

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 8:00 a.m. on Tuesday, 8 April 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 11 February 2014.
3. Comments from the public. *(Each speaker will be limited to three minutes.)*
4. Approve re-appointment of Douglas Stinchcomb as branch pilot.
5. Receive status report on the workings of the Harbor Safety Committee from Chairman Joe Harrington.
6. Consider and approve the Aransas-Corpus Christi Pilots’ Two-Pilot Guidelines.
7. Receive status report from the ad-hoc committee chairman, Capt. John Williams, regarding the progress of the Aransas-Corpus Christi Pilots’ Fatigue Management Guidelines working group.
8. Adjourn the meeting.

PILOT BOARD – PORT OF
CORPUS CHRISTI AUTHORITY

**OFFICIAL MINUTES OF PILOT BOARD MEETING
FEBRUARY 11, 2014**

The Board of Pilot Commissioners for the Port of Corpus Christi Authority (the “Pilot Board”) met on Tuesday, February 11, 2014, at 8:30 a.m., at the Congressman Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas.

Commissioners Present: Ms. Judy Hawley
Mr. Richard Borchard
Mr. Charles Zahn
Mr. Al Jones
Ms. Barbara Canales
Mr. David Engel
Mr. Richard R. Valls, Jr.

Staff Present: Mr. John LaRue
Mr. Frank Brogan
Mr. Tony Alejandro
Mr. David Krams
Mr. John Pasch
Ms. Sherry DuBois
Mr. Tyler Fuhrken
Ms. Sarah Garza
Mr. Bland Chamberlain
Mr. Bennie Benavides

Others Present: Mr. Leo J. Welder, Jr.

Others Present: Capt. John Williams
Capt. Stephen Conway
Aransas/CC Pilots Assn.
Ms. Lillian Riojas
Capt. Joe Harrington
Valero Refining
Mr. Don Rodman
Rodman Consulting

I.

Chair Hawley called the meeting to order and asked for any conflict of interest affidavits. None were submitted.

II.

On motion made by Mr. Zahn and seconded by Mr. Borchard, the minutes of the Pilot Board meeting held on December 10, 2013 were approved in the form presented to the meeting.

III.

Chair Hawley asked for comments from the public. None were received.

IV.

The Pilot Board received an update on the status of the Harbor Safety Committee by Chairman Joe Harrington.

V.

The Pilot Board received an update from Ad-hoc committee chairman Capt. John Williams on the Two-Pilot Guidelines and Fatigue Management Guidelines.

VI.

On motion made by Mr. Zahn and seconded by Mr. Borchard, the Pilot Board approved Capt. Stephen Conway as Deputy Branch pilot and to commence duties on March 1, 2014.

VII.

The meeting adjourned at 8:51 a.m.

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.

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