

DECEMBER 2023

# THE TVIB BRIEF



## Are You Tripping?

So you have time between the sticks and you know the river like the back of your hand. With the proper license and experience, a trip pilot can provide a vital service to a towing company while earning some good money to supplement their income. But do you know what compliance option the company has chosen in accordance with Subchapter M and how that may affect your role?

## Industry Updates

CVC published revision (7) to CVC-WI-013. The revision is substantial, so we highlighted some of the major changes for you.

Click [here](#) to access the blog post.

# MEMBER SPOTLIGHT



Aaron Williams is one of TVIB's newest certified Lead Auditors and Annual Surveyors. He holds a USCG Master of Towing Vessels license and is also a Designated Examiner. He is also certified as an Exemplar Global ISO 9001:2015 Lead Auditor for Quality Management Systems. Aaron has been working in the marine industry for 23 years.

### How were you exposed to this career path?

Walking the dock at Houston Marine Service asking for a mechanic's assistant job.

### What is your favorite work-related activity?

Mentoring crew members and fighting in the trenches for our dwindling workforce.

**Aaron Williams**  
Bollard Marine Consulting  
☎ (832) 335-8679  
✉ aaron@bollardmarineconsulting.com

### What do you find most challenging about auditing? Surveying?

Auditee ego's and this lack of awareness that we are truly inspected vessels.

### What is your favorite nonwork-related activity?

Spending time with my wife and family.

### What is your most predominant daily motivator?

Our industry is fantastic, but we have so much more potential for compliance excellence and people development.

*"The UTV days are over. We work on inspected vessels now and are expected to comply. Being in the trenches myself, still working regular hitches for six months a year, I experience regulatory burden even with all I have learned while earning my auditor and surveyor credentials through TVIB."*

## Have Questions?

To access our full list of FAQs, please visit our website [here](#).

## Suggestions?

We would love to hear from you! Submit your idea for hot topics or FAQs to [info@thetvib.org](mailto:info@thetvib.org) or dial 832.323.3392

## TPO Customer QuickBase Access

[Click Here](#)

## 2024 Training Calendar Available!

We are pleased to announce that we have finalized the dates for our upcoming training courses in 2024. Please check the website for more information.

[Click Here](#)

# Are You Tripping?

“ Trip pilots are also professional mariners. As such, they should be aware of their professional responsibility to read the TSMS manual of the company they are tripping for as well as understand its significance. ”

-Aaron W.

## Know Your Role

Trip pilots are used in a variety of ways across the industry. Most are utilized as trip pilots in the traditional sense, where others assume the responsibility as Masters. As it pertains to Subchapter M, a trip pilot is a crewmember who is either the “master” or the “officer in charge of a navigational watch.” Whatever position a trip pilot fills will significantly impact the level of understanding and familiarity they'll need to have with the vessel's compliance option regime. Obviously, if they are stepping onboard as the master the responsibilities under Subchapter M are far greater than any other crewmember. The master has the ultimate responsibility for the vessel and its crew and there are numerous requirements in Subchapter M that should be reviewed when stepping onboard for the first time. While a trip pilot, serving solely as an officer in charge of a navigational watch, has fewer responsibilities; they serve a vital purpose when it comes the vessel's overall compliance with Subchapter M. Their role extends beyond navigation; it encapsulates a commitment to upholding safety standards, fostering compliance, and ensuring the holistic safety of vessel operations.

“ The regulatory burden isn't pleasant, but, I feel like, as pilots and captains, we make very healthy wages, and with companies' willingness to "show us the money," we need to "**show them our absolute best,**" which includes stepping up our urgency to be familiar with any company's TSMS we trip for and do our best to fulfill the requirements of that TSMS. ”

-Aaron W.



## Know the Regulations

The compliance option chosen by the owner/managing operator has a major impact on the authority a master has under Subchapter M. For instance, 46 CFR 136.240 lays out the requirements for Permits to Proceed and the TSMS option gives owner/operators some latitude that the Coast Guard option does not. No matter the option chosen, the company must document some basic processes. Familiarity with these processes empowers trip pilots to comprehensively grasp critical vessel-specific safety protocols, risk assessment methodologies, and operational procedures. By being well-versed in these concepts, trip pilots can seamlessly integrate safety measures into their piloting strategies and crew communications thereby mitigating potential risks and enhancing overall operational safety. According to 46 CFR 15.405, you must understand the operational capabilities and the relevant characteristics of the vessel. Some of these characteristics can be found on the COI so, make sure you review it and ensure the vessel is always operating in compliance with it. Assessing the crew's capabilities should be a priority - and not just for masters. The Pilothouse Resource Management requirements found in 46 CFR 140.640 apply to officers in charge of a navigational watch. Trip pilots equipped with a thorough understanding of compliance regimes contribute significantly to the industry's overarching goal of safer, more secure waterways.

