

LaRue Liam

From: Randy.S.Waddington@uscg.mil on behalf of Waddington, Randy S. LT
[Randy.S.Waddington@uscg.mil]
Sent: Thursday, September 27, 2007 2:36 PM
To: LaRue Liam
Cc: Clare, Bradley LCDR
Subject: SE Alaska pilotage - Follow-up efforts



ref3.pdf



ref1.pdf



ref2.pdf

NTSB Team,

Per our earlier phone conversation.

Attached you will find a letter from the OCMI SE Alaska effectively classifying all of SE Alaska waters as "designated" for pilotage purposes (ref1 & ref2). Additionally, I have provided the specific breakdown of pilotage areas which assists mariners in obtaining pilotage for specific routes.

I have also attached the "designated" waters listing prior to April 1st, 2007. There is also a ROUGH outline of many of these areas in a chartlet form for easier reference (ref3). The chartlet is provided as a ROUGH visual aide for you and not an exhaustive breakdown - rely upon the written routes specified.

Below is an overview of our follow-up efforts led by LTJG Ostrander of my staff. Bottom-line; we checked 13 domestic flagged vessels (Subchapter T & K) where pilotage requirements applied in our opinion. We estimate it typically can take as long as 30-60 days to obtain the "acting" as pilot requirement if a mariner has no prior SE Alaska experience (4 round trips and 1 at night if operations are conducted during night time). Thus, the beginning of the season is a much more critical time frame to identify compliance. Prior to the 2008 operating season, we anticipate making a concerted effort to verify compliance with the pilotage requirements for all of deck crew personnel who will be standing watches unsupervised. The industry has been notified of this new emphasis.

LMK if you have any further questions.

v/r
LT Randy Waddington
Chief, Vessel Inspections
Sector Juneau
907-463-2444

LTJG Brierley Ostrander summary;

Toward the end of the 2007 season when Sector Juneau conducted a survey of self-certified pilotage on US-flagged "pocket cruisers" in Southeast Alaska, masters and mates on all vessels were in compliance. Vessels included Contessa (Majestic America), Empress of the North (Majestic America), Liseron (The Boat Company), Mist Cove (The Boat Company), Safari Quest (American Safari Cruises), Sea Bird (Lindbland Expeditions), Sea Lion (Lindbland Expeditions), Spirit of 98 (Cruise West), Spirit of Alaska (Cruise West), Spirit of Columbia (Cruise West), Spirit of Discovery (Cruise West), Spirit of Endeavour (Cruise West), Spirit of Yorktown (Cruise West).

The majority of vessels retain most of their masters/mates from year to year. Masters/mates are often promoted from within the company (usually with previous experience in Alaska as mates or ABs), particularly on Cruise West and Lindbland vessels. Other new

hires have experience in Southeast Alaska with other companies. However, at the beginning of the 2007 season, it is likely that a handful of the new masters/mates on these vessels did not meet self-certified pilotage requirements for Southeast Alaska. (Experience gained during the season brought them all into compliance by the time Sector Juneau conducted its survey.) None of the companies' training programs specifically address the self-certified pilotage requirement. Sector Juneau spoke with the operations managers at each company to clearly explain the requirement and emphasize that Sector Juneau will be checking self-certified pilotage on these vessels at the beginning of the 2008 season.
