Exh. MM-34
Docket TP-220513
Witness: Michael Moore

BEFORE THE STATE OF WASHINGTON

UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION, Complainant, v. PUGET SOUND PILOTS, Respondent.	Docket No. TP-220513

EXHIBIT TO TESTIMONY OF

Captain Michael Moore

ON BEHALF OF

PACIFIC MERCHANT SHIPPING ASSOCIATION

Port of Long Beach Pilot Advisory Council Report (2021-2022)

FEBRUARY 10, 2023

Pilot Advisory Council

May 1, 2021 – April 30, 2022

Pilotage Review

JACOBSEN PILOT SERVICE

LONG BEACH PILOTS
SINCE 1924

JACOBSEN PILOT SERVICE, INC.

May 31, 2022

Mr. Mario Cordero
Executive Director
Port of Long Beach
PO BOX 570
Long Beach, CA 90801

Dear Mr. Cordero,

The following is our annual report on piloting operations in Long Beach for 2021 and year-to-date 2022 in compliance with the 1997 Memorandum of Agreement between the USCG, State of California, and the Port of Long Beach. Jacobsen Pilot Service (JPS) has reported on piloting activities every year since 1997, to ensure proper oversight of pilotage in the ports of Southern California. (Attachment #1: Original MOA). As you will see in the following report, we are continuing to uphold the highest standards of professionalism and the safest piloting practices which encompasses efficiency, training, use of technology, and unsurpassed customer service.

The COVID-19 pandemic introduced a completely new set of challenges for our operation. We have worked very hard to keep our employees safe and healthy, which is essential to keep our operation running 24x7 but has been difficult at times, to say the least. As always, our dedicated team of employees did whatever was required to keep ships moving safely and on schedule.

Thankfully, Covid-19 seems to be on the decline. I believe it would be a good idea to have the Pilot Advisory Council meet in person again this year to review and discuss this letter. Please let me know if you agree and I can work with your executive assistant to set up the meeting.

As in all previous years, we have had no ship accidents to report during 2021. We safely completed 7,395 ship moves (compared to 6,317 ship moves in 2020). As of May 1, 2022, we have piloted 2,607 ships year to date, also with no accidents. Our outstanding safety record is attributable to the highly professional and diligent workforce we have at JPS. Our pilots, staff and management work 24x7, managing ship traffic and piloting some of the largest vessels in the world. We go to great lengths to give our customers the best possible service consistent with accident-free operations.

Following is a summary of the most important subjects that the Pilot Advisory Council is tasked with monitoring:

Accidents	**0**
Reportable incidents to USCG 12 mo. period: May 2021 to April 2022	**27 ship incidents (loss of propulsion, steering issues, etc.)**
Ship Moves in 2021	**7,395**
Ship Moves YTD (May 1st) 2022	**2,607**
Daily ship move average 2021	**20.3**
Daily ship move average 2022(YTD 4/30/22)	**21.7**
ISO 9001 Certification	**Successfully passed the yearly audit. Zero non-conformities**
Fatigue	**Continued to be managed very well and monitored closely**
Safety	**No injuries No worker comp. claims.**
Pilot Staff (as of May 1, 2022)	**15 Pilots + 2 Mgt Pilots + 6 Pilot Trainee**
Boatmen / Dispatchers	**11**
Driver / Deckhand / Maintenance	**3 fulltime + 1 part-time**
Pilot "Jobs / Pilot / Month"	**32.4 J/P/M**
Pilot Training program standards	**All standards are followed and exceeded.**
Senior Pilot training & licensing, etc.	**All standards are followed and exceeded.**

Enhanced Maritime Domain Awareness and Federal Reporting Requirements:

In June 2011, at the USCG's request and to comply with new federal regulations, we signed an M.O.U. with the USCG that set standards for reporting incidents to the USCG relating primarily to incidents caused by a failure of ship's equipment: vessel propulsion and steering failures, navigation equipment failures, groundings, allisions or collisions, fire, flooding, fatalities, pollution, and the like.

When incidents occur, the Pilot and Master of the ship will call the Marine Exchange / Vessel Traffic Service to report the incident. The MX / VTS documents all incidents and reports regularly to the Harbor Safety Committee.

Following is a summary of incidents reported by JPS Pilots to the MX VTS, none of which resulted in an accident:

SUMMARY

INNER HARBOR BRIEF SHEETS and INCIDENTS

REPORTED TO MX SOCAL VESSEL TRAFFIC SERVICE LA/LB

1 May 2021 – 30 April 2022 (12 months)

With Jacobsen Pilot Service (Long Beach Pilots) Involvement

Prepared 22 May 2022

	Incident Type	Inner Harbor	Incidents
1	**Propulsion**	**5**	**12**
2	**Steering**	**1**	0
	Electrical	0	0
	Loss of radar	0	0
3	**Loss of automated identification system (AIS)**	0	**2**
	Rigged pilot ladder wrong side	0	0
4	**Pilot ladder failure - pilot *did not* fall into the water**	0	**1**
5	**Pilot platform failure - pilot *did* fall into water**	0	**1**
	Aircraft crash	0	0
	Line-hander knee injury	0	0
	Anchor Windlass Failure	0	0
6	**Dragging Anchor**	**4**	0
7	**Close Quarters (Master Error)**	**1**	0
	Brush fire adjacent to MX VTS	0	0
	TOTAL	**11**	**16**

During the 12-month period 1 May 2021 to 30 April 2022, JPS pilots reported or took part in:

16 Incidents	12 reduced or loss of propulsion, 2 loss of AIS, 1 pilot ladder failure but pilot *did not* fall into the water, and 1 pilot platform failure and pilot *did* fall into the water.
11 Inner Harbor Brief Sheets	5 reduced or loss of propulsion, 1 loss of steering, 4 dragging anchor, and 1 close quarters due to vessel Master error.
27 total events in 12 months	

Comments:

1. Inner Harbor Brief Sheets are always for events inside the breakwater.

2. Incidents include events in MX VTS waters outside the breakwater (0-25 miles), events that occur both inside and outside the breakwater, and port-wide events.

Marine Exchange of Southern California Capt. Kip Louttit klouttit@mxsocal.org 310 519 3127

** See Attachment #2 for details

ISO Quality Certification:

The ISO Lead Assessor conducted the annual audit of our operations on December 13 – 15, 2021. JPS successfully passed and was re-certified as ISO compliant for the 22nd straight year. We remain the only piloting service in the United States to be so certified, as has been true every year since JPS was first certified in 2000. The Assessor found no minor or major Non-Conformities. The overall Quality Management System was reviewed and found to be in good working order.

**See Attachment #3 for ISO Audit summary report

Pilot Manning Levels and Fatigue Management:

The current pilot staff is 15 full-time pilots and 6 trainees, plus 2 management pilots.

Captain James Haley retired from JPS on December 31, 2021 after a 30-year career.

Captain John Strong, our Vice President, will retire October 1, 2022 after a very successful 40-year career at Jacobsen Pilot Service!

Pilot Trainees:

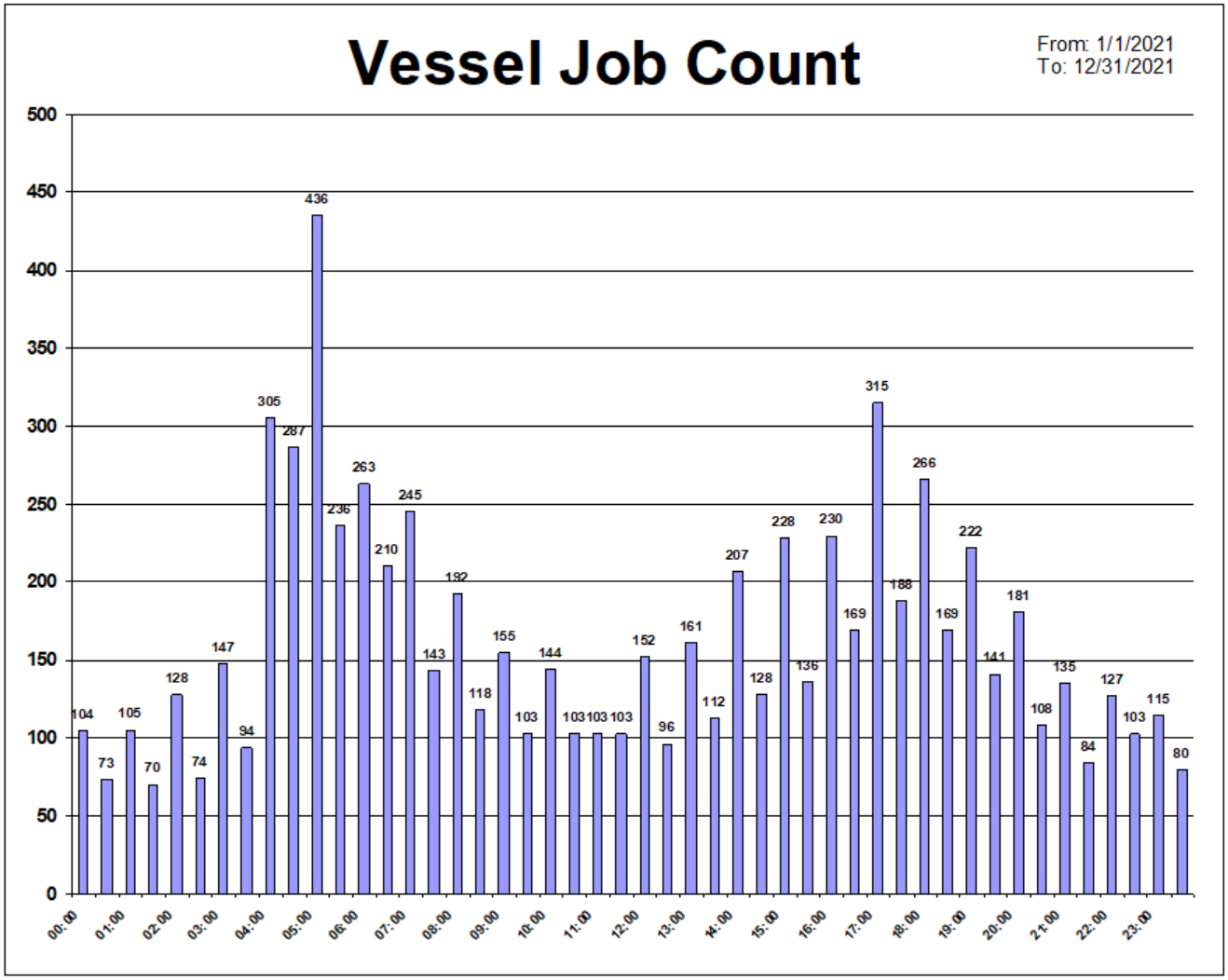
Name	Hire Date	Est. Cleared from Training
Captain Nick Deuel	July 1, 2019	June 2022
Captain Tom Gill	February 1, 2020	January 2023
Captain Rob Gessner	July 1, 2021	July 2024
Captain Mitch Hetterle	November 1, 2021	November 2024
Captain Kevin Thomas	April 4, 2022	April 2025
Captain Brian Deedler	April 18, 2022	April 2025

Pilot trainees are hired in anticipation of scheduled retirements. Captain John Strong retires in October of this year, and we will have four pilots retiring in 2024. Maintaining the ideal size pilot workforce requires advance planning since our training program typically takes three years to complete. JPS has a mandatory retirement date for pilots at 70 years old.

With our current workload, each pilot handles approximately 32.0 jobs / pilot / month. This is a manageable workload for our pilots and close to our target figure.

Balancing the size of the pilot staff to meet the demand of ship calls with daily spikes (see chart below) has always been a challenge. We must utilize our pilot staff as efficiently as possible while carefully monitoring the pilots' hours on duty and the number of jobs handled during a work shift.

The following graph shows our peak hours, 0400 – 0600 and 1600 – 1800.



Training:

JPS's exceeds the training requirements set by the Pilot Advisory Council.

As mentioned, our Pilot Training program generally takes three years to complete. The focus of our training program is both to instill our corporate culture and philosophy as well as to ensure that our new pilots have the skills we require. All trainee pilots will perform jobs with every one of our experienced pilots and receive feedback on every move. Some Pilots develop quickly, and a few have completed the program in slightly less than three years. We also have had pilots who have taken more than three years to successfully complete our training program. It is the end result that we are looking for. Pilots learn in different ways and at different speeds. As long as a pilot is within our parameters and shows the development we need to see, the pilot will successfully complete our program.

Pilot Trainee job count (to date) while in the training program:

Name	Hire Date	Jobs while training to date
Captain Nick Deuel	July 1, 2019	2,569
Captain Tom Gill	February 1, 2020	2,243
Captain Rob Gessner	July 1, 2021	1,015
Captain Mitch Hetterle	November 1, 2021	732
Captain Kevin Thomas	April 4, 2022	127
Captain Brian Deedler	April 18, 2022	79

**See Attachment #4 for the training sheets.

Professional Development (ongoing training):

JPS typically exceeds the Pilot Advisory Council's requirements for simulator training, but because of Covid we had to temporarily reduce simulator training in 2021. Usually, each pilot attends a simulator course every 2.5 years, whereas the requirement from the PAC is at least once every five years. At these simulator courses, we test the handling characteristics of larger ships and ship handling in high winds, practice dealing with mechanical failures and limited visibility, and anticipate future port developments. We also review our operating procedures and local rules and regulations during the simulations.

All Pilots continue to participate in incident review cases and lessons learned. Our incident review and lessons learned discussions focus on a much broader range of incidents than accidents. Our goal with these sessions is to anticipate problems and prevent accidents from ever occurring. We have developed a process for information to flow up to management and down to each employee through our Watch Captain meetings, ensuring that lessons learned are disseminated throughout the entire pilot workforce.

We continue to have our yearly Man Overboard Training (MOB) session for all our Pilots and Boat operators, which continues to pay dividends as you will see below. We periodically invite the Lifeguards to participate as well.

Yearly physicals and random drug testing continue, and no problems have been found.

We continue to stay active in our Bridge Resource Management training. This is not required for pilots yet but we feel it is beneficial. It is vital that the pilot communicate effectively with the entire bridge team.

Team Piloting:

Team Piloting involves the use of multiple pilots on high-risk jobs and is a crucial safety enhancement for larger ships. We continue to define which ships require multiple pilots, as shown in the matrix below.

The Team Piloting concept was developed by JPS in 2004 specifically for the 8200 TEU ships transiting to Pier A. We now have 22,000 TEU vessels calling Long Beach, which underscores the constant challenge of developing new practices, like team piloting, to keep pace with ever-evolving technical developments in maritime transportation. By having multiple pilots working together, we have increased the level of safety. The pilots share "best practices" and new techniques with each other. We believe that as ships continue to get bigger while the channels remain the same size and inevitably become more congested, team piloting will become ever-more necessary.

JPS makes the determination of whether team piloting is prudent for a given vessel, but the shipping line is always involved and participates in the decision-making process. Our goal is to have the shipping line's concurrence regarding the decision and not be surprised when two pilots arrive to perform the move. We have never had a vessel protest our decision to employ team piloting.

The following is our policy for multiple pilot jobs:

Container Ship Matrix 11/2021

Berth	22 & 24		26		60-64, 92-96		132-140	
Max Draft →	52' +tide						52' + tide	
Size ↓	inbound	outbound	inbound	outbound	inbound	outbound	inbound	outbound
LOA 259m (850')					2 tugs			
LOA 274m (900') Beam 40m (131')					2 tugs 50 tons BP each			
LOA 289m (950') Beam 40m (131')					2 tugs - PPU			
LOA 305m (1000')	2 tugs		2 tugs				2 tugs	
Beam 42.6m (140')	2 tugs		2 tugs		PST LOA max 352m 3 tugs, 2 Pilots, PPU 0400-2200		2 tugs	
					SST 3 tugs 2 Pilots 0400-2200	SST 4 tugs 3 Pilots Daylight		
Beam 45.6m (150')	2 tugs PPU				PST-LOA< 340m: 3 tugs, 2 pilots, PPU, 0400-2200		2 tugs	
					SST 3 tugs 2 Pilots 0400-2200	SST 4 tugs 3 Pilots Daylight		
Beam 48m (158')	3/4 if tugs 2 Pilots PPU	2/3 if tugs 1 Pilot PPU	3/4 if tugs 2 Pilots PPU	2/3 if tugs 1 Pilot or 2 if 24 occupied PPU	Max LOA 300m PST only 3 tugs 3 Pilots PPU Daylight		2 tugs LOA >352m 3 tugs PPU	2 tugs PPU
Beam 51m (168')	3,4 if tugs, 2 Pilots, PPU						3 tugs, 1 Pilot wx permitting PPU	2 tugs 1 Pilot PPU
Beam ≥ 54m (177')	3,4 if tugs, 2 Pilots, PPU						3,4 if tugs 2 Pilots PPU	3 tugs 2 Pilots PPU

Container Ship Matrix 11/2021

Berth	227, 235		232		236		245-247		266-270	
Max Draft →									44' + tide	
Size ↓	inbound	outbound	inbound	outbound	inbound	outbound	inbound	outbound	inbound	outbound
LOA 259m (850')	2 tugs									
LOA 274m (900') Beam 40m (131')	2 tugs									
LOA 289m (950') Beam 40m (131')	2 tugs									
LOA 305m (1000')	2 tugs		2 tugs		2 tugs		2 tugs		2 tugs	
Beam 42.6m (140')			2 tugs		2 tugs		2 tugs		2 tugs	
Beam 45.6m (150')			2 tugs PPU		SST 3 tugs 2 Pilots PPU	SST 2 tugs 1 Pilot PPU	3 tugs 2 Pilots PPU	2 tugs 1 Pilot PPU	3 tugs 2 Pilots PPU	2 tugs 1 Pilot PPU
					PST 2-3 tugs 1 Pilot PPU	PST 3 tugs 2 Pilots PPU				
Beam 48m (158')			3 tugs PPU	2 tugs PPU	Same as above		3 tugs 2 Pilots PPU	2 tugs 1 Pilot PPU	3 tugs 2 Pilots PPU	2 tugs 1 Pilot PPU
Beam 51m (168')			3 tugs, 2 pilots, PPU						3,4 if tugs 2 Pilots PPU	3 tugs 2 Pilots PPU
Beam ≥ 54m (177')			4 tugs, 2 Pilots, PPU						4 tugs 2 Pilots PPU	3 tugs 2 Pilots PPU
									Max draft 42' + tide	

Vessel Traffic System

A Memorandum of Agreement was signed in 2000 between the Port of Los Angeles, the Port of Long Beach, USCG, OSPR, Marine Exchange, and both Pilot organizations to jointly operate a Vessel Traffic System. Areas of responsibilities are defined, and vessel information is shared between the groups with sophisticated VTS radar equipment. Jacobsen Pilot Service operates the Long Beach sector of the VTS inside the breakwater, which we believe is essential to a fully integrated VTS. The VTS is officially recognized in the Code of Federal Regulations. JPS continues to be proactive in managing vessel traffic for Long Beach harbor and the approaches. Participation by all users continues to be very positive.

P.O.R.T.S. (Physical Oceanographic Real-Time System):

JPS and the POLB continue to keep the PORTS system maintained and operational. All weather information is available (real-time) at NOAA's website: https://tidesandcurrents.noaa.gov/ports/index.shtml?port=ll or from our website www.jacobsenpilot.com. Weather data is readily available on every pilot's smart phone. JPS will work with POLB on moving the Air Gap sensor from the old Gerald Desmond Bridge to the new bridge. This Air Gap sensor is a valuable tool when transiting ships beneath bridges.

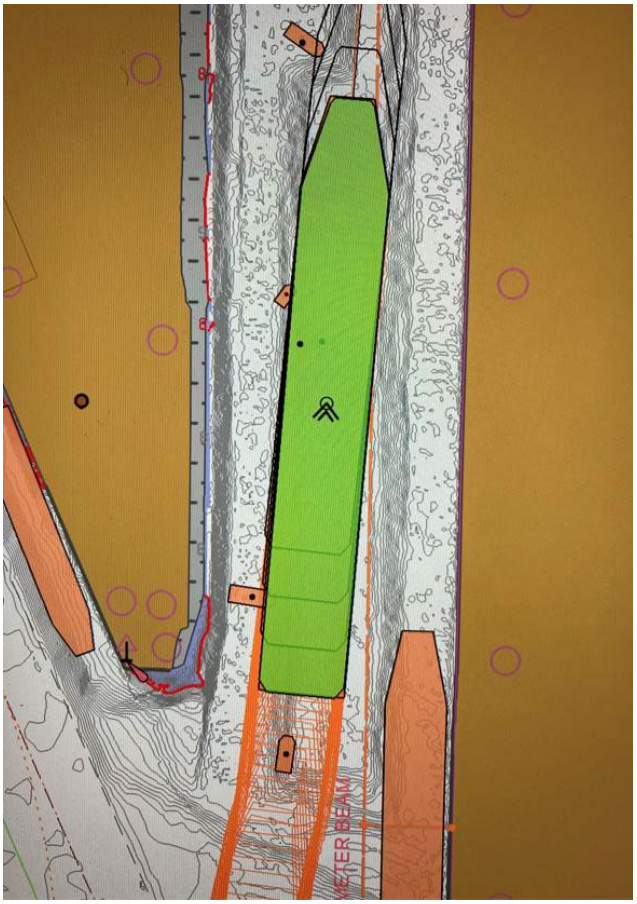
Pilot Portable Unit:

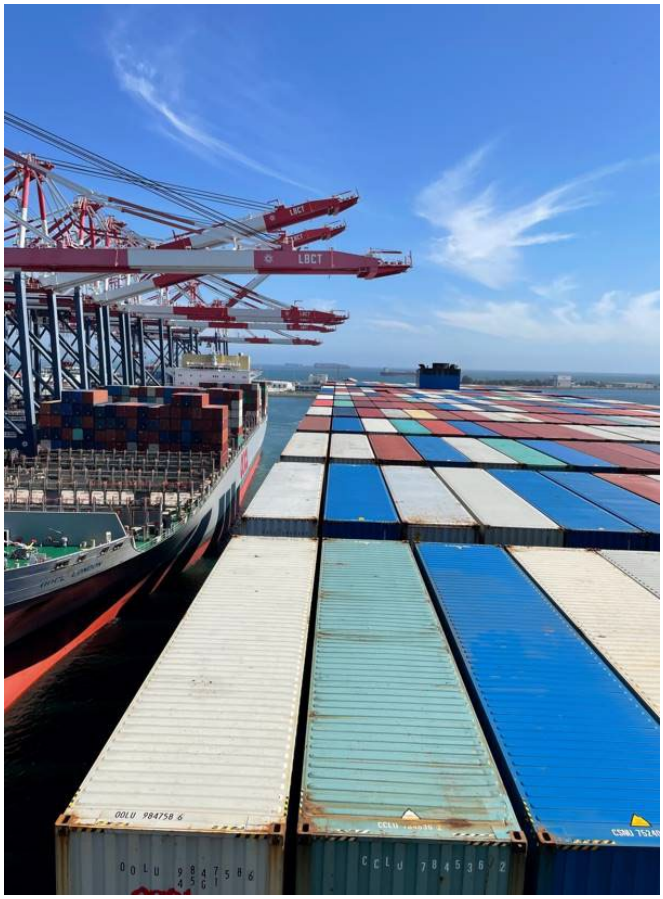
Portable Pilot Units (PPU) are a necessary and very critical tool for piloting large ships in tight channels and limited spaces. JPS has been the leader in developing this technology since the mid-1990s.

Today we use two vendors for our PPU navigation equipment, AD Navigation from Norway and Navicom from New Zealand. Our navigation software is made in the U.S. by SEAiq.

Recently we installed our own RTK (Real Time Kinematic) reference station at the pilot station which will give our PPU's centimeter accuracy.

The importance of these systems is more critical today than ever before. The VLCCs that we pilot into Long Beach are the largest oil tankers that come into American ports. We are now piloting container vessels 1300 feet long and 200 feet wide! Piloting today requires precision, with no margin for mistakes or equipment failures.





Dynamic Under Keel Clearance (UKC) Project for POLB and Marathon Oil.

The ProTides program from Charta Software (Netherlands) continues to enhance safety for arriving deep draft VLCCs. This project has been successful because of our partnership with NOAA, Scripps Institute, CDIP, IOOS, Marathon Oil, and the Marine Exchange of Southern California.

ProTides uses real time tides, tanker dimensions and load data received from the ship, channel depth based on soundings produced by NOAA and predicted wave conditions by NOAA and CDIP. The static under keel clearance is determined by considering tides, channel depth and ship draft. The program predicts squat and ship motions that are possible in response to expected wave conditions. The result shows a dynamic under keel clearance analysis and safe transit time window to enter port.

ProTides ensures we have sufficient Under Keel Clearance in any sea condition.

New Radar Tower:

Our 100+ year-old radar tower at the pilot station has been replaced. The new tower became operational March 1, 2022.

NOTABLE INCIDENTS

Following is a new section that has not been included in past reports but which we think is instructive to illustrate the variety of situations we are confronted with and must manage in the course of our piloting operation in this busy port complex.

Man Overboard:

On December 26, 2021 the COSCO SHIPPING ROSE was outbound Long Beach. This was a two pilot job. The second pilot was disembarking inside the breakwater while the ship was proceeding outbound. When Captain Andy Mayer stepped on the pilot platform that had been rigged by the ship's crew in the side port, the entire platform, with Captain Mayer on it, came loose from the deck and fell approximately 20 feet into the water.

The pilot boat operator followed his training perfectly, made the proper radio calls and quickly maneuvered the pilot boat to recover the pilot. Our man overboard recovery system on the pilot boat worked perfectly and the pilot was recovered within a few minutes.

Due in large part to the training and vigilance we instill into our entire workforce, the pilot was not injured and survived what was a very dangerous and unexpected incident.

Rescued crew of a capsized catamaran:

On June 24, 2021 our pilot boat operator noticed an overturned Hobie Cat catamaran outside the breakwater. While approaching the sailboat he noticed three people in the water. Two of them looked to be struggling and needing help. Boatman Ryan Gengler backed the boat close to the two men and threw them a LifeSling. The younger man was able to get onboard the pilot boat by himself, but Ryan had to pull the older man out of the water. The lifeguards arrived and helped the third person right the sailboat and the third person sailed back to port. Ryan transferred the two people over to the lifeguards inside the breakwater. No one was seriously injured.

Ship with deceased master and outbreak of Covid onboard

On September 2, 2021, JPS management was notified by the USCG that the master of the ship UNIVERSAL GLORIA headed to Long Beach had died. Furthermore, most of the crew had COVID. JPS management communicated with the Chief Mate about the situation and discussed how we would bring the ship into anchor. It was decided that it was best that our pilot not board the ship, but we provided a pilot on a tugboat which towed the ship into anchor. JPS Management monitored the move and assisted on shore side radar. The ship was safely brought to inside anchor.

Carnival Panorama Covid outbreak and JPS Pilot exposed to infected crewmembers.

December 18, 2021 the CARNIVAL PANARAMA was docked at H4 and our pilot boarded by boat. Per our previous conversations with the ship, the crew was supposed to bring the pilot directly to the bridge. However, the ship's security officer met the pilot and instead brought the pilot into a room full of people to sign onboard. Shockingly, when the pilot inquired why so many people were in the room, the security officer responded that all of them had Covid and were getting off the ship. This situation exposed our pilot to COVID! The pilot completed the job and was sent home to be quarantined. Thankfully, he did not contract Covid. We worked with Carnival to make sure this does not happen again and that the pilot has a direct route to the bridge away from passengers and crew members.

Near miss with breakwater

November 21, 2021 the M/T MORBIHAN was inbound to Long Beach anchor. This small oil tanker has azipods propulsion, which is very unusual. As our pilot was approaching the anchorage and giving the captain orders, the captain rotated the azipods causing the ship to suddenly turn toward the breakwater. The pilot responded by asking for full astern, but the captain evidently didn't know how to properly operate the azipods. Our pilot intervened to avert an allision, taking over the controls and stopping the ship just before the ship hit the breakwater.

Engine not stopping on Matson ship

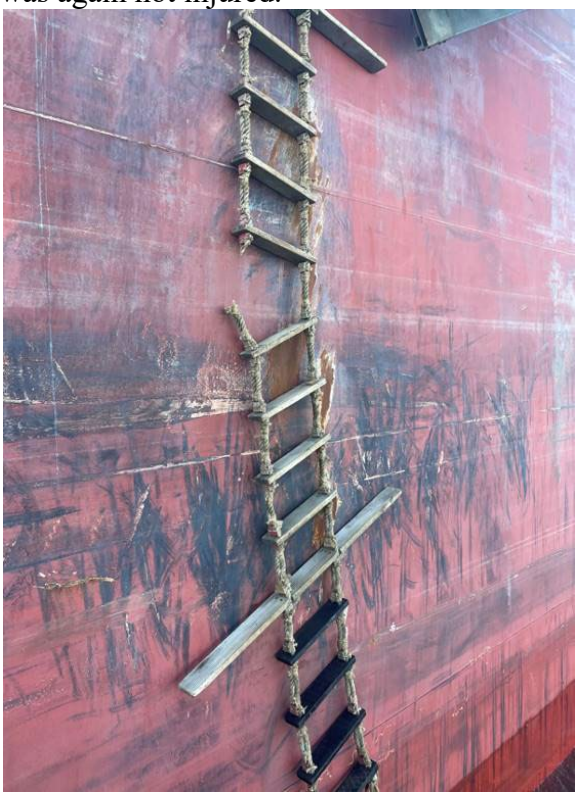
January 28, 2022 the Matson ship NIIHAU was inbound to Long Beach berth 92. Once inside the breakwater the pilot asked for the engines to be reduced to Minimum RPMs Ahead. The pilot noticed that the RPMs were not changing and ordered the engines to be stopped. The engines would not stop. The pilot then ordered the tugs to quickly get their lines tied up to help slow the ship. The ship's engines eventually stopped, and the Captain wanted to proceed to the dock. However, the pilot was not comfortable with the reliability of the ship's engines and instead brought the ship to anchor. Once safely at anchor the pilot notified the VTS of the incident.

Broken Pilot Ladders & Gangway failures:

- January 3, 2021 the COSCO GENOA's gangway platform handrails not secure and handrails collapsed.

- February 22, 2022 MSC VEGA's gangway handrails not secure and collapsed when pilot tried to board. The pilot was not injured.

- March 22, 2022 the NORD ADRIATIC pilot ladder parted while pilot was on the ladder. Fortunately, the pilot was again not injured.



<u>Safety outreach to ships:</u>

See Attachment #5

- Prompted by reports from JPS, the USCG sent out a Marine Safety Information Bulleting about the Pilot Boarding platform failure and made several important recommendations to correct this problem.
- The Marine Exchange / VTS has published a flyer on their website made by LB / LA Pilots about pilot ladder failures.
- Both Pilot organizations have sent flyers to shipping lines and agencies to get the word out about properly rigging safe ladders and gangways.
- JPS has printed pilot ladder safety brochures for both commercial ships and naval vessels. These brochures are also on JPS's website.
- The VTS watch standers have started telling arriving ships over the VHF radio to ensure proper rigging of pilot ladders and gangways.

Ransomware Attack:

October 2021 we were hit by a very aggressive Ransomware attack known as Suncrypt. Prompted by our alert dispatcher, our I.T. professionals acted quickly to shut down our entire network and all computers to stop the spread of the malicious malware. **At no time did this effect our ability to safely move ships**. Our dispatchers were inconvenienced for about eight hours while we made it a priority to get the pilot station computers back on line first. Behind the scenes we were working hard at restoring servers and computers from backups. Because we have redundant systems that were not compromised by the attack, we were able to eliminate the ransomware and fully restore our system. We never had to pay the ransom because of the multiple backups we had at different locations.

Pilot Boats

In March 2018 we took delivery of the Pilot Boat ORION, and in October 2020 we took delivery of the sister vessel POLARIS III. These boats have proven to be extremely safe, reliable, and efficient. We expect these boats to last 30 years. Currently we are averaging 15 hours of run time per day on the duty pilot boat!

Future Plans

Continual upgrades to our navigation technology and communication equipment is ongoing. We continue to spend more money on cyber security to ensure our systems are protected and resilient.

We plan on a major remodel of our pilot station in the near future. Our building has served us very well since 1967, but it was never designed for modern-day piloting operations and is quite dated at this point.

I would like to thank and acknowledge the Marine Exchange & Vessel Traffic Service for their wonderful partnership. Their professional oversight of ship movements starts far offshore, from the Mexican border to Point Conception, ensuring that ship traffic is always safely monitored. We appreciate the hard-working staff at the MX/VTS that sets up the ship traffic in a logical order as we prepare for the busy morning rushes. Our overall vessel traffic system in LA/LB and approaches works seamlessly, and the ship captains appreciate the excellent service they receive.

In 2021 and year to date 2022, Jacobsen Pilot Service met and exceeded the Pilot Advisory Council's recommendations. Thousands of ships per year are safely and efficiently moved in Long Beach, and we are proud to have completed another accident-free year. We appreciate the valuable contributions the Pilot Advisory Council has made to the effort to continually improve our operations.

Sincerely,

Thomas A. Jacobsen

Thomas A. Jacobsen
President / CEO
www.jacobsenpilot.com

Attachment #1 Original MOA

MEMORANDUM OF AGREEMENT

BETWEEN THE

UNITED STATES COAST GUARD, THE STATE OF CALIFORNIA,

AND CERTAIN CALIFORNIA PORTS

CONCERNING REQUIREMENTS FOR PILOTS

ON VESSELS ENGAGED IN FOREIGN TRADE

WHEREAS, Congress, in Chapter 85 of Title 46, U.S. Code, has empowered the various states with comprehensive authority to regulate pilots; and,

WHEREAS, Congress in the Ports and Waterways Safety Act of 1972 [33 USC 1221-1224] finds and declares that navigation and vessel safety and protection of the marine environment are of major national importance; and,

WHEREAS, Congress, in Part E of Title 46, U.S. Code, has authorized the Coast Guard to license and regulate pilots; and,

WHEREAS, the State of California, through its tidelands grants, state-approved charters of various cities, and the California Harbors and Navigation Code, has delegated to various Cities, Harbor Commissions, Pilot Commissions, and Port Districts listed herein, authority to permit the Ports to provide for and supervise pilots and oversee the pilotage of seagoing vessels within their jurisdiction; and,

WHEREAS, the State of California, through the Harbors and Navigation Code, has created the State Board of Pilot Commissioners for San Francisco, San Pablo, and Suisun Bay and granted it exclusive authority to license, provide for, supervise, or otherwise regulate pilots and oversee the pilotage of seagoing vessels within its jurisdiction; and,

WHEREAS, the State of California has enacted the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 to protect the waters of the state from oil pollution and to augment State authority for the prevention and response to spills in waters under the jurisdiction of the State; and,

WHEREAS, the Coast Guard exercises federal authority under the Ports and Waterways Safety Act [33 USC 1221-1224], the Oil Pollution Act of 1990, and other federal laws with respect to oil pollution prevention and marine environmental protection in waters subject to the jurisdiction of the United States;

NOW, THEREFORE, the Parties agree, to the extent permitted by law, and as consistent with their respective policies and available

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resources, to coordinate their efforts in implementing and exercising their respective statutory and regulatory authority related to pilotage.

I

PARTIES

The Parties to this Memorandum of Agreement ["Agreement"] are the United States Coast Guard ["Coast Guard"], the State of California ["State"], and the Cities of Long Beach and Los Angeles, acting through their respective Boards of Harbor Commissioners ["Port of Long Beach and Port of Los Angeles"], San Diego, Port Hueneme, and Humboldt Bay ["Ports"].

II

INTENT AND PURPOSE OF AGREEMENT

This Agreement utilizes existing authority to create an improved system of pilotage. It is the intent of the Coast Guard and the State to improve the safety of vessel navigation and port and environmental safety by establishing local pilotage systems which ensure the use of federally licensed pilots with local knowledge on vessels over 300 gross tons not on enrollment while navigating state pilot waters at the Ports subject to this Agreement, which systems share responsibility between the Coast Guard, the State, and the Ports designated hereinafter, acting as the State's duly authorized local authorities.

This Agreement allocates responsibilities in the following areas: initial competency and qualification of pilots, standards for maintaining proficiency and professional growth, and enforcement. This Agreement also describes a Local Pilotage Advisory Council which will provide recommendations for the implementation and improvement of the pilotage system in each Port.

For the purpose of this Agreement, the Coast Guard, the State, and the Ports define the term "supervise" as used in this Agreement to include the following:

a. The State will not issue a pilot license but will accept and require the federal license as a condition of employment;

b. Apprentice, professional growth, and oversight programs will be established by the Ports;

c. The State will review programs for consistency;

d. The Ports will maintain control of pilots; and

e. Vessels being navigated in state pilotage waters shall have a pilot on board as required by local port requirements or tariffs.

III

(1) INITIAL COMPETENCY AND QUALIFICATIONS

The standards for initial competency and qualification will include a requirement for a federal pilot license, a period of apprenticeship, and other minimum requirements as deemed necessary by the State.

a. Federal Pilot License:

The Ports, on behalf of the State, will accept and require a federal pilot license issued by the Coast Guard as a condition of employment. The Coast Guard will maintain requirements and administrative controls for comprehensive drug testing, physical and medical standards, and National Driver Register checks as part of administering its federal pilot license.

(2) b. Apprenticeship Program:

The Ports, on behalf of the State, are responsible for establishing apprenticeship programs for respective areas of jurisdiction. Written standards will be developed by the Local Pilotage Advisory Council, with input from pilot associations or pilot companies. Final approval of the apprenticeship program will be vested with the Port. The apprenticeship program will consist of written standards describing how apprentices shall acquire additional training, the minimum period of apprenticeship or target number of round trips required for various types and tonnages of vessels, the methods for evaluating and providing feedback to apprentices, and the minimum qualifying standards for completion of apprenticeship phase of development.

c. Additional Requirements:

The Ports, on behalf of the State, may establish and enforce through local requirements or tariffs any other prerequisites for initial competency and qualifications as deemed necessary, after considering input from the Local Pilotage Advisory Council, pilot associations, and pilot companies. The requirements or tariffs may establish standards which are more stringent prerequisites than those for a federal license, including physical and medical standards, criminal and National Driver Register checks, and requirements for drug and alcohol testing.

IV

(3) STANDARDS FOR MAINTAINING PROFICIENCY AND PROFESSIONAL GROWTH

The Ports, on behalf of the State, are responsible for establishing standards to maintain proficiency and professional growth.

These standards, at a minimum, will include periodic evaluations to verify that each pilot is maintaining the required level of proficiency. The standards may vary based upon a variety of factors including: frequency of piloting, type, tonnage, design or other vessel characteristics of vessels to be piloted, and other factors that may impact the safety of piloting vessels. Standards will be established by each Port.

V

ENFORCEMENT

The Coast Guard is responsible for investigating and enforcing federal regulations pertaining to a federal pilot license. In enforcing federal regulations, the Coast Guard may take appropriate administrative action, including the initiation of suspension and revocation proceedings. The Coast Guard will investigate marine casualties and require post casualty drug and alcohol testing in accordance with applicable federal regulations. Appropriate cases may be forwarded to the United States Attorney for possible criminal prosecution.

The Ports, on behalf of the State, will enforce the requirements or tariffs pertaining to the apprenticeship program, the standards for maintaining proficiency and professional growth and additional requirements developed pursuant to paragraph III.c above.

The parties agree to cooperate and share information related to the above enforcement efforts.

VI

LOCAL PILOTAGE ADVISORY COUNCIL

The purpose of the Local Pilotage Advisory Council is to review local pilotage and assess the risks associated with safe piloting of vessels. This includes evaluating and reviewing policies and procedures, making recommendations to establish, modify or improve pilotage requirements or tariffs in each Port. If a pilotage route serves more than one Port, a Local Pilotage Advisory Council may be established for each Port, or one Council may serve both Ports.

a. Representation:

1. The Ports, on behalf of the State, are responsible for establishing a Local Pilotage Advisory Council for each Port that meets regularly. The Executive Director shall appoint members of the Advisory Council from the following groups: local pilot groups, port authority, shipping industry. The preferred representation from each of these elements is as follows:

a. A representative of the local port authority appointed by the Executive Director for the Port,

b. A representative from the management of the local pilot group who is a qualified pilot, preferably the chief pilot,

c. A representative of the shipping industry. Industry representation should preferably be from a vessel operating company which reflects the predominant nature of the port's business. If any Port handles a significant number of both tankers, and dry cargo vessels, then a representative of each shall be appointed.

2. The Local Pilotage Advisory Council shall meet on a regular basis. The Council is encouraged to invite the Coast Guard Captain of the Port/Officer in Charge, Marine Inspection, and/or the Administrator of the Office of Oil Spill Prevention and Response to participate in meetings on an "ex officio" basis.

b. Periodic Review and Report:

The Ports, on behalf of the State, will require periodic written reports including the findings of reviews and appropriate recommendations. Periodic review of the local system of pilotage will provide the opportunity to address local procedures and in particular, human factors problems which may affect the risk of accident or the personal safety of the pilot. Consideration of pilot human factors impact due to inadequate or faulty equipment and recommendations for immediate or other action to minimize these risks is desired. Reports will be submitted to the local port authority annually for the first three years and then every third year thereafter.

VII

CONDITIONS AND TERMS OF AGREEMENT

a. This Agreement shall be effective as to each Port, as of the date it is signed by the Coast Guard, the State and such Ports, and shall remain in effect until terminated by any of said Parties, by giving the other Parties written notice to terminate as to such Port, in which event it shall terminate on the date immediately following the thirtieth day of such notice. This Agreement may be amended with the mutual consent of the Parties in writing.

b. In no event shall this Agreement be interpreted to conflict with specific operating policies and procedures published by any of the Parties without the express written consent of an appropriate senior official of the party so affected.

c. Nothing herein is intended to conflict with current Coast Guard or State directives. If the terms of this Agreement are inconsistent with existing directives of the Parties entering into this Agreement, those portions of this Agreement that are determined to be inconsistent shall be invalid, but all remaining terms and conditions shall remain in full force and effect.

d. The State shall enact legislation to regulate and license pilots in any port to which this Agreement is applicable and which does not implement a program in accordance with this Agreement within twelve (12) months after the effective date hereof.

e. No action based upon this Agreement may be brought against the United States of the State of California by any person.

Effective Date: 26 FEB 1997

FOR THE UNITED STATES COAST GUARD:

JAMES C. CARD
Rear Admiral, U. S. Coast Guard
Assistant Commandant for
Marine Safety and
Environmental Protection

FOR THE STATE OF CALIFORNIA:

PETE WILSON
Governor
State of California

CITY OF LONG BEACH, A MUNICIPAL CORPORATION, ACTING BY AND THROUGH ITS BOARD OF HARBOR COMMISSIONERS:

S. R. DILLENBECK
Executive Director

FOR THE CITY OF LOS ANGELES, BY ITS BOARD OF HARBOR COMMISSIONERS:

LARRY A. KELLER
Executive Director

FOR THE PORT OF SAN DIEGO:

For LAWRENCE M. KILLEEN
Executive Director
San Diego Unified Port District

FOR THE PORT OF HUENEME:

WILLIAM J. BUENGER
Executive Director
Oxnard Harbor District

FOR THE PORT OF HUMBOLDT BAY:

DAVID HULL
Chief Executive Officer
Humboldt Bay Harbor Recreation
and Conservation District

CERTIFIED TRUE COPY

Attachment #2

SUMMARY
INNER HARBOR BRIEF SHEETS and INCIDENTS
REPORTED TO MX SOCAL VESSEL TRAFFIC SERVICE LA/LB
1 May 2021 – 30 April 2022 (12 months)
With Jacobsen Pilot Service (Long Beach Pilots) Involvement
Prepared 22 May 2022

	Incident Type	Inner Harbor	Incidents
1	**Propulsion**	**5**	**12**
2	**Steering**	**1**	0
	Electrical	0	0
	Loss of radar	0	0
3	**Loss of automated identification system (AIS)**	0	**2**
	Rigged pilot ladder wrong side	0	0
4	**Pilot ladder failure - pilot *did not* fall into the water**	0	**1**
5	**Pilot platform failure - pilot *did* fall into water**	0	**1**
	Aircraft crash	0	0
	Line-hander knee injury	0	0
	Anchor Windlass Failure	0	0
6	**Dragging Anchor**	**4**	0
7	**Close Quarters (Master Error)**	**1**	0
	Brush fire adjacent to MX VTS	0	0
	TOTAL	**11**	**16**

During the 12-month period 1 May 2021 to 30 April 2022, JPS pilots reported or took part in:

16 Incidents	12 reduced or loss of propulsion, 2 loss of AIS, 1 pilot ladder failure but pilot *did not* fall into the water, and 1 pilot platform failure and pilot *did* fall into the water.
11 Inner Harbor Brief Sheets	5 reduced or loss of propulsion, 1 loss of steering, 4 dragging anchor, and 1 close quarters due to vessel Master error.
27 total events in 12 months	

Comments:

1. Inner Harbor Brief Sheets are always for events inside the breakwater.

2. Incidents include events in MX VTS waters outside the breakwater (0-25 miles), events that occur both inside and outside the breakwater, and port-wide events.

Marine Exchange of Southern California Capt. Kip Louttit klouttit@mxsocal.org 310 519 3127

Summary of Incident Reports

0-25 Miles offshore within MX SoCal VTS LA.LB Area of Responsibility

With Jacobsen Pilot Service (Long Beach Pilots) Involvement

1 May 2021 – 30 April 2022 (12 months)

Prepared 22 May 2022

2021						
#	Type Vessel	Position and Inbound or Outbound	Date	Pilot aboard?	Cause	Disposition
1	Container Ship	LB Sea Buoy inbound	5 June	Yes	Loss of Pilothouse control of engine followed by unable to maintain engine RPMs	Pilot safely anchored vessel in B-8 anchorage rather than proceed to assigned berth
2	Tanker	3.6 NM S of LA buoy #1 inbound POLB	20 June	No then Yes	AIS Failure	Vessel's AIS failed between check-in and precautionary area. Vessel recycled AIS with negative result. Sector LA/LB cleared vessel to proceed. Pilot boarded and safely anchored

						vessel in anchorage B-8.
3	Tanker	1 NM S of LB Sea Buoy inbound	25 Aug	Yes	Limited propulsion due to aggressive lube oil leak	Vessel safely returned to anchorage SF-11
4	Container Ship	Anchorage F-8 inbound	4 Sep	No then yes	AIS failure	Vessel recycled AIS without success. Pilot boarded. VTS issued deviation for Time Constraint Casualty and vessel proceeded into POLB safely.
5	Container Ship	LB sea buoy inbound	21 Nov	Yes	Loss of propulsion in all 3 modes (Pilothouse, engine room, & local)	Vessel requested outside anchorage; 3 assist tugs enroute; vessel assigned anchorage F-1. Vessel regained engine control and cleared to proceed to

						berth in POLB by CG Sector LA/LB.
6	Bulk Ship	1 NM S of LA Buoy #1 outbound	23 Nov	No, then Yes	Loss of propulsion	Vessel dropped anchor to conduct repairs in precautionary area. JPS Pilot boarded and towed vessel to anchorage D6 using 3 tugs.
7	Bulk Ship	11 miles Southwest of Point Vicente	5 Dec	No then yes	Vessel was loitering (drifting) awaiting a berth in LA/LB and reported main engine issues, loss of propulsion, and unable to maneuver.	VTS notified nearby vessels. Sector LA/LB notified the VTS that a dead ship tow was being planned and a Captain of the Port Order was passed verbally. 2 tugs arrived on scene and towed vessel toward POLB. JPS Pilot embarked at pilot station & safely anchored

						vessel in inner anchorage D-2.
8	Container Ship	LB Breakwater Entrance Outbound	26 Dec	Yes	Pilot Platform Failure & Pilot fell into the water	The pilot was recovered from the water with no apparent injuries; the pilot platform was not recovered. The vessel drifted for an hour until cleared to depart for its next port of call by CG Sector LA/LB.
2022						
9	Bulk Ship	½ mile north POLB Queens Gate Outbound	15 Jan	Yes	Brief loss of propulsion due to failed sensor	Escort tug was still alongside; vessel proceeded toward outside anchorage SF-4. Vessel lost propulsion. Pilot remained aboard and anchored vessel safely in SF-4.

10	Container Ship	½ mile south of the precautionary area outbound	27-28 Jan	No then yes	Limited of Propulsion due to fuel pump issue	Vessel first wanted outside anchorage, then inside anchorage. Pilot boarded and safely moored vessel in POLB using vessel's engine and 2 assist tugs.
11	Bulk	LB Inner Anchorage B-12 inbound	25 Feb	Yes	No Bridge Control of Engine	Pilot reported situation to VTS. Vessel had not reported situation when vessel checked in. Pilot safely anchored vessel in anchorage B-12.
12	Container	LB Outer Anchorage F-9 inbound	9 Mar	Yes	Loss of propulsion getting underway	Vessel was unable to restore propulsion. Pilot safely re-re-anchored the vessel in F-9
13	Container	4 NM South of LB Sea	10 Mar	No then Yes	Engine Air Solenoid Valve Leak	Vessel requested to stop and

		Buoy inbound				make repairs. VTS granted permission. VTS notified CG Sector LA/LB. Pilot boarded. Repairs complete in 40 minutes. CG Sector LA/LB granted permission for vessel to enter port. Pilot boarded and safely moored vessel in POLB.
14	Bulk	3 NM South of LB Sea Buoy Inbound	22 Mar	Yes - During Pilot Boarding	Pilot experienced pilot ladder failing while boarding.	Pilot aborted boarding and safely returned to pilot boat. Pilot boarded via gangway and safely anchored vessel in LB anchorage B-4.
15	Tanker	Long Beach Sea Buoy inbound anchorage D-5.	6 April	Yes	Pilot reported vessel had a problem with cylinders and	Escort tug was already alongside. CG Sector LA/LB cleared the

					could only proceed at dead slow ahead.	vessel to proceed to inner anchorage. Pilot safely anchored vessel in POLB anchorage D-5.
16	Container Ship	Outbound POLB to anchorage SF-10	7 April	Yes	Vessel had control of engine from engine room but not the bridge. CG Sector LA/LB cleared vessel to proceed to anchor using engine control, but pilot stay aboard vessel if necessary. The pilot stated he would remain aboard. Vessel then suffered loss of propulsion due to air start issue.	Pilot anchored vessel near but not in anchorage SF-10. Vessel restarted the engine. Vessel weighed ancholoss of and pilot safely anchored vessel in SF-10.

Summary of Inner Harbor Brief Sheets

With Jacobsen Pilot Service (Port of Long Beach Pilots) involvement

1 May 2021 – 30 April 2022
Prepared 22 May 2022

#	Type Vessel	Inbound or Outbound?	Date	Pilot Onboard (Yes/no)	Cause	Disposition
1	Container ship	Shifting from inside anchorage to berth	6 June 2021	Yes	Engine would only operate at dead slow ahead or astern. Later, full propulsion in engine room control	CG cleared vessel to proceed to it berth with 2 assist tugs. Pilot moored vessel safely.
2	Part Container Part Roll-on/off ship	Inbound POLB after Gerald Desmond Bridge	2 July 2021	Yes	Rudder stuck at right 10 degrees	Pilot safely moored vessel.
3	Container Ship	Outbound POLB	29 Aug 2021	Yes	Loss of propulsion coming off the dock due to air start issue	Pilot safely returned vessel to berth.
4	Bulk Ship	Outbound POLB	10 Sep 2021	Yes	Engine issues and then failure	Pilot safely anchored vessel in inside anchorage
5	Tanker	Outbound POLB from anchorage	6 Oct 2021	Yes	Loss of propulsion	Pilot arranged for tug & safely re-anchored the vessel
6	Tanker	Inbound POLB anchorage	21 Nov 2021	Yes	Master of vessel mishandled the azipod engine	Pilot took control of the azipods,

Marine Exchange of Southern California Capt. Kip Louttit klouttit@mxsocal.org 310 519 3127

					controls resulting in unintended turn toward breakwater.	dropped an anchor, called for a tugboat, and backed the vessel away from the breakwater. Tug ultimately not needed. The pilot safely anchored the vessel.
7	Cruise Ship	Inside POLB Anchorage	25 Oct 2021	No then Yes	Dragging anchor	Pilot dropped second anchor and safely re-anchored the vessel.
8	Bulk Ship	Inside POLB Anchorage	29 Dec 2021	No then Yes	Dragging anchor	Vessel got underway without pilot nor notifying pilots or VTS. Pilot boarded and vessel safely departed POLB.
9	Container Ship	Inbound POLB	29 Jan 2022	Yes	While attempting to slow the vessel the vessel's engine increased speed	Pilot aborted approach to a berth and safely anchored the vessel inside the breakwater.
10	Bulk Ship	Inside Anchorage	5 March 2022	No then Yes	Dragging anchor	JPS advised vessel to drop 2nd anchor and ready engine(s). Pilot boarded and safely re-

						anchored vessel.
11	Container Ship	Inside Anchorage	28 Mar 2022	No then Yes	Dragging Anchor	Pilot and tug headed to vessel. Nearby anchored vessel paid out 1 shot (90') of chain to increase distance between the vessels (100 yards). Pilot boarded and safely re-anchored vessel.
Nothing Follows						

Attachment #3

Lloyd's Register

Current issue date: 13 September 2021
Expiry date: 29 January 2024
Certificate identity number: 10394616

Original approval(s):
ISO 9001 - 14 October 2013

Certificate of Approval

This is to certify that the Management System of:

Jacobsen Pilot Service, Inc.

1332 North Avalon Boulevard, Wilmington, CA, 90744, United States

has been approved by Lloyd's Register to the following standards:

ISO 9001:2015

Approval number(s): ISO 9001 – 00008189

This certificate is valid only in association with the certificate schedule bearing the same number on which the locations applicable to this approval are listed.

The scope of this approval is applicable to:

Provision of Pilotage and Vessel Traffic Management Services and Provision of Survey and Consulting Services.

Cliff Muckleroy

Area Operations Manager Americas

Issued by: Lloyd's Register Quality Assurance, Inc.

for and on behalf of: Lloyd's Register Quality Assurance Limited

ANAB
ACCREDITED
MANAGEMENT SYSTEMS CERTIFICATION BODY

Attachment #4

PILOT TRAINING PROGRAM
FOR
CAPTAIN NICK DEUEL *(Started 7-1-2019)*
March 28, 2022

ANCHOR

SOLO:	VESSELS = ANY LOA, < 55' (16.8m) DRAFT
W/PILOT:	> 55' Draft = 5 more for clearance
	> 60' Draft = 5 more for clearance

OUTER HARBOR

CLEARED

MIDDLE HARBOR

SOLO: (LB32 & LB118) CLEARED

SOLO: (LB121)	VESSELS < 895' (273m) LOA, < 50' DRAFT
W/PILOT (LB121):	50'-60' Requires 5 more for clearance
	>60' Draft = Requires 5 more.
	**Need at least 1 more 50'+ draft OUTBOUND

TTI & LBCT = CLEARED

INNER HARBOR

SOLO:	VESSELS < 965' (295m) LOA, < 42' DRAFT
W/PILOT:	VESSELS > 965' (294m) LOA, > 42' DRAFT
	** 5 more inbound > 900' LOA for clearance.

LOS ANGELES

CLEARED

CRUISE SHIPS

CLEARED

NAVY

W/PILOT:	1 LPD inbound & outbound
	4 sailings required for clearance

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL

2) NO MOVES IF CAPT. DEUEL IS NOT COMFORTABLE

3) ALL MOVES IN FAVORABLE WEATHER

4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

PILOT TRAINING PROGRAM FOR CAPTAIN THOMAS GILL *(Started 2-3-2020)*

April 25, 2022

ANCHOR

SOLO: VESSELS = ANY LOA, < 50' (15.2m) DRAFT
W/PILOT: VESSELS = ANY LOA, > 50' (15.2m) DRAFT

OUTER HARBOR

SOLO: VESSELS < 1100' (335m) LOA, < 46' (14.0m) DRAFT
W/PILOT: VESSELS > 1100' (335m) LOA, > 46' (14.0m) DRAFT

MIDDLE HARBOR

SOLO: (LB32)(LB118) **CLEARED**
SOLO: (LB121) VESSELS < 895' (273m) LOA, < 48' DRAFT
W/PILOT (LB121): VESSELS >895' (273m) LOA, > 48' DRAFT

SOLO (TTI) VESSELS <980 (299m) LOA, < 48' DRAFT
W/PILOT (TTI & LBCT): VESSELS >980' (300m) LOA, > 48' DRAFT

INNER HARBOR

SOLO: VESSELS < 900 (274m) LOA, < 42' DRAFT
W/PILOT: VESSELS > 900' (274m) LOA, > 42' DRAFT

LOS ANGELES

SOLO: VESSELS < 800' (244m) LOA, < 40' (12.2m) DRAFT
W/PILOT: VESSELS > 800' (244m) LOA, > 40' (12.2m) DRAFT

CRUISE SHIPS

SOLO: CLEARED

NAVY

W/PILOT: DDG & FFG & ALL OTHERS

PRIORITIZE THESE JOBS

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL

2) NO MOVES IF CAPT. GILL IS NOT COMFORTABLE

3) ALL MOVES IN FAVORABLE WEATHER

4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

PILOT TRAINING PROGRAM FOR CAPTAIN ROB GESSNER *(Started 7-1-2021)*

March 14, 2022

ANCHOR

SOLO:	VESSELS < 950 (290m) LOA, < 42' (12.8m) DRAFT
W/PILOT:	VESSELS < 950 (290m) LOA, > 48' (14.6m) DRAFT
RIDE:	VESSELS > 950 (290m) LOA, > 48' (14.6m) DRAFT

OUTER HARBOR

SOLO:	VESSELS < 655' (200m) LOA, < 35' (10.6m) DRAFT
W/PILOT:	VESSELS < 750' (229m) LOA, < 40' (12.2m) DRAFT
RIDE:	VESSELS > 750' (229m) LOA, > 40' (12.2m) DRAFT

MIDDLE HARBOR

W/PILOT:	VESSELS <750' (229m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS >750' (229m) LOA, > 35' (10.6m) DRAFT

INNER HARBOR

W/PILOT:	VESSELS < 750' (229m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS > 750' (229m) LOA, > 35' (10.6m) DRAFT

LOS ANGELES

W/PILOT:	VESSELS < 750' (229m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS > 750' (229m) LOA, > 35' (10.6m) DRAFT

CRUISE SHIPS

SOLO:	SELECTED ARRIVALS & SAILINGS PER MANAGEMENT

NAVY

W/PILOT:	DDG & FFG
RIDE:	ALL OTHERS

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL

2) NO MOVES IF CAPT. GESSNER IS NOT COMFORTABLE

3) ALL MOVES IN FAVORABLE WEATHER

4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

PILOT TRAINING PROGRAM FOR CAPTAIN MITCH HETTERLE *(Started 11-1-2021)*

March 14, 2022

ANCHOR

SOLO:	VESSELS < 750 (229m) LOA, < 38' (11.6m) DRAFT
W/PILOT:	VESSELS < 850 (259m) LOA, > 38' (11.6m) DRAFT
RIDE:	VESSELS > 850 (259m) LOA, > 38' (11.6m) DRAFT

OUTER HARBOR

W/PILOT:	VESSELS < 655' (200m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS > 655' (200m) LOA, > 35' (10.6m) DRAFT

MIDDLE HARBOR

W/PILOT:	VESSELS < 655' (200m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS > 655' (200m) LOA, > 35' (10.6m) DRAFT

INNER HARBOR

RIDE ONLY

LOS ANGELES

W/PILOT:	VESSELS < 655' (200m) LOA, < 35' (10.6m) DRAFT
RIDE:	VESSELS > 655' (200m) LOA, > 35' (10.6m) DRAFT

CRUISE SHIPS

W/PILOT: ANY CRUISE SHIP

NAVY

RIDE ONLY

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL

2) NO MOVES IF CAPT. HETTERLE IS NOT COMFORTABLE

3) ALL MOVES IN FAVORABLE WEATHER

4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

PILOT TRAINING PROGRAM
FOR

CAPTAIN KEVIN THOMAS *(Started 4-4-2022)*

April 25, 2022

ANCHOR

W/PILOT: VESSELS < 820' (250M) LOA, < 35' (10.6m) DRAFT
RIDE: VESSELS > 820' (250M) LOA, > 35' (10.6m) DRAFT

OUTER HARBOR / MIDDLE HARBOR

RIDE ONLY:

INNER HARBOR

RIDE ONLY:

LOS ANGELES

RIDE ONLY:

NAVY

RIDE ONLY:

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL
2) NO MOVES IF CAPT. THOMAS IS NOT COMFORTABLE
3) ALL MOVES IN FAVORABLE WEATHER
4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

PILOT TRAINING PROGRAM
FOR

CAPTAIN BRIAN DEEDLER *(Started 4-18-2022)*
May 9, 2022

ANCHOR

W/PILOT: VESSELS < 820' (250M) LOA, < 35' (10.6m) DRAFT
RIDE: VESSELS > 820' (250M) LOA, > 35' (10.6m) DRAFT

OUTER HARBOR / MIDDLE HARBOR

RIDE ONLY:

INNER HARBOR

RIDE ONLY:

LOS ANGELES

RIDE ONLY:

NAVY

RIDE ONLY:

1) NO DEVIATION WITH OUT MANAGEMENT APPROVAL
2) NO MOVES IF CAPT. DEEDLER IS NOT COMFORTABLE
3) ALL MOVES IN FAVORABLE WEATHER
4) MANAGEMENT APPROVAL FOR WINDS OVER 20 KNOTS

T. JACOBSEN

Attachment #5

Marine Safety Information Bulletin
Sector Los Angeles – Long Beach

Commander
U.S. Coast Guard Sector
Los Angeles – Long Beach
1001 S. Seaside Avenue Bldg. 20
San Pedro, CA 90731-0208

MSIB Number: 01-22
Date: Jan 12, 2022
Staff Symbol: spv
Phone: (310) 521-3770
Email: seclalb@uscg.mil

Pilot Boarding Platform Improper Installation and Failure

Coast Guard Sector Los Angeles - Long Beach issues this bulletin to ensure vessels take due care in installing pilot boarding platforms and accommodation ladders. Improper setup of pilot boarding platforms and accommodation ladders onboard cargo vessels caused significant hazards to personnel, the former of which caused a vessel pilot to fall into the water on December 26th, 2021.

The vessel's pilot boarding area housed a platform approximately two and a half feet tall for accessing the Jacob's ladder. A locking pin that would normally secure the platform to the deck was loose due to improper installation. When the pilot stepped over the side of the vessel to climb down the Jacob's ladder, the loose locking pin gave way and caused the platform and pilot to fall into the water.

Fig. 1: Pilot boarding platform

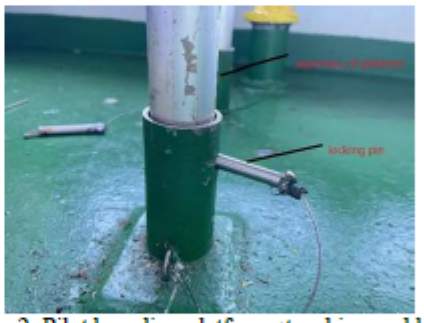


Fig. 2: Pilot boarding platform stanchion and locking pin.

In a separate incident that occurred on January 3rd, 2022 a vessel pilot attempted to board foreign flagged vessel via an accommodation ladder and noticed that the locking pins used to secure the railings to the ladder were not in place.

Fig. 3: Accommodation ladder with unsecured locking pins.

The Coast Guard strongly recommends that vessel owners and operators:

- Ensure all stanchion locking pins are fully inserted and secured with a cotter pin or safety swivel.
- Maintain accommodation ladders, Jacob's ladders, and vessel boarding platforms.
- Periodically inspect the condition of the vessel's boarding equipment replace it when necessary.
- Assign a crewmember to conduct a safety inspection of the pilot boarding ladder and related equipment after it has been set up and prior to use.

This Safety Alert is provided for informational purposes only and does not relieve vessels any domestic or international safety, operational, or material requirement. Developed by the Investigators of Sector Los Angeles-Long Beach. Questions may be sent SECLALB@uscg.mil.

ORE.REBECCA.E.1014780404 Digitally signed by ORE.REBECCA.E.1014780404 Date: 2022.01.12 15:18:16 -08'00'

R. E. Ore
Captain, U.S. Coast Guard
Captain of the Port, Los Angeles – Long Beach

NOTICE TO ALL SHIPS

PILOT LADDER FAILURES

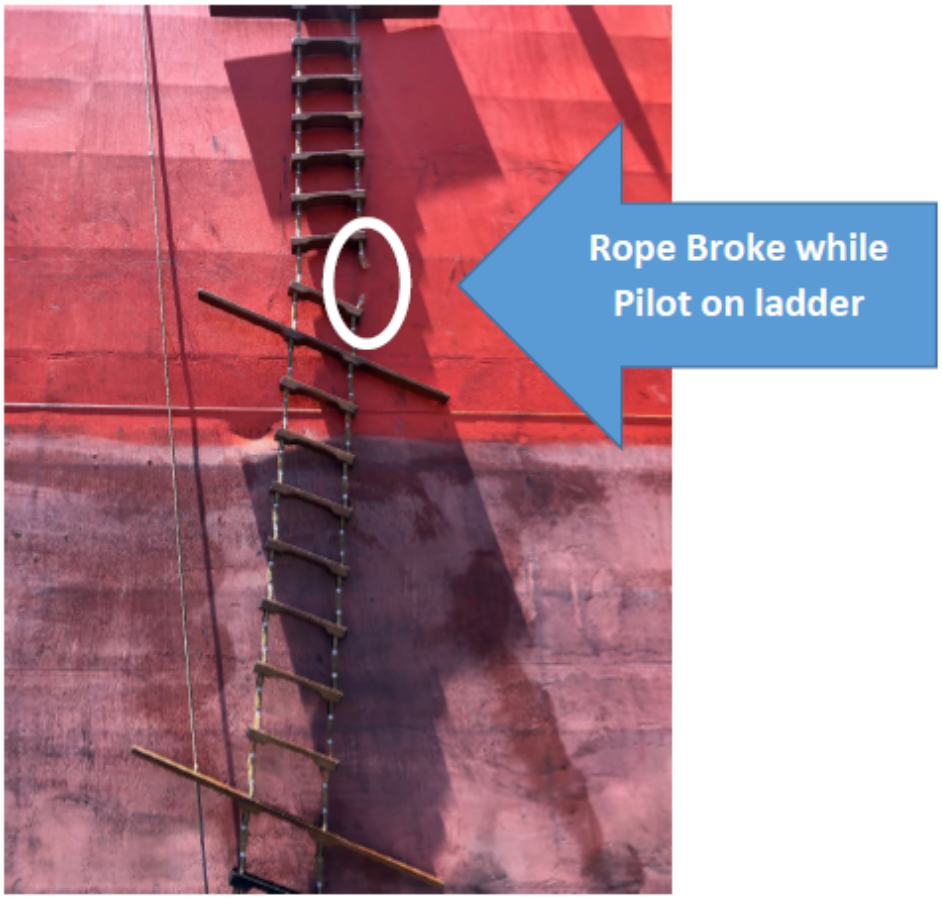
THE BELOW INCIDENT HAPPENED AT THE

PORT OF LONG BEACH JULY 2020

Pilot Ladder Rope Broke while Pilot on Ladder

Luckily, the pilot was able to hold on.

ACTION: ALL SHIPS MUST INSPECT THEIR LADDERS EVERY TIME BEFORE THE PILOT BOARDS OR DISEMBARKS.



PLEASE HELP US PREVENT SERIOUS ACCIDENTS TO OUR PILOTS.

Thank you: Jacobsen Pilot Service, Inc. & Los Angeles Pilot Service

12 August 2020