

XIII. PILOTAGE

Regulation of pilotage in LA/LB Harbors rests on the virtually-identical Tariffs of each port and a Memorandum of Agreement between the Coast Guard, the State of California and the Ports (see Appendix I). The Tariffs require federally-licensed pilots on all vessels over 300 gross tons (with minor exceptions).

Current Coast Guard regulations require a federally licensed pilot aboard every tank vessel mooring and unmooring at offshore marine terminals. (For more detailed information see Chapter XVII). By Port Tariffs, pilots stay on outbound vessels until clear of the breakwater entrance. In bad weather, pilots who cannot disembark safely outside the breakwaters may disembark inside, once they assure the vessel's safe transit.

At the request of the Coast Guard, the Los Angeles Pilots and Jacobsen Pilots have agreed to ensure continual service of a licensed pilot for vessels moving between Los Angeles and Long Beach Harbors outside the breakwater.

The Port Tariffs require that a vessel notify the affected pilot station(s) in the rare instances when it need not engage a pilot before entering, leaving, shifting or moving between Los Angeles and Long Beach Harbors. The applicable tariff sections for the Ports of Los Angeles and Long Beach can be located at Port of Los Angeles Tariff No. 4, §3, Item 305(h)(2) and Port of Long Beach Tariff No. 004, Rule 34B, §2, Item 205(h)(2).

A. PILOT TRAINING: The Committee understands the absolute need for training pilots adequately to ensure safe vessel movement. To this end, the Committee incorporates the following description of each pilot organization's training program.

1. Jacobsen Pilot Service, Inc.

- a. General: The training program's goal is a thoroughly-trained pilot who will complete any job assignment safely. In the event of mechanical or other failure, he or she will react correctly under stress, choosing the right option(s) from those available. Experience shows that only intensive training reaches this goal. In recent times, successful completion of the program has taken at least three years, whatever the applicant's background. All trainees pass through the same phases and demonstrate the same proficiency level before progressing. The program is strictly performance-based. Jacobsen's management, in consultation with senior pilots who daily observe the trainee, decides when he or she has completed a phase and may advance to the next.

The program supplements hands-on training with simulator-based training. Essential to the hands-on portion, serving pilots actively critique trainees. Only when the trainee has repeatedly demonstrated mastery of the jobs at the current level will he or she move forward.

Jacobsen recognizes that different people learn at different speeds. Trainees occasionally reach plateaus and seem to bog down.

b. Definitions

- i. Ride: A vessel movement by a fully qualified-pilot, where the trainee watches the technique used but does not handle the vessel.
 - ii. Solo: A vessel movement by a trainee alone, without aid from a fully qualified pilot.
 - iii. With pilot: A vessel movement by a trainee with a fully qualified pilot beside her or him.
- c. Structure: Upon acceptance into the program, the trainee spends approximately one month riding with and observing a regular staff pilot, who concentrates riding pilot jobs on small and medium sized vessels. On completing this initial phase, the trainee begins handling, with pilot, smaller vessels to/from anchorage, while continuing to "ride" larger vessels to/from anchorage and docks.

The trainee, as her or his skills develop, handles incrementally larger and deeper draft vessels to/from anchorage with pilot, and begins solo handling of small vessels to/from anchorage. At about this stage, when the trainee can turn, stop, maintain directional control with engines stopped and understand inertia, he or she begins handling small, light draft vessels from the more open docks. Soon after, the trainee handles these same-sized vessels inbound to the open docks. The trainee makes all dock moves with pilot until he or she repeatedly demonstrates proficiency to the satisfaction of the screening pilots and the approval of Jacobsen's management.

The trainee then handles incrementally larger and deeper-draft vessels to/from anchor and to/from docks as solo moves while continuing to handle somewhat larger vessels with pilot. The trainee handles vessels significantly larger and deeper than her or his solo limit as rides only. This progression continues: in each phase the trainee handles up to a certain size and draft vessel solo, a somewhat larger vessel with pilot, and the largest sized vessel as ride only. As discussed more fully below, each trainee undergoes at least one computer-based simulator training with seasoned pilots in attendance.

- d. Ongoing Training: Jacobsen has developed a comprehensive pilot training program utilizing simulators. During these simulations, trainees learn all manner of advanced piloting procedures, including emergency maneuvers and bridge resources management.

All of Jacobsen's serving pilots have attended an ongoing training program. Sessions are scheduled so that every pilot attends the simulator course every 2 ½ to 5 years. All training sessions include a senior pilot as training coordinator.

- 2. Port of Los Angeles Pilot Service:** A comprehensive twenty-four month, seven step training program advances trainee pilots gradually, in ship's size and difficulty to fully competent and professional pilots. Each step has observed and supervised ride requirements for graduation to the next step. Written evaluations are completed by a senior pilot on each supervised ride. Evaluation trips and progress reviews by the Chief Pilot are an essential part of each step. This is supplemented by simulator training, observing the VTS, time riding tugs, vessel traffic management and studying Port regulations, including the Harbor Safety Plan. A trainee pilot typically completes over 1000 shipmoves prior to being promoted to Port Pilot II. The training program is monitored by a Pilot Training Committee comprised of senior pilots and administered by the Chief Pilot.

Each Port of Los Angeles pilot is required to attend manned ship model training every four years. Newly hired pilots are scheduled ahead of senior pilots that have already attended the training. The facilities that Los Angeles Pilot Service currently uses for this training are Port Revel Shiphandling Training Center in Grenoble, France and Warsash Maritime Academy in Southampton, England.

In addition to the manned model training, all pilots also attend ship simulator schools, such as the Pacific Maritime Institute in Seattle and the California Maritime Academy in Vallejo, every two years. The biennial simulator training is used for both continuing education and to address special circumstances, such as new terminal development and the handling of new ship types.

- 3. Chevron Shipping Company Mooring Master Training Program:** This program is designed to qualify an individual as a Mooring Master, for offshore conventional buoy mooring (CBM) operations at the El Segundo Marine Terminal. The Chevron Shipping Company Area Operations Manager will be responsible for administering and supervising the program.
- a. The El Segundo Mooring Master Training and Development Coordinator will continually assess and evaluate the trainee as they progress through the structured training plan and competency assessment program. He will recommend to management when a trainee is ready to be cleared for a berth clearance and subsequently arrange for an evaluation of the candidate. If the candidate performs at a high level and can fulfill the requirements for the berth clearance, he or she will be cleared by the training coordinator and management. The clearance requirements will consist of evaluations of the following topics:
- bridge team and pre-mooring discussion
 - approach/departure maneuvers
 - hose handling techniques
 - cargo transfer operations
 - tug utilization
 - weather parameters
 - terminal design

- underwater hazards

Completed training is tracked and entered into CAG (Competency Assessment Guideline) software which mirrors the OCIMF guidelines.

- b. Qualification Clearance Levels (QCL): The training program consists of (3) consecutive and distinct levels. At the completion of each phase, Western Region Manager will review the assessment, evaluations and recommendations, and may then grant clearance for a completed level to a candidate. The requirements may be modified depending upon the experience and skill level of each individual candidate.
- QCL/1. Vessels up to 80,000 DWT: To qualify for this initial level, the candidate must possess an appropriate, Unlimited Tonnage, U.S.C.G. license with an El Segundo Pilotage endorsement. The trainee must complete a minimum of sixteen (16) round trips under Mooring Master supervision. A minimum of four (4) round trips shall be conducted on a tug and barge into berth-3. The candidate will also be required to conduct one (1) full operation with the vapor processing barge “San Pedro” in Berth-3 (This may be completed in QCL/2). Additionally the trainee shall observe one (1) round trip from an attending tug and one (1) round trip on an attending line boat. The candidate will also be required to attend two shifts with the Head Terminal Operator at the El Segundo Refinery; one to be either a high-pour cargo or a vapor balancing operation.
 - QCL/2. Vessels 80,000 DWT – 125,000 DWT: To qualify for this level the trainee must complete a minimum of sixteen (16) round trips under Mooring Master supervision. A minimum of two (2) round trips shall be conducted with each qualified Mooring Master. Additionally, the trainee shall observe one (1) round trip from an attending tug and one (1) round trip on an attending line boat.
 - QCL/3. Vessels over 125,000 DWT: To qualify for this level the trainee must complete a minimum of sixteen (16) round trips under Mooring Master supervision. A minimum of two (2) round trips shall be conducted with each qualified Mooring Master. Additionally, the trainee shall observe one (1) round trip on an attending tug and one (1) round trip on an attending line boat.

Throughout the program, the candidate will keep a record of each vessel attended. A copy of the completed record sheet, endorsed by the supervising Mooring Master, is submitted to the Western Region Manager. The supervising Mooring Master will complete a *Mooring Master Training Evaluation* for each portion of the operation he attended. Comments will be practical in nature, both for the guidance of the candidate and the information of the Western Region Manager. A final Evaluation is to be completed by the Mooring Team Leader, prior to qualification for each clearance level following observation of the candidate's performance.