

NOTICE OF PILOT BOARD MEETING

The Board of Pilot Commissioners for the Port of Corpus Christi Authority (the “Pilot Board”) will hold a public meeting **at 08:30 a.m. on Tuesday, February 11, 2014**, at the **Congressman Solomon P. Ortiz International Center, 402 Harbor Drive**, Corpus Christi, Texas.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact Sherry DuBois at (361) 882-5633 at least 48 hours in advance so that appropriate arrangements can be made.

Si usted se dirige a la junta y cree que su inglés es limitado, habrá un intérprete inglés español en la reunión de la junta para ayudarle.

The agenda for the meeting is as follows:

1. Call meeting of the Pilot Board to order and receive conflict of interest affidavits.
2. Approve the minutes of the Pilot Board meeting held on December 10, 2013.
3. Comments from the public. *(Each speaker will be limited to three minutes.)*
4. Update status of Harbor Safety Committee by Chairman Joe Harrington.
5. Ad-hoc committee chairman update by Capt. John Williams chairing the Aransas-Corpus Christi Pilots’ Two-Pilot Guidelines and Fatigue Management Guidelines working group.
6. Introduce and seek approval for Capt. Stephen Conway to commence duties as Deputy Branch pilot on March 1, 2014.
7. Adjourn the meeting.

PILOT BOARD – PORT OF
CORPUS CHRISTI AUTHORITY

South Texas Waterways Advisory Committee
February 4, 2014

Mr. John P. LaRue
Executive Director
Secretary - Pilot Board of Commissioners
PO Box 1541
Corpus Christi, TX 78403

Subject: South Texas Waterways Advisory Committee Recommendation - Two Pilot Guidelines Review

Dear Mr. LaRue,

In response to the Pilot Board of Commissioner's (Board) request dated November 7, 2013 that the South Texas Waterways Advisory Committee (STWAC) review the Aransas Corpus Christi Pilots' Two Pilot Guidelines and Fatigue Management Guidelines, the STWAC formed an ad hoc committee to carry out the review. The ad hoc committee convened and discussed these two documents during a three month period and has so far come to a consensus on the Two Pilot Guidelines. The committee came to a consensus on the structure of the submitted document and an amended version is enclosed. The ad hoc committee's recommendation that the enclosed guidelines, as written, be forwarded to the Board was unanimously approved by the full STWAC membership during its January 30 meeting.

Background:

Members of industry, Port of Corpus Christi staff, the United States Coast Guard, and the Aransas Corpus Christi Pilots participated in the review.

Discussions generally centered around the following aspects:

1. The verbiage and structure of the submitted guidelines.
2. Delineation between the conning pilot and the additional (assisting) pilot.
3. This establishment of this delineation with the Master and Bridge Team during the Master Pilot Exchange.
4. Recognition of the benefits of additional pilots by the United States Coast Guard(USCG) and the National Transportation Safety Board(NTSB).

The original submitted two pilot guidelines were written by pilots for pilots, therefore some of the language assumed the reader would fully understand the typical shipboard protocols, procedures, and traditions. Language was added to clarify to the layman that only one pilot is conning at any given time and the delineation of the conning pilot and assisting pilot is made clear to the vessel Master and Bridge Team.

As the document points out, the NTSB¹ and USCG² has recognized the benefits of additional pilots in certain circumstances. Language clarifying which vessels these guidelines apply to was added in the opening paragraph. Other minor amendments pertaining to the various outlined additional pilot duties were suggested. Language within the outline was streamlined for clarification and simplicity.

Training:

Pilot training in the use of multiple pilots was discussed. Members of the Aransas Corpus Christi Pilots described how Deputy Pilots and Deputy Pilot trainees are and have been instructed for over 20 years on how additional pilots are utilized. As observers on "two pilot vessels" they are able to observe and practice how the assisting pilot is used as a resource for the conning pilot. Even while shadowing a full Branch Pilot on "one pilot vessels," Deputy Pilot trainees start out gradually learning the skills while assisting and observing the full Branch Pilot in the same manner.

¹ NTSB Accident Report NTSB/MAR-11/04

² April 30, 2013, USCG Formal Investigation, Allision of the T/V Eagle OTOME with the M/V GULL ARROW et seq.

All Deputy Pilots are required by the Aransas Corpus Christi Pilots Association to take the American Pilots' Association (APA) approved Bridge Resource Management for Pilots (BRM-P) course. The goal of this course is to train the deputy pilot to maximize the effective utilization of **all** resources available to him or her on the bridge in order to safely navigate the ship. Those resources include personnel, navigational and communication equipment, and information. According to the APA Guidelines for BRM-P (APA Guidelines), the essence of BRM-P is a safety attitude and management approach that facilitates communication, cooperation, and coordination among the individuals involved in a ship's navigation.

If an additional pilot is on board a vessel, consistent with BRM-P principles and the Aransas Corpus Christi Pilots "Two Pilot Guidelines," that pilot is used as an additional resource in much the same way as the other available resources. Similarly, the conning pilot recognizes that the presence of an additional pilot necessitates additional "communication, cooperation, and coordination," and carries out the pilotage assignment accordingly.

APA-approved BRM-P courses are designed to allow for flexibility so that courses can be tailored to the unique functions, tasks, experiences and needs of pilots in individual ports and waterways. While the APA Guidelines include specific course objectives and curriculum subject areas that are to be included in BRM-P courses, the APA recommends, and the Aransas Corpus Christi Pilots agree, that pilot associations work directly with training centers and course provider to ensure BRM-P courses are adapted to meet local requirements and procedures.

BRM-P courses incorporate actual case studies in the curriculum. The incident involving the MT Eagle Otome, which had on board an additional pilot, is commonly reviewed from a lessons learned approach for all aspects of the incident, including the utilization of the additional pilot as a resource.

It was suggested by members of the ad hoc committee that the Board request that the APA include a Two-Pilot module to its approved BRM-P course. In light of the above discussion, the Board may feel it prudent to communicate with the APA on this subject.

Fatigue Management Guidelines:

With the primary focus thus far being the 2 Pilot Guidelines, this ad hoc committee has yet to reach a full consensus on the Pilot's Fatigue Management Guidelines. The full STWAC has given approval to the ad hoc committee to remain convened with the goal of having a recommendation ready to present to the the STWAC full membership at the April 2014 meeting. Any recommendation regarding the Fatigue Management Guidelines, if approved by the full committee, will be subsequently forwarded to the Board.

Sincerely,



Joe Harrington
Chairman - South Texas Waterways Advisory Committee

John Williams
Chairman - Ad Hoc Committee

Enclosure:
Two Pilot Guidelines

cc: Aransas Corpus Christi Pilots Association
cc: LCDR Erich Stein - United States Coast Guard - Executive Secretary South Texas Waterways Advisory Committee

ARANSAS CORPUS CHRISTI PILOTS

Two Pilot Guidelines

These guidelines apply to vessels in the Navigation Safety Guidelines that require the service of multiple pilots.

The National Transportation Safety Board (NTSB) and the United States Coast Guard (USCG) have concluded that in certain circumstances the use of multiple pilots is advantageous from a safety standpoint and in line with human factors principles.

Given the complexity of navigating these vessels in our narrow waterway, the additional Pilot(s) will assist in gaining, maintaining and assessing situational awareness, problem solving, and decision making throughout the transit. This will enable the conning pilot to not become overloaded such that situational awareness can be maintained at all times allowing the conning pilot to concentrate on the conduct of the vessel in the waterway.

Only one pilot is conning at any given time. It is communicated to the Bridge Team during the Master Pilot Exchange which pilot will be conning and which pilot will be assisting. It is subsequently communicated to the Bridge Team when the conning pilot and the additional pilot swap duties. The additional Pilot(s) will be engaged throughout the transit and may assist any time needed as outlined below:

Boarding / Communications with crew:

- Assist during Master-Pilot Exchange.
- Evaluation of ship's navigation equipment.
- Review Under Keel Clearance (UKC) issues.
- Arrange traffic meeting situations.

Transit of waterway:

- The additional Pilot(s) may be stationed at different locations on the vessel to aid with any visibility/deck obstruction issues.
- Assess any hazards to the safe navigation of the vessel.
- Monitor position of vessel in the channel.

Docking / Undocking:

- Assist during docking, undocking, close quarter situations, and turning.
- Positioning of vessel at berth / liaising with dock personnel.
- Coordinate with line handlers.

Accident Avoidance and Response:

- Replace conning pilot in case of incapacitation.
- Handle communications with authorities.
- Coordinate damage control and spill mitigation.
- Coordinate tug assist.

These are guidelines set in the interest of safety, Vessels operate in a dynamic, ever-changing environment. The individual Pilot conning a vessel at any given time is best situated to determine the requirements for safe navigation. The Pilots on board always have the discretion to depart from these guidelines in the interest of safety.

ARANSAS - CORPUS CHRISTI PILOTS

P.O. BOX 2767, CORPUS CHRISTI, TEXAS 78403

(361) 884-5899 • FAX (361) 884-1659

November 14, 2013

Mr. John P. LaRue
Executive Director
Secretary - Pilot Board of Commissioners
PO Box 1541
Corpus Christi, TX 78403

Subj: Appointments of Captain Earl Webb and Captain Steve Conway as Deputy Branch Pilots for the Corpus Christi and La Quinta Ship Channels.

Mr. LaRue,

In August of 2013, the Aransas Corpus Christi Pilots started discussions about current traffic and future traffic trends. It is self evident to all that traffic is on the increase and it appears that it will continue to increase into the foreseeable future. As you know, we currently have 13 fully commissioned pilots and 2 deputy branch pilots on our roster. We have come to the conclusion that it would be prudent to take the steps necessary to eventually attain a roster of 16 fully commissioned branch pilots. We believe that 16 fully commissioned pilots will be necessary to provide adequate pilot services for the port. Given full pilots now approaching retirement age and anticipated attrition, we recommend that the first step toward attaining 16 fully commissioned pilots is to begin training 2 additional deputy branch pilots in early 2014.

During August, September, and October of 2013 we conducted interviews with candidates that have expressed interest in becoming a deputy branch pilot. At the conclusion of the interview process, Captain Earl Webb and Captain Steven Conway were chosen to be the two candidates that we would like to start training.

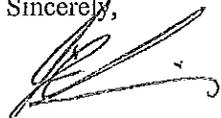
We believe Captain Webb and Captain Conway are two highly credentialed professional mariners who best exemplify persons of good judgment, good character, and have the ability to become capable and reliable pilots and ship handlers.

I have enclosed Captain Webb's and Captain Conway's resumes for review.

We respectfully request that the Pilot Board of Commissioners consider Captain Webb and Captain Conway and approve their appointments as Deputy Branch Pilots for the Corpus Christi and La Quinta ship channels.

It is our hope to begin training Captain Webb and Captain Conway starting January 1, 2014 and May 1, 2014 respectively. Based on these dates, our training regimen will have them prepared to begin piloting on their deputy pilot certificate on May 1, 2014 and September 1, 2014 respectively. If the Pilot Board of Commissioners approves their appointments, we respectfully request that their Deputy Branch Pilot Certificates be issued accordingly.

Sincerely,



John A. Williams
Presiding Officer
Aransas Corpus Christi Pilots.

Encl: Resume for Captain Earl Webb
Resume for Captain Steve Conway

Y

Stephen James Conway

16 Laurelwood Drive, Houston, TX 77058

713-907-5899

sjc9099@aol.com

Objective:

- ❖ Seeking to advance my career in the maritime industry by obtaining a position as a Deputy Branch Pilot with the Aransas - Corpus Christi Pilots Association.

License:

- ❖ U.S. Coast Guard Master: Unlimited - Any Gross Tons Upon Oceans
- ❖ STCW Endorsements include Radar/ARPA, GMDSS, Tankerman PIC, Medical PIC

Education:

- ❖ Texas A&M University at Galveston; Texas Maritime Academy; Class of 2007
Bachelor of Science, Marine Transportation
- ❖ Strake Jesuit College Preparatory - Houston, TX. Class of 2003
 - National Honor Society
 - High School Athletic All-American

Experience:

Overseas Shipholding Group (www.osg.com) - OSG America

Chief Mate: M/T Overseas Cascade December 2012 - Present
Serve as second in command of vessel --- deck department head and vessel safety officer. Ensure safe, efficient and cost effective shipboard operations. Direct and supervise all cargo operations in conjunction with shoreside personnel. Responsible for ongoing emergency preparedness by ensuring training and drills are completed aboard the vessel. Responsible for implementing the company's quality management system in the deck department and overall enforcement throughout the vessel. Assist Master in keeping vessel in class and operating within regulatory code.

Second Mate: Overseas Chinook & Overseas Luxmar November 2010 - December 2012
Served as the Vessel's Navigation Officer in charge of voyage planning. Responsible for operation and maintenance of vessel's navigation equipment, charts, publications and safety equipment.

Third Mate: M/T Overseas Luxmar December 2007 - November 2010

U.S. Shipping Corporation (www.usslp.com)

Third Mate: M/T Sea Venture June 2007 - November 2007

Moran Shipping Agencies (www.moranshipping.com)

Pollution and Safety Advisor: SeaRiver Chartered Vessels; March 2013 - Present
Pollution Safety Advisor (PSA): A liaison between Major Oil Companies and the Chartered Vessel. Assigned to pro-actively monitor vessel in-port operations to prevent pollution, enhance safety, and ensure marine regulatory compliance during cargo operations.

Islandia Tanker Brokerage – 1363-2Veterans Memorial Highway, Hauppauge, NY 11788

Operations & Chartering: April – May 2008

McQuilling Partners, Inc. – Shipbrokers and Marine Transport Consultants (www.mcquilling.com)

Internship: Houston Office – Summer 2003

Certifications & STCW Endorsements:

- ❖ Advanced Shiphandling (Management Level)
- ❖ 80 Hour Advanced Shiphandling
- ❖ Watchkeeping (Management Level)
- ❖ Bridge Resource Management (Management Level)
- ❖ Electronic Chart Display & Information Systems (ECDIS)
- ❖ STCW Upgrade Navigation (Management Level)
- ❖ Cargo Handling and Stowage (Management Level)
- ❖ STCW Upgrade Stability (Management Level)
- ❖ Advanced Meteorology (Management Level)
- ❖ Marine Propulsion Plants
- ❖ Shipboard Management
- ❖ Vessel Personnel with Designated Security Duties
- ❖ Visual Communication/Morse Code – Master Unlimited
- ❖ First Aid Medical Provider
- ❖ Radar Observer Unlimited
- ❖ Basic Firefighting
- ❖ Advanced Firefighting
- ❖ Tankerman Person in Charge
- ❖ Marine Radio Operator License, Federal Communication Commission
- ❖ Global Maritime Distress and Safety System (GMDSS) Operator License
- ❖ Personal Survival Techniques – 46 CFR 10.205(1)(1)
- ❖ Personal Safety & Social Responsibilities – 46 CFR 10.205(1)(4)
- ❖ Proficiency in Survival Craft – 46 CFR 12.01 – 3(a)(5)
- ❖ Drug & Alcohol Screening designated person – U.S. Department of Transportation – 49 CFR 40.33

Miscellaneous:

- ❖ Traded Internationally on the Overseas Luxmar, developing valuable communication skills while working with foreign clients.
- ❖ Port of Houston Propeller Club
- ❖ Commendation from USCG Sector Miami – Overseas Cascade rescue operations, July 2013

References:

Captain Michael Morris, Houston Pilots (713) 203-8179
Captain Thomas Goodwin, Houston Pilots (713) 201-7177
Captain Walter King, Overseas Mykonos (757) 395-4776