

PORT PILOT
(Class Code 5151)

TASK LIST

A Port Pilot directs the passage of vessels in the Los Angeles and Long Beach Harbors, including moving vessels between berths. The Pilot acts in an advisory capacity to the ship's Master. They give all orders pertaining to the steering, speed, and maneuvering of the vessel which includes directing the use of tug boats. Port Pilots may be required to pilot vessels such as containerships, car carriers, passenger vessels, tankers, cargo carriers, barges, dredges, or naval vessels.

1. Receives dispatch order from dispatcher via email and/or KSG Planner containing ship's name, ship size, ship draft, agent (representative of ship's interest in port), time of arrival and/or departure, where it is coming from and going to, berth assignment, tugboat company, and number of tugboats agent prefers in order to gain information about vessel necessary to perform job.
2. Views dispatch board for listing of other vessels scheduled to move, views in-port screen for vessels in adjacent berths, reviews dispatch order, consults Klein System Database and notes tide and wind reading in order to evaluate conditions to determine number of tugboats needed, if ship will fit in berth, and to be aware of any special considerations and safety factors involved.
3. Calls agent or has dispatcher call agent if problems occur such as ship won't fit in berth, more tugboats are needed, poor weather conditions, and when safety prohibits job in order to alert agent of problems the pilot can't solve.
4. Rides in pilot boat to arrive at arriving vessel when it is in designated pilot boarding area, or from departing vessels to pilot station in order to commute between ship and shore. **[DELETED]**
5. Rides in or drives Department vehicle to or from pilot station to departing vessel or from arriving vessel at berth assignment.
6. Examines ship visually looking at position of chocks and bitts (to fasten tugboats to), ship draft (how deep ship is sitting), and construction features which might affect docking or departure such as cranes, flares, shape, and mast height in

order to gain information not found in other sources necessary to safely and properly pilot vessel.

7. Climbs or descends pilot ladder on side of ship in order to board or disembark vessel.
8. Introduces self to Captain of vessel, exchanges information with Captain, such as relevant tidal information, discusses any special considerations with Captain, asks Captain what he/she believes draft currently is, what course he/she is steering, speed of ship, and instructs Captain of what frequency to put radio on.
9. Evaluates surroundings in order to orient self with the ship the pilot will take control of to proceed safely to or from port.
10. Radios San Pedro Vessel Traffic Service to notify of entry or exit to harbor and to find out if any vessels are entering or exiting from Long Beach Harbor.
11. Determines positioning of tugs based on characteristics of tug and capabilities of tug operator in order to maximize tug assistance.
12. Informs master of ship and tug by radio or face-to-face when tug should come alongside of ship and where tug should be secured.
13. Gives instruction to have radar adjusted to correct range when in harbor area because the pilot is concerned with obstacles at close range.
14. Calls dispatcher on radio to alert him/her ship is inbound or out bound, makes security call on radio channel 13 to alert all other vessels of movement, and finds out which tugboats are assigned to job in order to assure relevant parties are aware of vessel movement.
15. Instructs Captain of vessel of when to contact pilots and/or San Pedro Vessel Traffic Service and upon which side of the ship the pilot ladder should be rigged.
16. Gives commands to bridge officer to adjust speeds and to quartermaster to adjust rudder or to change course (in degrees) as appropriate to navigate vessel through channels of Harbor based on speed requirements, on size of rudder, handling of ship, draft, and wind conditions.

17. Watches for channel traffic, checks wake size, maneuvers around other vessels, notes geographical landmarks, and maintains a safe speed while piloting down channel in order remain aware of events and conditions around vessel to pilot vessel safely through channel.
18. Monitors radio channels while piloting in order to remain alert to occurrences in harbor.
19. Scans indicators on bridge continually, such as Rudder Angle Indicator, Engine R.P.M. Indicator, Rate of Turn Indicator, Speed Indicator, and Anemometer (Wind/Speed Direction Indicator) in order to assure commands are being carried out as ordered and to determine how to proceed.
20. Evaluates how the ship maneuvers and how the crew performs by remaining alert to the feel of the ship and actions of crew during pilotage in order to determine best procedure to command vessel and make changes as necessary.
21. Employs the industry accepted practices of Bridge Resource Management to interface effectively with the ship's bridge team, exchange relevant information, and encourage the bridge team to participate actively in the navigation of the vessel during the port passage in order to ensure a safe and efficient passage through the harbor.
22. Surveys berth conditions looking for sufficient room to dock ship, presence of line handlers, any obstructions to berth, and bridge or bow signs to indicate desired position of ship in order to be aware of various conditions necessary to docking vessel.
23. Recommends to captain which lines should be sent out first or taken in last, and/or number of lines to use to secure ship to dock or remove ship from dock, depending on location of berth, weather conditions, and traffic.
24. Gives commands for tugboat's and vessel's rudder, for vessel's engine such as ahead, stop, or astern, and for ship's speed in order to maneuver ship into the berth or out of the berth.
25. Verifies that the ship is held fast to dock with the appropriate lines and number of lines secured in order to give order to release tugs.

26. Reads the station radar and electronic navigation display to give pilot on ship bearings and ranges to anchorage or desired location over station radio in order to assist other pilots in anchoring and during times of low visibility in cases when on-duty Chief Port Pilot is not at pilot station.
27. Reads ship's radar and Pilot Mate navigation equipment to get bearings and ranges to desired location in times of low visibility.
28. Answers questions from agents concerning harbor depths, pier heights and lengths, and tug requirements in order to assist agent in making their decisions.
29. Reads bulletins, emails, and USCG Notices to Mariners in order to keep abreast of changes/conditions in the harbor, such as construction, water depth, and vessel restrictions.
30. Communicates with pilot station staff, including dispatch, Chief Port Pilots, and other Port Pilots via email regarding various pertinent matters and routine pilot station business.
31. Utilizes Pilot Mate navigation equipment to assist with on-board navigation when piloting particularly large vessels, in unfamiliar areas, such as in the Port of Long Beach, in times of low visibility, and at other times as deemed appropriate.
32. Trains new-hire pilots by providing knowledge-based instruction, demonstrating piloting skills, supervising trainee pilots during job assignments, participating in debriefing sessions and coaching new-hires.