captain Michael R. Lorino, Jr., President of the Associated Branch Pilots and APA Gulf Region Vice President for Louisiana. According to the WTC, the award is presented annually to an individual in recognition of outstanding contributions to the advancement of the greater New Orleans port area. The WTC cited Captain Lorino for his leadership role in restoring port operations following Hurricane Katrina. In his remarks at the award ceremony, Captain Lorino stated that he was accepting the award on behalf of Captain Bud Watson, NOBRA Pilots; Captain A. J. Gibbs, Crescent River Pilots; Captain Frank Paskewich, Commander, Coast Guard Sector New Orleans; and others active in the port and local shipping industry who worked as a team to get the port back up and running.

LINTON WINS GOLD

Captain Michael Linton, President of the Pilot’s Association for the Bay and River Delaware was awarded the Four Chaplains Memorial Foundation’s Gold Medallion on May 22 at the Corinthian Yacht Club of Philadelphia. The medallion was presented by Captain David Scott, USCG, Sector Delaware Bay.

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 packets.

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.

There is an additional website, www.disneytools.com/apps/evite/invites/pilots/, for 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.

The Disney officials have asked that the APA stress the advisability of Convention attendees making advanced reservations for Disney dining locations.

ELECTIONS, SELECTIONS, ETC.

• The Columbia River Bar Pilots, LLC announces its Board of Managers for 2006-2007: Captain John M. Torjesen, Captain George A. Waer, Captain Robert W. Johnson, and Captain Curtis G. Nehring.

• The officers for the St. Lawrence Seaway Pilots’ Association for 2006 are: Captain Roger S. Paulus, President; Captain Donald J. Metzger, Jr., Vice-President; Captain Michael Maclean, Treasurer; and Captain Dewitt L Withington, Secretary.

• The Board of Directors for the Associated Branch Pilots for 2006-2007 are: Captain Michael R. Lorino, Jr., President; Captain Michael T.D. Miller, Vice President; Captain Daniel W. Mott, Secretary; Captain Leon C. Buras, Director; and Captain Gregory J. Blache, Director.

• Northeast Marine Pilots, Inc has elected the following officers: Captain E. Howard McVay, Jr., President; Captain Joseph P. Maco, Vice President; Captain Ken H. Warner, Secretary; and Captain John Lasnier, Treasurer.

• The officers for the Long Island Sound Pilots (a subsidiary of Northeast Marine Pilots, Inc.) are: Captain Ken H. Warner, President; Captain E. Howard McVay, Jr., Vice President; Captain Michael D. Ball, Secretary; and Captain Joseph P. Maco, Treasurer.

• The Puget Sound Pilots’ new Board of Directors, including Officers are: Captain Richard F. McCurdy, President; Captain Calvin C. Hunziker, Vice President; Captain William Snyder, Secretary-Treasurer; Captain Delmar MacKenzie, Director; Captain Frantz A. Coe, Director; Captain James A. Shaffer, Director; and Captain Donald W. Mayer, Director.