

# **CAPTAIN RANDALL L. PINETTI, USMM, USNR (Ret.)**

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## **EDUCATION**

United States Naval Academy, Bachelor of Science, 1976

## **EXPERIENCE**

Between the years of 1990 to 2018, piloted over 5000 vessels.

**Captain/Investigator:** 2021 to present

Washington State Pilot Commission Incident Investigator

**Captain/Maritime Consultant:** 2020 to present

Pinetti Maritime LLC

Maritime Incident Investigation/Root Cause Analysis, Ship Pilot, Expert Shiphandler, Narrow Channel Vessel Interaction, Oil Spill Response, Navigation Safety Regulations, Anti-Terrorism/Piracy, Shipboard Safety/Security, Rules of the Road, Maritime Simulation Development, Seamanship, Cargo Surveyor.

**Captain/Lighting Master:** 2019 to 2021

Military Sealift Command (MSC)

Maritime Prepositioning Ships Squadron Three (MPSRON 3), Western Pacific Ocean. Offloading pre-positioned Navy auxiliary vessels' combat vehicles, equipment, and supplies to heavy lift vessels to facilitate amphibious operations.

**Captain/Pilot:** 2002 to 2018

San Francisco Bar Pilot

Piloted over 5000 vessels including new Post-Panamax container ships (>1200 ft), Very Large Crude Carrier (VLCC) class oil-tankers, bulk carriers, and passenger cruise liners. Pilotage services encompassed more than 200 berths, piers, wharves and other marine facilities located over 200 miles of pilotage waters in Northern California.

**Captain/Master:** 2015

Master – S/S JEREMIAH O'BRIEN

National Liberty Ship Memorial, San Francisco Bay

**Captain/Pilot:** 2003 to 2004

Kuwaiti Pilot – Unlimited Tonnage, Iraqi Freedom Two

Port Al-Shuaiba, Muhammed Al-Ahmed Naval Base

As MSC Officer-in-Charge (OIC), formed rotational active-duty assignments for USNR Pilot officers from several US Pilot associations to pilot US Navy and allied Navy vessels along with auxiliary and cargo vessels to facilitate the war effort. Managed and participated in active-duty periods and personally filled vacancies as requested by in-theater Commodore.

**Captain/Pilot:** 1998 to 2002

Los Angeles Port Pilot

Piloted all types/sizes of vessels arriving/departing the Port of Los Angeles, and vessels shifting between the Ports of Los Angeles and Long Beach.

**Captain/Port Captain/Mooring Master:** 1990 to 1998

Chevron Shipping Company Hawaii

Piloted tanker vessels arriving/departing the Barbers Point, Oahu, offshore multiple buoyed mooring providing petroleum products to the Chevron Hawaii Refinery. Port Captain duties included liaison with the Hawaii petroleum community on Oahu and the neighbor islands, and Shipping/Refinery representative. Piloted tanker vessels at Chevron offshore moorings, El Segundo, CA, as needed.

**Captain/Master:** 1989 to 1990

Master – USNS NODAWAY (T-AOG 78)

Department of Defense/MARAD

**1st to 3rd Deck Officer:** 1982 to 1988, 1990

Vessels worked aboard: MSC underway replenishment (UNREP) tanker, MSC UNREP/VERTREP (vertical replenishment) ammunition vessel, clean product tankers, crude oil tankers, roll-on/roll-off (RO-RO) vessels, container/RO-RO vessel, MSC SL-7 (vehicle and bulk cargo) vessel, MSC ocean surveillance tug (TAGOS).

Companies worked at:

American Transport Lines Bay Tankers, Inc

Chevron Shipping Company

Crowley Caribbean Transport

Marine Transport Lines

Military Sealift Command – Pacific

**Deck Officer, US Navy:** 1979 to 1981

USS DULUTH (LPD-6)

USS TARAWA (LHA-1)

## **MARITIME EXPERTISE**

Marine Casualties and Incident Investigations/Root Cause Analysis  
Risk Assessment and Decision Making  
Expert Shiphandler – Pilot, Instructor  
Seamanship Instructor - best practices and accident evaluations  
Practical experience aboard several different class vessels  
Bridge Resource Management - instruction/evaluation  
Rules of the Road, Channel Vessel Interaction  
Master/Pilot Information Exchange – relationship/evaluation  
Simulator evaluation/programming  
Tugs and usage – Azimuth Stern Drive (ASD), ASD Reverse Tractor,  
Voith-Schneider Tractor, Conventional Drive – single and twin screw

**Oil Spill Response and Recovery** – Chevron Shipping Company  
Texas A&M University – Engineering Extension, College Station, TX  
Oil Spill Control Course Certification, 5-day instruction - 1994  
Hazardous Waste Operations and Emergency Response (HAZWOPER)  
3-day instruction, Honolulu - 1994  
HAZWOPER Refresher, 1 day, Honolulu - 1997  
Offshore Spill Response, 2 days, Honolulu - 1997

### **Pearl Harbor oil spill:** May 14, 1996

Hawai'i Chevron Refinery ruptured pipeline at north end of the East Loch, Pearl Harbor. Amount released was 25,200 gallons of fuel oil.  
As a Chevron Shipping representative/incident commander, I worked at Hawaii Oil Spill Response Center in collecting data, mapping strategy and directing response assets to collect all spilled oil within Pearl Harbor. Other agencies involved were: Hawai'i Clean Islands – Marine Spill Response Corporation, Coast Guard, Navy, Hawai'i State Health Department, and Hawai'i Chevron Refinery representatives.

## **PROFESSIONAL AWARDS & CERTIFICATES**

Commander, Cruiser Destroyer Group One  
Destroyer Shiphandling Award - 1975  
Naval Officer Designators  
Surface Warfare Officer, Merchant Marine Officer  
Commodore – Convoy Commander, Maritime Prepositioning Ships Squadron Two (MPSRON 2), Indian Ocean -1994  
Naval War College, Newport, RI  
Joint Military Operations - 1996, Strategy and Policy - 2001  
National Defense University, Washington, DC  
National Security - 1998

## **CERTIFICATIONS**

Maritime Root Cause Analysis/Incident Investigation  
BRM for Pilots - 2017, 2014, 2010, 2005, 2001, 1997  
Tankerman Person-In-Charge: Advanced Oil Tanker Cargo Operation  
Advanced Chemical Tanker Cargo Operation  
Confined Space Entry, Liquid Natural Gas  
Nuclear Weapons Safety Officer, Mine Warfare  
Vessel Security Officer, Shipboard Anti-Terrorism, Ship Safety Officer  
Underway Refueling Standard Tensioned Replenishment Alongside Method OIC  
Underway Vertical Replenishment OIC  
Helicopter Landing Signal Officer  
Shipboard Medical Person-in-Charge, Medical First Aid Provider  
DOT Specimen Collection/Breath Alcohol Testing  
Shipboard Basic and Advanced Firefighting  
Fast Rescue Boat, Lifeboatman - Survival Craft  
National Cargo Bureau Ship Stability endorsement  
Department of Homeland Security Transportation Worker Identification  
Able Seafarer (Unlimited)-Deck, Engine Department Wiper  
Steward's Department Food Handler

### **Shiphandling / Manned-Model Instruction – 5 day course instruction:**

Port Revel, France 2014 - SF Bar Pilots  
Emergency Shiphandling / Shiphandling with Azipods  
Port Revel, France 2010 - SF Bar Pilots  
Emergency Shiphandling / Shiphandling with Azipods  
Port Revel, France 2005 - SF Bar Pilots  
Shiphandling Pilot Course / Night Time Scenarios  
Port Revel, France 2000 - Los Angeles Port Pilots  
Shiphandling Pilot Course / Night Time Scenarios  
Naval Amphibious School, Little Creek, VA 1992, 1993  
Naval Officer Practical Shiphandling, Instructor  
Warsash, Southampton, England 1991 - Chevron Shipping Company  
Shiphandling Pilot Course

### **Simulator Instruction**

California Maritime Academy, Vallejo, CA  
Practical Shiphandling  
SF Bar Pilots, 2 day instruction each – 2017, 2014, 2010, 2005  
Maritime Institute of Technology and Graduate Studies, Linthicum Hts, MD  
Kamewa and Azipod steering and propulsion systems Dynamic Positioning,  
Practical Shiphandling - SF Bar Pilots, 2 day instruction each – 2010, 2005

STAR (Simulation, Training, Assessment & Research) Center, Dania, FL  
Practical Shiphandling on Litton Sperry Integrated Bridge Systems  
Los Angeles Port Pilots, 3 day instruction – 2001  
Marine Safety International, San Diego, CA Shiphandling for Pilots  
Los Angeles Port Pilots, 1 day instruction – 1999

### **Simulator Exercises**

California Maritime Academy, Vallejo, CA - 2016  
Simulator 2 day preparation for six SF Bar Pilots for portcall of  
CMA CGM BENJAMIN FRANKLIN to the Port of Oakland.  
Largest vessel to portcall on West Coast – 399.2 mtrs (1310 ft) LOA  
178,228 GT, 185,000 DWT

### **Simulator Course Development**

Pacific Maritime Institute, Seattle, WA - 2019  
Developed simulator program for underway lightering operations-MPSRON 3

### **Instructor: Shiphandling, Bridge Resource Management, Deck Seamanship**

Marine Safety International, San Diego, 2002  
U.S. Naval Amphibious Base, Little Creek, VA, 1992 to 1993  
United States Naval Academy, Annapolis, MD, 1991

### **TELEVISION NEWS LIVE INTERVIEWS**

**ABC KGTV-2 San Diego:** May 2, 2021

Live interview concerning apparent human-smuggling operation aboard a 40-foot vessel that went aground and broke up in the surf zone near Point Loma, San Diego. Thirty-two persons aboard the vessel – 29 rescued, 3 deaths. Provided expert analysis of why the vessel broke up so quickly in the surf zone, and being overloaded with passengers for the vessel's size.

**NewsNation Rush Hour News, New York:** April 5, 2022

Live interview regarding the Motor/Vessel EVER FORWARD going aground outside the shipping channel in Chesapeake Bay on March 13, 2022. Discussion included lightering operations that would be required, ongoing dredging, next window of high tides, and my estimate of reason of grounding – distraction and poor Bridge Resource Management. Vessel refloated at 0700 on April 17, 2022, which was within my anticipated high tide window. NTSB's report stated the pilot was distracted by using his cellphone for over 60 minutes during the 126-minute transit (dock to grounding), the Pilot's over reliance on only his portable pilot unit, Pilot not using any of the ship's navigational instruments, and the vessel's improper compliance with the Bridge Resource Management system.

**WPIX Evening News, New York: July 6, 2023**

Recorded interview regarding the fire aboard the car carrier Motor/Vessel GRANDE COAST D'AVORIO while alongside a Port of Newark terminal. Two City of Newark fire fighters were killed fighting the fire. Vessel had 1200+ new and used vehicles (no EVs) aboard plus 157 containers and generally operates between West Africa and the U.S. Discussion included if vessel fire-fighting training and procedures for municipal fire departments occurs, and to what extent. Also discussed the vessel's fire suppression system and possible reasons why the fire was not initially distinguished by the vessel's fire extinguishing system.

**NewsNation Rush Hour News, New York: August 31, 2023**

Live interview regarding the backlog of vessels waiting to transit the Panama Canal. Discussion described the ongoing drought in Gatun Lake, number of vessels currently waiting for a Canal transit, the amount of fresh water required for each vessel transit, supply chain being affected mainly in U.S. being the largest user of the Canal, and alternate routes for ships.