

State of Alaska

Board of Marine Pilots



April 21, 2021 Teleconference

Meeting ID: 971 7164 3469

Passcode: 250394

Call In numbers:

+1 669 900 6833

+1 253 215 8782

+1 346 248 7799

+1 408 638 0968

Roster

Board of Marine Pilots

NAME	APPOINTED	REAPPOINTED	EXPIRES
Cronk, Les (Leslie) (Ketchikan) Agent	03/01/2018		03/01/2022
Harris, Richard (Juneau) Public	12/18/2017	03/01/2020	03/01/2024
Hasenbank, Lucas (Anchorage) Agent/Manager	03/01/2020		03/01/2024
McLaughlin, Peggy (Dutch Harbor) Public	05/26/2017	03/01/2018	03/01/2022
Sinclair, Edward (Juneau) Pilot	03/01/2019		03/01/2023
Thayer, Curtis (Anchorage) Commissioner/DCCED/Designee — Chair	02/22/2010	04/11/2019	
Vacant () Pilot			03/01/2021



State of Alaska
Department of Commerce, Community & Economic Development
Division of Corporations, Business, and Professional Licensing
Board of Marine Pilots

Zoom Meeting Call-In # 669-900-6833
253-215-8782
346-248-7799

Meeting ID: 971 7164 3469
Meeting Passcode: 250394

TENTATIVE MEETING AGENDA
April 21, 2021

1. 10:00 am Roll Call/Call to order
2. 10:05 am Review Agenda
3. 10:20 am Ethics Disclosures
4. 10:30 am Public Comment
5. 10:45 am Cruise Industry Update - Mike Tibbles
6. 11:00 am Investigative Report
7. 11:15 am Annual Report
8. 11:30 am 2021 Yacht Navigation Packet Review/Approval
9. 11:45 am Regulations Amendments - 12 AAC 56.115; Foreign Pleasure Craft Exemptions & 12 AAC 56.120(a)(39) Pilot stations/pick up points
10. 12:15 pm Association Reports
 - A. Alaska Marine Pilots
 - B. Southeast Alaska Pilots' Association
 - C. Southwest Alaska Pilots' Association
 - i. Update Training Programs
11. 12:45 pm Division Update
 - FY2021 2nd & 3rd quarter report*
 - Legislative guidance*
12. 1:00 pm Review/approve minutes
 - A. January 20, 2021
13. 1:20 pm Alaska Marine Highway Response Re: Pilot Observers
14. Adjourn

State of Alaska
Department of Commerce, Community &
Economic Development Division of Corporations,
Business, and Professional Licensing
Board of Marine Pilots



Public Comment

The board chair shall open public comment. The time allotted for comment will be divided between all individuals signed in to give comment. The group will be told how much time each person will have to speak; board staff will keep track of the time and notify the individual when they need to wrap up their comment(s).

This is not the time for the board to respond to the comments. The board can choose to respond to any comments at the end of the comment period; they can choose to send a letter with their responses to the individual; or they can choose to not respond.

Please be mindful of the time limit so that all who choose to speak will be given the same opportunities.



MEMORANDUM

DATE: April 16, 2021
TO: Board of Marine Pilots
THRU: Greg Francois, Chief Investigator
FROM: Greg Francois, Investigator
RE: Investigative Report for the April 21, 2021 Meeting

The following information was compiled as an investigative report to the Board for the period of January 15, 2021 thru April 16, 2021; this report includes cases, complaints, and intake matters handled since the last report.

Matters opened by the Paralegals in Anchorage and Juneau, regarding continuing education audits and license action resulting from those matters are covered in this report.

OPEN - 1

<u>Case Number</u>	<u>Violation Type</u>	<u>Case Status</u>	<u>Status Date</u>
MARINE PILOT			
2019-000695	Unlicensed practice or activity	Complaint	10/18/2019

Closed -

<u>Case #</u>	<u>Violation Type</u>	<u>Case Status</u>	<u>Closed</u>	<u>Closure</u>
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END OF REPORT

Annual Report

Fiscal Year 2020

Alaska Board of Marine Pilots



**Department of Commerce, Community
and Economic Development**

**Division of Corporations, Business
and Professional Licensing**

This annual performance report is presented in accordance with
Alaska statute AS 08.01.070(10).

Its purpose is to report the accomplishments, activities, and the
past and present needs of the licensing program.

**Alaska Board of Marine Pilots
FY 2020 Annual Report**

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**Alaska Board of Marine Pilots
FY 2020 Annual Report**

Identification of the Board

Board Member	Duty Station	Date Appointed	Term Expires
Curtis Thayer Statutory per AS 080.62.010 - Chair	Anchorage	April 11, 2019	Commissioner's appointment
Captain Ronald Ward Licensed Marine Pilot – Secretary	Anchorage	March 1, 2017	March 1, 2021
Captain Edward Sinclair Licensed Marine Pilot	Juneau	March 1, 2019	March 1, 2023
Les Cronk Licensed Vessel Agent	Ketchikan	March 1, 2018	March 1, 2022
Lucas Hasenbank Licensed Vessel Agent/Manager	Anchorage	March 1, 2020	March 1, 2024
Richard Harris Public Member	Juneau	December 18, 2017	March 1, 2024
Peggy McLaughlin Public Member	Dutch Harbor	May 26, 2017	March 1, 2022

**Alaska Board of Marine Pilots
FY 2020 Annual Report**

Identification of Staff

Renee Hoffard – Marine Pilot Coordinator

Department of Commerce, Community & Economic Development
Division of Corporations, Business and Professional Licensing
Post Office Box 110806
Juneau, Alaska 99811-0806
(907) 465-2550

Greg Francois – Chief Investigator

Department of Commerce, Community & Economic Development
Division of Corporations, Business and Professional Licensing
550 W. 7th Ave., Ste 1500
Anchorage, Alaska 99501-3567
(907) 269-8160

Melissa Dumas – Administrative Officer II

Department of Commerce, Community & Economic Development
Division of Corporations, Business and Professional Licensing
Post Office Box 110806
Juneau, Alaska 99811-0806
(907) 465-2550

Jun Maiquis – Regulations Specialist II

Department of Commerce, Community & Economic Development
Division of Corporations, Business and Professional Licensing
Post Office Box 110806
Juneau, Alaska 99811-0806
(907) 465-2550

Sher Zinn – Regulations Specialist II

Department of Commerce, Community & Economic Development
Division of Corporations, Business and Professional Licensing
Post Office Box 110806
Juneau, Alaska 99811-0806
(907) 465-2550

Alaska Board of Marine Pilots FY 2020 Annual Report

Narrative Statement

The Board of Marine Pilots met four times during fiscal year 2020:

- 1) October 9, 2019 via teleconference
- 2) January 16-17, 2020 in Anchorage
- 3) March 12, 2020 via teleconference
- 4) April 9, 2020 via teleconference

Over the course of the year, the Board continued its work to establish, audit and enforce the standard as set in Alaska Statute 08.62 to:

- Ensure that persons entering the practice meet rigorous standards of competency, and maintain such standards during their practice;
- Assist the public in the knowledge of who is licensed;
- Approve the standards by which pilot organizations are operated and trainees are selected;
- Approve or disapprove rates for pilotage services;
- Ensure that drug and alcohol testing is compliant;
- Ensure that sufficient pilots are available to provide service;
- Vessels subject to pilotage have a licensed pilot while transiting compulsory waters; and
- Educate the public about the statutes and regulations governing marine pilotage in Alaska.

Throughout the year, the Board maintained its review of applications for pleasure craft of foreign registry seeking exemption from pilotage.

For FY 2020, the board approved 12 applications for exemption from pilotage requirements from foreign pleasure craft (through June 15, 2020). Foreign pleasure craft exemptions generated \$42,400 in FY 2020 (through June 15, 2020).

Investigations

In FY 2020, one new investigation was opened. There were 2 intakes closed. 7 cases remain open (through April 8, 2020).

Public Information

The Board website makes it possible to provide online access to meeting and exam schedules, agendas, Board minutes, meeting materials, and notices for proposed regulation. Web-based distribution helps the Board reduce costs and ensure accessibility for current and historical information and for ease of public access. The public may sign up to the Board's listserv to receive timely information from the Marine Pilot Coordinator.

Drug and Alcohol Monitoring

The pilot associations oversee the random drug and alcohol testing of licensed marine pilots, deputy marine pilots, trainees and apprentices. The associations are required to provide annual reports on drug testing to the Marine Pilot Coordinator, and are subject to requests for information on their drug testing programs upon request of the Board or MPC.

Regulations

In FY 2020 the board proposed regulation amendments to update various regulations relating to increase in gross tons endorsement requirements, training experience in an apprenticeship program, and clarifying the definition of "experience".

Pending Issues

The COVID-19 pandemic resulted in the cancellation of virtually all cruise ships scheduled to travel Alaskan waters for the 2020 season. In light of the pandemic the board adopts an order waiving certain renewal requirements for the December 31, 2020 renewal of Deputy Marine Pilots and Marine Pilots.

The board also voted to permit the core examination and local knowledge examination to be administered by the pilot associations with a board member present for the duration of the pandemic.

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Budget Recommendations for FY 2021

The Budget Recommendations section anticipates the board’s fiscal priorities for the upcoming year. Please complete all parts of this section with details about anticipated meetings, conferences, memberships, supplies, equipment, to other board requests. Meeting expenses that are being funded through third-party reimbursement or direct booking must be identified separately from expenses paid through license fees (receipt-supported services or RSS). Be sure to explain any items listed as “other” so they may be tracked appropriately.

Board Meeting Date	Location	# Board	# Staff
October 2020	Anchorage	4	1
<input checked="" type="checkbox"/> Airfare:			\$2,200.00
<input checked="" type="checkbox"/> Hotel:			\$1,050.00
<input checked="" type="checkbox"/> Ground:			\$510.00
<input checked="" type="checkbox"/> Other:			\$510.00
Total Estimated Cost:			\$4,270.00

Board Meeting Date	Location	# Board	# Staff
January 2020	Anchorage	4	1
<input checked="" type="checkbox"/> Airfare:			\$2,200.00
<input checked="" type="checkbox"/> Hotel:			\$1,050.00
<input checked="" type="checkbox"/> Ground:			\$510.00
<input checked="" type="checkbox"/> Other:			\$510.00
Total Estimated Cost:			\$4,270.00

Board Meeting Date	Location	# Board	# Staff
April 2020	Juneau	5	0
<input checked="" type="checkbox"/> Airfare:			\$2,600.00
<input checked="" type="checkbox"/> Hotel:			\$900.00
<input checked="" type="checkbox"/> Ground:			\$510.00
<input checked="" type="checkbox"/> Other:			\$510.00
Total Estimated Cost:			\$4,520.00

Budget Recommendations for FY 2021 (continued)

Travel Required to Perform Examinations

Not applicable

Date	Location	# Board	# Staff
Description of meeting and its role in supporting the mission of the Board:			
<input type="checkbox"/> Airfare:			\$0.00
<input type="checkbox"/> Hotel:			\$0.00
<input type="checkbox"/> Ground:			\$0.00
<input type="checkbox"/> Conference:			\$0.00
<input type="checkbox"/> Other:			\$0.00
Describe "Other" (break out all sections):			
Total Estimated Cost:			\$0.00

Out-of-State Meetings and Additional In-State Travel (Rank in order of importance)

#1 Rank in Importance or Not Applicable

Date	Location	# Board	# Staff	
Description of meeting and its role in supporting the mission of the Board:				
Expenditure	License Fees (RSS)	Third-Party Reimbursement	Third-Party Direct Booked	Total
<input type="checkbox"/> Airfare:	\$0.00	\$0.00	\$0.00	\$0.00
<input type="checkbox"/> Hotel:	\$0.00	\$0.00	\$0.00	\$0.00
<input type="checkbox"/> Ground:	\$0.00	\$0.00	\$0.00	\$0.00
<input type="checkbox"/> Conference:	\$0.00	\$0.00	\$0.00	\$0.00
<input type="checkbox"/> Other	\$0.00	\$0.00	\$0.00	\$0.00
Describe "Other" (break out all sections):				
Net Total:	\$0.00	\$0.00	\$0.00	\$0.00

Budget Recommendations for FY 2021 (continued)

Non-Travel Budget Requests

- Not Applicable Resources Examinations
 Membership Training Other

Product or Service	Provider	Cost Per Event
		\$0.00

Description of item and its role in supporting the mission of the Board:

Other Items with a Fiscal Impact

Cost Per Event: \$0.00

- Not Applicable

Number of Events: 0

Product or Service	Provider	Total Cost
		\$0.00

Description of item and its role in supporting the mission of the Board:

Summary of FY 2021 Fiscal Requests

Board Meetings and Teleconferences:	\$13,060.00
Travel for Exams:	\$0.00
Out-of-State and Additional In-State Travel:	\$0.00
Dues, Memberships, Resources, Training:	\$0.00
Total Potential Third-Party Offsets:	-\$0.00
Other:	\$0.00
Total Requested:	\$13,060.00

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Legislation Recommendations Proposed Legislation for FY 2021

No Recommendations

The Board has no recommendations for proposed legislation at this time.

Recommendations

The Board has the following recommendations for proposed legislation:

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Regulation Recommendations Proposed Legislation for FY 2021

No Recommendations

The Board has no recommendations for proposed regulations at this time.

Recommendations

The Board has the following recommendations for proposed regulations:

Pending Department of Law review and drafting:

- Amend 12 AAC 56.033(b)(2)
- An explanation of experience as it is used in 12 AAC 56.033(b)(2) will be added as amendment to regulation pending advice from the Department of Law.

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Goals and Objectives

Part I

FY 2020's goals and objectives, and how they were met:

The board continued to advocate to hold three in-person meetings per year. Board business is much more efficiently conducted in person as opposed to through videoconference or teleconference. Further, pilots and industry often hold meetings of other related organizations in proximity to Board of Marine Pilots meetings. Interaction at those ancillary meetings often leads to more productive conduct of business at Board of Marine Pilots meetings. The board recognizes the current fiscal climate and is engaging in the use of teleconferences and using State of Alaska meeting space instead of renting private conference rooms whenever possible. Further, it understands the surface costs of travel may be greater than those of video/teleconferencing. However, it believes those costs must be weighed against the costs of reduced productivity.

The board followed the growth of Very Large Cruise Ship (VLCS) traffic into Alaska, particularly Southeast. While these vessels present an opportunity to increase tourism and related revenues, they are necessarily starting discussions about ensuring safe pilotage of these larger ships, including upgrading infrastructure to accommodate their safe pilotage.

The board continued to follow-up on the potential issues of dispatching pilots during the 2019 and 2020 summer seasons. The specific concern is ensuring there are sufficient pilots for yacht traffic during those years. This shortage will not interfere with the ability of these yachts to enter Alaska, since vessels that normally require marine pilots can enter without one provided the vessel provides proper notice and a pilot cannot be dispatched. However, as Alaska's marine pilotage program is based on protecting the health, safety and welfare of Alaskans, there is concern of an increased safety risk. SEAPA was scheduled to have two new pilots licensed by the end of FY 2019, and had 26 trainees in its program.

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Goals and Objectives

Part II

FY 2021's goals and objectives, and proposed methods to achieve them.

Describe any strengths, weaknesses, opportunities, threats and required resources:

The board shall follow the COVID-19 pandemic and review the impacts it has on the pilot organizations, training programs and license holders.

The board will monitor challenges that have been reported for trainees with the reduction in availability of Alaska Marine Highway routes used to accrue time as an observer in training programs. They will also monitor the impact that the cancellation of all 600 expected season 2020 cruise voyages have on the training programs and pilot organizations.

The board will, through a work group, work to streamline the foreign pleasure craft exemption application and process to ensure compliance with statutes and regulation. This work group will also draft guidelines to ensure that the credentials of foreign captains are comparable to the required US Coast Guard mariners credential and applicable endorsements.

**Alaska Board of Marine Pilots
Fiscal Year 2020 Annual Report**

Sunset Audit Recommendations

Date of Last Legislative Audit: April 20, 2018
Board Sunset Date: June 30, 2027

Audit Recommendation:	The board should ensure applicable documents are aboard foreign pleasure crafts in accordance with regulatory requirements.
Action Taken:	The Marine Pilot Coordinator will ensure applicants for foreign pleasure craft exemptions report having all required documents on board prior to processing their applications. The department and board note that compliance enforcement will be limited to self-certification unless a complaint is filed.
Next Steps:	The Marine Pilot Coordinator will work with vessel agents and yacht captains to ensure the documents are certified as on board prior to forwarding the applications to the board for a vote. He will also ensure information and education continues with vessel agents and yacht captains on this important point.
Date Completed:	Ongoing

Audit Recommendation:	The board should ensure the Southeast Alaska Pilots' Association (SEAPA) improves its procedures for tracking drug test notifications.
Action Taken:	SEAPA has worked with the third-party contractor that performs its drug tests to ensure selected donors who were out of town when notified of random selection were adequately tracked.
Next Steps:	The board and Marine Pilot Coordinator will continue to monitor compliance.
Date Completed:	Ongoing

Current Publication Dates – Navigation Packet

Coast Pilot 8 –**2020; 42nd edition**

Coast Pilot 9 –**2020; 38th edition**

Current Tide Table(s) - **2021**

Current Tidal Current Table(s) - **2021**

Southeast Alaska Voluntary Waterway Guide - **2019**

Tongass Narrows Users Guide- **2012**

VTS Regulations for Prince William Sound & Valdez- **2017**

Steps in the Board Regulation Adoption Process

<i>Day 1</i>	<p>1</p> <p>At an open meeting, the board votes on language to change regulations. This motion is forwarded to the Division Regulations Specialist for drafting.</p>	<i>Day 65</i>	<p>7</p> <p>Division Regulations Specialist compiles answers to questions and posts FAQ on the program web page.</p>	<p><i>Once Regulations Are Effective</i></p> <p>14a</p> <p>Agency posts summary on Alaska Online Public Notice System</p> <p>14b</p> <p>Regulation published in Alaska Administrative Code</p> <p>14c</p> <p>Forms & FAQ updated on program web page</p>
<i>Day 30</i>	<p>2</p> <p>Once drafting is complete, the board holds another public meeting to edit or approve draft for public notice.</p>	<i>Day 75</i>	<p>8</p> <p>Regulations Specialist compiles public comments for distribution to board.</p>	
	<p>3</p> <p>Approved language is reviewed by Division attorney.</p>	<i>Day 90</i>	<p>9</p> <p>Board holds an open meeting to review public comments, make minor changes, and adopt regulations. Substantive changes may require additional drafting and public notice (Step 2).</p>	
	<p>4</p> <p>Department of Law opens file.</p>		<p>10</p> <p>Division submits final regulation package to Department of Law for review and approval, and to the Governor's office.</p>	
<i>Day 45</i>	<p>5</p> <p>Division publishes and distributes public notice, additional regulation notice information, and proposed regulation to all licensees and interested parties. Public notice posted in newspaper and on Alaska Online Public Notice System</p>		<p>11</p> <p>Agency attorney reviews regulation</p>	
	<p>6</p> <p>Public comment period and/or hearing (if applicable).</p>	<i>Day 110</i>	<p>12</p> <p>Regulations attorney reviews and either approves or disapproves regulation</p>	
		<i>Day 150</i>	<p>13</p> <p>Unless returned by the Governor, Lt. Governor's office files approved regulation; regulations become effective in 30 days</p>	

All timeframes are estimated, dependent upon staff and attorney workflow and board scheduling.

Steps in the Regulation Process for a Board and Commission (board)¹

Beginning the Process

1. At an open meeting, the board initiates and votes on proposed regulation changes.
2. **Reason:** Identify the reason for the proposed action, such as compliance with new or changed state law. If applicable, identify the law, order, decision, or other action of the federal government, or federal or state court, if that is the basis for the proposed action. The description need only be a sentence or two.
3. **Cost information:** In the meeting minutes there must be estimated costs in the aggregate to comply with the proposed action to:
 - A private person
 - Another state agency
 - A municipality

Cost information is described simply as an estimate of annual costs within the board's ability to determine due to its familiarity with the regulated community.

Example: The Board of Chiropractic Examiners is proposing to add three CE credits to their continuing competency requirements for a biennial license renewal. The proposal may cost

- A private person: \$50 per applicant/licensee
 - Another state agency: None known
 - A municipality: None known
4. Within 10 days of the meeting, board staff must transmit board minutes² or an excerpt of the minutes, draft language or proposals, and a completed Regulations FAQ Worksheet for the proposed regulation changes requested by the board to the Regulations Specialist.

What comes next: Regulations Specialist

5. The Regulations Specialist determines if there is authority in statute to adopt the proposed regulation changes.
6. The Regulations Specialist prepares a draft of regulation changes, using the Department of Law's *Drafting Manual for Administrative Regulations* for conformity and style, and works with board staff before submitting the final draft to the board for review/approval. In some instances the draft regulation changes will be reviewed by an AAG before the final draft is submitted to the board for review/approval.
7. Once completed, the draft proposed regulation changes are presented to the board at its next public meeting to review and approve the final draft, amends if needed, and requests that the approved draft be finalized and public noticed.

Public Notice

8. NOTE: The board must **always** provide an opportunity for submission of written comments in the regulation-adoption process. Also, the board should determine if it wants to hold a public hearing on the proposed regulation changes at its next meeting. If it does, the location, date and time of the hearing needs to be included in the public notice. Public hearings are usually held in conjunction with a regularly-scheduled meeting of the board and are always recorded. Oral public hearing is optional; however, answering the following questions will help the board determine if an oral public hearing is needed:
- Are the regulations controversial and is there likely to be substantial public interest in them?
 - Would those most affected by the regulations be better able to participate if an oral hearing were held?
 - Would the board benefit from a face-to-face or teleconferenced opportunity to receive comments on the proposed regulations from interested persons?
9. Regulations Specialist sends notice to Alaska Dispatch News (or other newspapers if warranted) for publication, all interested parties, and licensees, if warranted. The Regulations Specialist posts the notice on the Alaska Online Public Notice System, electronically transmits a copy of the notice and proposed regulation changes to all incumbent legislators and the Legislative Affairs Agency, House & Senate Labor & Commerce Committees, Legislative Council, Lt. Governor, Governor, and Department of Law (Law). It is also emailed to board members and affected staff, including the commissioner's office. Public notice will be posted on the board's webpage.

Comment Period

10. The Regulations Specialist or board staff shall make a good faith effort to answer relevant questions received at least 10 days before the end of the public comment period. Questions must be in writing or asked at the legally noticed public meeting. The Regulations Specialist or board staff shall answer questions in writing and make the questions and answers available on the Alaska Online Public Notice System and the board's webpage. FAQs will be posted on the board's webpage and updated when relevant questions are answered. The Regulations Specialist or board staff may, but are not required to, answer written questions received after the 10-day cutoff date.
11. After the comment deadline (at least 30 days in duration), comments received on proposed regulation changes are compiled and copied by the Regulations Specialist and given to board staff to include in the board packets for the next open board meeting to be considered prior to adopting. Comments received after the deadline should not be forwarded to the board and comments should not be taken at the board meeting from the public prior to adoption unless a hearing was noticed and the comments are heard by the board during the comment period.

Adoption

12. The board's options regarding the proposed regulation changes at its next meeting are:

- a. It can adopt the proposed regulation changes as written/publicly noticed, amend, and adopt them; or
 - b. Choose to take no action on them.
 - c. Substantive changes may require additional drafting and public notice (see Step 7 above).
13. When making a motion to adopt the regulations, the board is required to state on the record that it has reviewed any comments received, and considered the cost to private persons of the regulatory action being taken.
14. When regulation changes are adopted:
- a. The chair signs the adoption/certification order; and
 - b. The board staff signs an affidavit of board action and/or affidavit of oral hearing (if applicable) and attaches it to the relevant minutes or an excerpt of the minutes and forwards to the Regulations Specialist.

Finalizing the regulation change process

15. Regulations Specialist prepares the final regulation package for transmittal to Department of Law for final review/approval, which includes the adopted regulations, certain affidavits, and other appropriate documents.
16. Assigned agency attorney reviews the regulations.
17. Regulations attorney reviews and either approves or disapproves regulation changes. Law reviews and will occasionally make edits. (On rare occasions, this may require the edited version to be re-adopted by the board at a subsequent meeting.) At the same time, the adopted regulations are submitted to the governor for review. The governor has 30 days to review the regulations under AS 44.62.040(c), and return the regulation for specified reasons.
18. Unless returned by the governor, when the governor and Law’s review are complete, the adopted regulations are forwarded to the Lt. Governor for filing. Regulation changes are effective 30 days after filing unless a later effective date is specified in the adoption order.

Once regulations are effective

19. Agency posts summary of approved regulation changes on Alaska Online Public Notice System.
20. Agency updates statutes and regulations board webpage.
21. Regulation published in Alaska Administrative Code.

¹ The process may take six months to a year or longer to complete. It may be expedited if a board meets often or holds a teleconference following the written comment period to adopt the final regulations. Department of Law workload also plays a big part in the timeframe.

² Board minutes reflecting concisely what the project entails plays an important part in getting a project rolling. This is true for the initial stages and the final motion adopting the regulations following the public comment period due to the relevant minutes or an excerpt of the minutes being forwarded to the Department of Law with the final project.

(Words in **boldface and underlined** indicate language being added; words [CAPITALIZED AND BRACKETED] indicate language being deleted. Complete new sections are not in boldface or underlined.)

12 AAC 56.115(a)(2) is amended by to read:

(2) ensure that the pleasure craft is equipped with

(A) an [CLASS A OR B] Automatic Identification System (AIS);

(B) radar; if the vessel is over 125 feet long, the radar must **have the means to automatically track the range and bearings of other targets to determine collision risk;** [BE AUTOMATIC RADAR PLOTTING AIDES (ARPA) CAPABLE;]

(C) a depth sounder with depth alarm;

(D) a magnetic compass with a deviation table created not later than one year before the date of the application for an exemption, **or a Transmitting Heading Device (THD)**; and

(E) **a minimum of two VHF transceivers in order to simultaneously monitor Channels 13 and 16.** [ONE OR MORE VHF RADIOS CAPABLE OF SIMULTANEOUSLY MONITORING CHANNELS 13 AND 16];

12 AAC 56.1159(c) is amended by to read:

(c) On vessels over 100 feet in length, the captain or master aboard a pleasure craft seeking a pilotage exemption must hold a current mariner's license for the vessel's tonnage. A copy of the mariner's license must be submitted with the application submitted under this section. On a pleasure craft greater than 200 gross tons, the master must hold a valid unlimited radar observer endorsement. **Masters that do not hold a valid unlimited radar endorsement must submit proof of radar training completed within the five years immediately preceding the date of the application.**

REGULATION AFFECTED BY THE CHANGE BEING SUBMITTED FOR

CONSIDERATION:

CHAPTER 56 BOARD OF MARINE PILOTS

ARTICLE 2. COMPULSORY PILOTAGE WATERS

Section 120. Pilot stations or pickup points

Authority: AS 08.62.040

Words in **boldface and underlined** indicate language being added; words [CAPITALIZED AND BRACKETED] indicate language being deleted.

12 AAC 56.120(a)(39) is amended to read:

(39) Togiak – [1.0]**4.1** miles [180]**140**° true from Summit Island; approximate position 58°
[48]**46**' north latitude, 160° [12]**06**' west longitude

SOUTHWEST ALASKA PILOTS ASSOCIATION

P.O. Box 977
Homer, Alaska 99603

Tel: (907) 235-8783
Fax: (907) 235-6119

April 8, 2021

Alaska Board of Marine Pilots
P.O. Box 110806
Juneau, Alaska 99811-0806
Attn: Marine Pilot Coordinator

Dear Renee,

SWAPA would like to revise the current Board Approved Training Program to update requirements based on regulation changes to 12 AAC 56.028 (addition of subsection (j)) and 12 AAC 56.033 (b)(2). These regulation changes are set to become effective on May 6, 2021. Language to be added in the attached document is in **bold, blue font** and any language to be deleted is ~~struck-through-and-in-red font~~.

The complete training program, including the revisions, is attached to this letter and we would be grateful if the Board of Marine Pilots would approve these amendments as submitted.

Many thanks and best regards,



Capt. Joseph F. Martin
President

Enc: SWAPA Training Program w/revisions marked
SWAPA Training Program (clean version including revisions)

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

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TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

PREFACE

The State of Alaska requires the pilot associations it recognizes to operate and maintain training programs for persons who are seeking deputy marine pilots licenses, pilots who are transferring from one state region to another, and continuing education for licensed pilots. Therefore, in order to provide the citizens of Alaska, and particularly of Pilotage Region II, the highest quality marine pilotage service, the Southwest Alaska Pilots Association establishes and maintains a professional training program for all marine pilot members of the Association, marine pilot trainees, deputy marine pilot trainees, and apprentices. This program is created and operated by the Association under the authority of the State of Alaska Marine Pilot Statutes and Regulations and the Association's Articles and Bylaws.

This document is intended to serve as a one-source guide to all training required by the State of Alaska and the Association for marine pilots, deputy marine pilots, trainees and apprentices. It also seeks to clearly explain the processes for the training and the Alaska Pilots License to which that training leads.

It is expected that this document will be amended from time to time as shipping patterns change, state regulations are enacted or amended, technology advances, or experience indicates changes are necessary to best address training needs.

NOTE: Trainees are responsible for being thoroughly familiar with the Statutes and Regulations for Marine Pilots which take precedence over the information contained in this training program.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

INTRODUCTION

Pilots generally come to the profession after many years of education, training and sea-going experience where they have held high level positions on merchant or military vessels. They become licensed and eventually gain membership in SWAPA through training in one of several ways. In addition the State requires continuing education for pilots already licensed. The SWAPA training program, then, is designed to address these various categories of training as follows:

1. **Pilot Observer program** for those who have little or none of the federal pilotage endorsements required for Region II. This leads to the Training program where hands on docking and undocking training takes place according to a schedule of required maneuvers at various ports.
2. **Training program** for those who have a federal endorsement of pilotage for at least one area within region 2, have passed the core exam and have been accepted into the program by a majority vote of the membership. Hands on docking and undocking training can only take place in ports for which the trainee has federal pilotage. Training takes place according to a schedule of required maneuvers at various ports and at the direction of the training committee which will consult closely with the trainee to determine which maneuvers will benefit him/her the most, given the individual trainee's strengths and weaknesses.
3. **Training program for experienced pilots transferring from another region.** Transferring pilots are well experienced in shiphandling, therefore docking and undocking training criteria are different for this category of trainee. It consists mainly of obtaining the federal pilotage for the entire region and a total of 50 dockings/undockings at the direction of the training committee.
4. **Apprenticeship program** for those mariners who are otherwise qualified but who have not had the employment opportunities required to qualify for entry under AS 08.62.093 (b) (1through 5).
5. **Continuing professional education for licensed pilots and deputies.** This program assures that SWAPA pilots and deputies continue to meet the high professional standards expected of us.

During all phases of observing and training, situational awareness will be emphasized, observed, and graded. Situational awareness is essential to successful piloting and cannot be overemphasized.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

THE TRAINING COMMITTEE

The SWAPA Training Committee is composed of at least 2 veteran training pilots and the SWAPA President. The Committee will supervise and direct all aspects of the training program, as described in this document, under the direction of the SWAPA membership and Board of Directors.

To ensure the most complete training experience and to avoid any hint of favoritism during the training process, the Training Committee may direct trainees to train with particular pilots or on particular ships or classes of ships, or on particular routes or waterways. The Committee may also instruct trainees to refrain from further training with pilots whom, in the judgment of the training committee, they have made an excessive number of training trips.

Training progress assessment: A Deputy Marine Pilot (DMP) trainee shall meet with the training committee, or a member thereof, in person or by telephone, after every 10 maneuvers for a discussion and assessment of his or her training progress. The committee may then direct the trainee to the training assignments that will best improve the trainee's experience and skills.

Final training assessment: Upon completion of the SWAPA training program and the state licensing requirements for DMP, the trainee shall meet with the training committee for a full assessment of his or her training evaluations.

If the committee is satisfied that the training requirements have been met, and that the trainee is in fact ready to begin work as a DMP, the SWAPA President and Board of Directors will be informed and a letter issued to the BOMP stating this fact.

If, during the training process, it becomes evident to the committee that the trainee does not possess the necessary aptitude to successfully complete the program because of lack of situational awareness, failed maneuvers, a general lack of progress, or for other reasons, the trainee shall be so informed as early in the process as practicable in order to avoid wasted time and expense on the part of the trainee and the Association.

Failure to comply with the Training Committee's directions may constitute grounds for dismissal from the training program. Dismissal shall be determined by a majority of the membership.

PREREQUISITE REQUIREMENTS AND SELECTION

To obtain a pilot's license in Alaska (AS08.62.093) applicants must have a minimum license and experience level. Therefore, SWAPA cannot accept applications which do not meet the State's minimum criteria for licensure as listed below:

- Be a U.S. citizen

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

PREREQUISITE REQUIREMENTS AND SELECTION (continued)

- Minimum of one year as master on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years' service as master on United States Coast Guard inspected vessels of not less than 1000 gross tons or tug and tow of at least 1600 combined gross tons while holding a 1600 gross ton masters license-or-
- Two years of service as chief mate on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years of service as commanding officer of U.S. Commissioned vessels (Navy, Coast Guard, NOAA) of not less than 1600 gross tons while holding unlimited ocean masters license-or-
- Three years of experience as a member of a professional pilots association-or-
- Four years of experience in an approved apprenticeship program.

If applicants possess one or more of the above listed experience and license qualifications, the Association will accept the application. The SWAPA training committee maintains an applicant file and generally, but not always, the membership will vote in the spring whether or not to bring one or more applicants into the Association pilot observer/apprentice programs. All qualified applicants whose applications are current (within 1 year) are listed on the ballot, in alphabetical order, with the following information provided for each applicant: Name, Age, Residence, Present Employment, Maritime Academy Education/ College Degree, Federal License, Federal pilotage endorsements held or pending for Region 2, Experience which qualifies under 08.62.093 (above).

Entry into the SWAPA pilot observer/training/apprenticeship programs is a membership decision based upon the needs of the Association in fulfilling its State mandated obligation to promote a safe and reliable system of marine pilotage for Region II. Most successful applicants will enter the Association Pilot Observer Program, except licensed marine pilots transferring from another region who will enter the Association Training Program.

DRUG TESTING PROGRAM

All pilot observers, trainees and apprentices shall be enrolled in a board approved random drug testing program.

PILOT OBSERVER PROGRAM

Participants in the SWAPA Pilot Observer program receive assistance from the Association in obtaining observer trips for the purpose of gaining federal pilotage endorsements in Region II. Region II includes Icy Bay, Prince William Sound, Seward/Resurrection Bay, Cook Inlet, the Kodiak Archipelago and the south side of the Alaska Peninsula to 156 degrees west longitude.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

PILOT OBSERVER PROGRAM (continued)

While in the Pilot Observer program, Observers will accompany a number of association pilots on pilotage assignments to various ships, waterways and ports. Members evaluate the observer's professional demeanor and appearance, attitude, preparation, situational awareness, and aptitude for the work of a pilot. Observers are expected to show good progress in obtaining the federal endorsements required. If they do not they may be dropped from the program. Similarly, if an observer shows poor attitude, poor aptitude, or unprofessional behavior then he or she may be dropped from the program. It is the observer's responsibility to furnish the pilot with a "Pilot Observer Evaluation Form" for completion. This completed form shall be returned to the office and placed in the observer's file for periodic review by the Training Committee.

Completion of the pilot observer program is the path to the deputy marine pilot training program. Once observers obtain federal pilotage for one or more areas in Region II they are eligible to take the state "core exam" (56.026).

Prior to taking the core exam, the Training Committee will review the observer's "Pilot Observer Evaluation Forms" and other feedback from pilots whom the Observer has accompanied on pilot jobs. The Training Committee will then give an assessment and recommendation to the SWAPA membership. The membership will then vote on whether or not to accept the observer into the SWAPA training program. Upon an affirmative majority vote of the membership, The Board of Marine Pilots will be informed in writing that the applicant is qualified and recommend that he/she be administered the core exam. Upon successful completion of the core exam the observer will be accepted into the SWAPA training program and begin supervised ship handling at only those ports for which they are federally licensed. The Alaska Board of Marine Pilots will be informed in writing that such training will begin. (56.026(3b)).

DEPUTY MARINE PILOT TRAINING PROGRAM

Our training process requires at least 100 supervised movements, performed throughout the region, with training in all currently active ports within the region, including;

Kodiak Island Group and Prince William Sound

- Requires a minimum of 15 dockings or moorings and 15 undockings or unmoorings to take place in Prince William Sound and Kodiak Island Group.
- At least one docking or mooring and one undocking or unmooring must be performed within the period October 1 to April 1.
- 2 of the dockings/moorings and 2 undockings/unmoorings, including transit to the pilot station, must be performed at night.
- No fewer than 3 of the dockings/moorings and undockings/unmoorings must take place in Prince William Sound.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Seward/Resurrection Bay

- Requires a minimum of 6 dockings and 6 undockings under the supervision of at least two different training pilots.
- At least 2 dockings and 2 undockings on vessels in excess of 10,000 gross tons.

Nikiski

- Requires a minimum of 18 dockings and 18 undockings under the supervision of at least 3 different training pilots.
- 4 dockings and 4 undockings must be performed under ice conditions; a board approved ice simulator training course for this port may be substituted for 2 dockings and 2 undockings.
- 4 dockings must be performed while dredging an anchor.
- 4 dockings and 4 undockings must be performed within the period October 1 to April 1.

Port of Anchorage

- Requires a minimum of 12 dockings and 12 undockings under the supervision of at least 2 different training pilots.
- 2 dockings and 2 undockings must be performed under ice conditions.
- 2 dockings and 2 undockings must be performed on vessels in excess of 10,000 gross tons.
- 2 dockings and 2 undockings must be performed with tug assistance.
- 1 docking must involve a cow turn. A simulator training course for this port may be substituted for this maneuver.

College Fjord, Prince William Sound

- 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons. 4 transits at the conn under the supervision of at least 2 different training pilots.

Western Entrances to Prince William Sound

- (a) 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons, including 4 round trips as a pilot observer through Knight Island Passage.

Or

(b) 4 dockings and undockings on cruise ships over 10,000 gross tons, under the supervision of 2 different training pilots, in Prince William Sound.

A combination of (a) and (b) shall also be acceptable.

- 2 round trips as a pilot observer through Elrington Passage.
- 4 round trips as a pilot observer through Hinchinbrook Entrance.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Each maneuver will be briefed, observed, and graded by the training pilot. In order to pass, each maneuver must be safe and unassisted by the pilot. It is the trainee's responsibility to furnish the pilot with a "Trainee Evaluation Form" for completion. The completed form shall be returned to the SWAPA accounting office and placed in the trainee's file for periodic review by the Training Committee and quarterly submission to the Marine Pilot Coordinator.

Course Work

The deputy marine pilot training program requires, within 5 years prior to application for licensing, the successful completion of:

1. An American Pilots Association approved Bridge Resource Management course of at least 16 hours.
2. A bridge simulator course which is Region II specific or which emphasizes a pilot's proficiency, or,
3. A manned model course.

Trainees have a maximum of 3 years to complete training (56.026(e)).

When trainees have successfully completed the docking/undocking training, course work, and obtained full federal pilotage without tonnage restrictions for the Kodiak Island Group ports of Kodiak/St. Paul Harbor and Womens Bay, and the entire Southcentral Alaska Region outside of the Kodiak Island Group, except Icy Bay, SWAPA will notify the marine pilot coordinator. Trainees are then eligible to sit for the local knowledge portion of the state exam. Finally, trainees take the oral exam in front of the Board of Marine Pilots. If successful in both exams the trainee is granted a Deputy Marine Pilot License (56.027).

COMPENSATION

Pay commences when the deputy begins piloting under the authority of his or her deputy marine pilot license and is graduated depending on the tonnage and endorsements on the license. See SWAPA Bylaws for a table of pay gradations.

TRAINING STIPENDS

SWAPA will issue a monthly stipend of \$75.00 per day to pilot trainees who have passed their Deputy Marine Pilot Core exam, are available and actively training, as directed by the training committee.

SWAPA will reimburse the actual travel expenses of trainees who are performing state required dockings/undockings. In order to be compensated for these expenses, trainees must abide by these guidelines:

- Submit the SWAPA trainee expense reimbursement form along with actual receipts documenting expenditures. No receipts, no reimbursement.

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TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

TRAINING STIPENDS (continued)

- Take the most economical form of transportation available.
- Trainees are not permitted to charter airplanes or boats for reimbursement by SWAPA. If the trainee feels such arrangements are necessary then contact the training chairman who, if he/she agrees, will attempt to clear the expense with the SWAPA President.

The total of stipends and travel expenses together shall not exceed 1% of the previous year's gross annual revenue of SWAPA. Stipends may be adjusted accordingly.

DEPUTY MARINE PILOT TONNAGE UPGRADES

Deputy Marine Pilots must hold a deputy marine pilots license for 3 years before being granted a full marine pilots license. During this 3 year period tonnage is limited as follows: (56.018 & 019)

- **Step one**-----50,000 gross tons. To upgrade to step two, the deputy pilot must perform vessel movements during at least 30 days as a deputy marine pilot on vessels requiring a state licensed marine pilot.
- **Step two**-----95,000 gross tons. To upgrade to step three, the deputy marine pilot must have held an endorsement as a deputy marine pilot for a period of at least one year, and while holding a deputy marine pilot license of not more than 95,000 gross tons, have performed at least 60 days of vessel movements onboard vessels requiring a state licensed marine pilot.
- **Step three**-----110,000 gross tons. To upgrade see Marine Pilot License section below.

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS

LICENSE 50,000 Gross Tons:

Step 1. Upon receiving a 50,000 gross ton endorsement, the deputy's in-house clearance will be limited to 25,000 Gross Tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels.
- Cook Inlet- No docking/undocking of tank vessels. May go as second pilot
- Prince William Sound- No docking/undocking of tank vessels.

Step 2. After completing 3 round trips in Cook Inlet to either Nikiski or the Port of Anchorage, the Deputy will be cleared for tankers with the following restrictions

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS (continued)

LICENSE 95,000 Gross Tons:

Step 1. Upon receiving a 95,000 gross ton endorsement, the Deputy's in-house clearance will be raised to 40,000 gross tons, with the following restrictions:

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

Step 2. After successfully completing 2 supervised dockings and undockings on vessels of over 40,000 gross tons, the Deputy's in-house clearance will be raised to 95,000 gross tons, with the same restrictions as in Step 1 above.

LICENSE 110,000 Gross Tons:

Step 1. Upon receiving a 110,000 gross ton endorsement, the Deputy's in-house clearance will be 110,000 gross tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in the TAPS trade.

Step 2. After completion of the following requirements, the Deputy is eligible to begin supervised dockings/undockings at the Trans-Alaska Pipeline Terminal berths at Valdez:

- (a) 12 hours observation at the VTS Traffic Center in Valdez;
- (b) Observe at least six transits inbound from the Pilot Station and six transits outbound to the pilot station on VLCC TAPS vessels.

MARINE PILOT LICENSE

Before deputy pilots can hold a Marine Pilots License they must:

1. Complete the 3 year period during which they operate under the authority of their deputy license at the tonnage limitations specified.
2. Have held a valid deputy marine pilot license endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.
3. Complete all Federal pilotage endorsements for Region II. Complete a manned model shiphandling course or a simulator course within the previous 3 years.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

MARINE PILOT LICENSE (continued)

4. For Kodiak Island Group have completed at least two round trip pilotage assignments.
5. For Cook Inlet have completed:
 - At least 10 dockings and 10 undockings during pilotage assignments on vessels of over 25,000 gross tons. Dockings at Homer, Seldovia or Port Graham do not satisfy this requirement.
 - At least 3 dockings and 3 undockings under ice conditions.
6. For Valdez Trans-Alaska Pipeline System complete a total of at least 20 supervised dockings and 20 supervised undockings at the Trans Alaska Pipeline Terminal operational berths. At least 4 of these dockings and undockings must occur at night and at least half must have been performed between the period October 1 to April 1.

SPECIAL CLEARANCES

Ice Clearance: After 1 supervised docking/undocking at Nikiski and 1 supervised docking/undocking at Anchorage, performed under full ice conditions, while a Deputy, Deputy will be cleared to dock/undock under ice conditions at these ports.

Womens Bay Tanker Clearance: Must be a full Marine Pilot before doing unsupervised work on tankers in this port. A simulator training course for this port may be substituted for one supervised docking/undocking.

OTHER SPECIAL CASES: The Training Committee may require special and/or additional and/or remedial training for individual Deputies at the Committee's discretion.

NOTES :

Deputy pilots are encouraged to seek, and shall be responsible for requesting, additional training in any area for which they perceive themselves to be deficient or not fully prepared.

Deputy pilots will not be dispatched to ports where they have not had at least 3 round trips as a pilot observer and/or one satisfactory supervised maneuver. Deputy pilots shall be responsible for acquiring this experience at their earliest opportunity.

COMPANY AND DOCK CLEARANCES

Drift River Clearance

Must be a full Marine Pilot before doing unsupervised work at this port.

LNG Ship Clearance

Must be a full Marine Pilot and have a minimum of three years as a TAPS qualified, VLCC pilot before doing unsupervised work at this port.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

TRANSFERRING MARINE PILOT TRAINING PROGRAM

Pilots transferring from other regions are almost always experienced, veteran pilots. The SWAPA training program seeks to familiarize them with Region II and to improve and refine their ship handling skills. Marine pilots transferring to Region II from other piloting regions in the state must satisfy certain state requirements as well as complete the training requirements for Region II. These requirements are (56.034):

1. Possess a Coast Guard license with pilotage endorsements of unlimited tonnage for Region II. The Regulations imply full pilotage for Region II.
2. Possess a valid marine pilot license from another region.
3. Complete the training program for Region II.
4. Pass the local knowledge exam for Region II.
5. Submit a letter from SWAPA that the applicant has completed the Region II training program.

The SWAPA training requirement for transferring pilots is as follows:

A marine pilot transferring to Alaska Pilotage Region II shall successfully complete 50 supervised dockings and/or undockings, moorings and/or unmoorings, and/or cruise ship route transits while at the conn at ports and waterways throughout the region, as specified by the SWAPA Training Committee. During this process, the Training Committee will periodically review the transferee's progress and may require additional training if, in the opinion of the training committee, this is required.

DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM

The Marine Pilot Statutes, 08.62.093(b)(6), provide for pilot associations to conduct an apprentice training program for those individuals who may not otherwise meet the criteria for licensure. The statute and regulations give associations broad latitude in accepting individuals into apprentice programs and require those individuals to apprentice for a period of 4 years [unless granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 \(j\)](#). Otherwise, the training requirements differ little from those undertaken by Pilot Observers and Trainees.

SWAPA will accept applications for entry into the SWAPA apprenticeship program from individuals who are otherwise highly qualified, but due to the nature of their experience in the maritime community, may not qualify under AS08.62.093. Specifically, SWAPA will accept applications from individuals with appropriate maritime experience, which includes the handling of vessels and holding a Master's license of not less than 1600 gross tons.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM (continued)

1. The Board of Marine Pilots will be notified when an individual is accepted into the Deputy Marine Pilot Apprenticeship Program. No training of any kind can take place until such notice is tendered.
2. The apprentice is required by the regulations to undergo not less than 4 years of training unless granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 (j). SWAPA requests apprentices to reside in Region II and be available for training at least six (6) months during any consecutive twelve (12) month period.
3. The first year of the apprenticeship program typically consists of comprehensive pilot development through a program of intensive observation and instruction under a variety of marine pilots and deputy marine pilots. At the discretion of the Training Committee, and based on an apprentice's experience and federal pilotage endorsements held for the region, Apprentices may be ~~are~~ expected to accompany working pilots on an increased number of many assignments, which may exceeding the minimum observations required for Coast Guard pilotage endorsements. ~~This will promote familiarization in order to familiarize themselves~~ with not only navigation and piloting but, also, bridge procedures and processes on merchant vessels. Four years of training as an apprentice is required unless an apprentice is granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 (j). Supervised vessel maneuvers cannot take place, ~~under regulation, (56.033(e)(1))~~, until the apprentice ~~has completed twelve (12) months of training and~~ has passed the State core exam.
4. Upon completion of twelve (12) months training and passing the State core exam, the apprentice will follow the same training path as other trainees in pursuit of a deputy marine pilot license.

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS

1. Each marine pilot and deputy marine pilot shall complete at least one training course within the biennial license period immediately preceding the license period for which renewal is sought; or 2 training courses at any time within the 2 biennial license periods immediately preceding the license period for which renewal is sought; or 3 training courses at any time within the 3 biennial license periods immediately preceding the license period for which renewal is sought.

Compliance with this requirement is the responsibility of the individual pilot. The Training Committee will assist, if needed, in making arrangements for courses.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

The courses shall include, but not be limited to, the following:

- a. Manned Model
- b. Ship Handling Simulator
- c. Bridge Resource Management for Pilots
- d. Train the Trainer
- e. Automatic Identification System (AIS)
- f. Electronic Chart and Display Information System (ECDIS)
- g. Automatic Radar Plotting Aids (ARPA)

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS (continued)

- h. RADAR
- i. Maritime Law
- j. Rules of the Road
- k. Fatigue, Sleep and Medications for Pilots
- l. Legal Aspects for Pilotage including State Statutes and Regulations for Pilots
- m. Maritime Domain Awareness and Security for Pilots
- n. Crisis Management and Media Response
- o. Environmental Awareness for Pilots including Marine Mammal Protection Act (MMPA) and Endangered Species Act (ESA)
- p. Basic Safety Training, including Personal Pilot Safety
- q. Emergency Medical Response and Survival Techniques
- r. Ice Training for Pilots
- s. Nautical Institute Pilotage and Shiphandling Scheme

Other courses meeting the standards of the training program may be substituted for the above upon review and approval of the Training Committee. Such courses shall be related to the field of marine pilotage, be courses for which a certificate can be issued and be “of substance.”

2. Marine pilots holding VLCC endorsements shall document the satisfactory completion of a manned model course during one of the three biennial license periods (once every 6 years) immediately preceding the license period for which renewal is sought (56.083(b)). Compliance with this requirement is the responsibility of the individual pilot.

3. Marine pilots or deputy marine pilots shall document the satisfactory completion of a board approved simulator or manned model course at a board approved facility within one of the three biennial license periods immediately preceding the license period for which renewal is sought.

4. The U.S. Coast Guard requires certain periodic training in order to renew federal licenses and STCW endorsements. Since a federal license is a prerequisite for holding a State Pilot License, compliance with Coast Guard training requirements is the responsibility of the individual pilot.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

TRAINING PILOTS

To be designated a training pilot, pilots must comply with applicable state regulations, 56.016. Briefly, a training endorsement requires:

1. Applicable, unlimited, federal pilotage endorsements for the waters for which the training endorsement is sought.

TRAINING PILOTS (continued)

2. Compliance with the state recency requirements (60 days piloting per year).
3. At least three (3) consecutive years of experience as a marine pilot in the region.
4. A recommendation to the BOMP from SWAPA.
5. Approval by the BOMP

Regulations allow a training pilot to refuse to accept a trainee. However, if a trainee is refused, then the training pilot must notify the Marine Pilot Coordinator of this non-acceptance. (56.016(5)(b)).

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES

SWAPA and the other pilot associations in the state have a large responsibility to the citizens of Alaska and to the traditions of professional pilotage to pass through their training programs only those trainees who can meet high standards and demonstrate their proficiency at the craft of piloting. SWAPA endeavors to pick applicants who are experienced and well qualified. Generally, these prospective pilots proceed through the observer/training program with little difficulty and become good pilots. In certain cases, however, the observer/trainee/apprentice may fail to meet professional standards which may include, but are not limited to:

- Poor attitude.
- Failure to accept constructive criticism.
- Unprofessional appearance or conduct.
- Repeated tardiness or failure to arrive for scheduled training.
- Lack of situational awareness.
- Repeated failure to complete required maneuvers satisfactorily.
- Dishonesty.
- Conviction of a crime.
- Failure to progress through the training program in a timely manner

In cases where the training committee determines the observer/trainee/apprentice is having difficulty and may have to be dismissed if the problem(s) persist, the following procedure will take place:

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

1. The Training Committee will notify the observer/trainee, in writing, of the problem(s) and will schedule a meeting with the observer/trainee. Copy of this letter to SWAPA membership and the MPC.
2. At a meeting with the observer/trainee the training committee will describe the problem(s) with the observer/trainee. The Observer/Trainee will then have the opportunity to question the allegations or otherwise present his or her side of the story. At the conclusion of this meeting a plan of action for improvement may be put in place.

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES (continued)

3. In cases where the observer/trainee/apprentice either refuses to comply or cannot comply with the training committee requirements, then the training committee may recommend dismissal of the observer/trainee/apprentice from the observer or training program. This recommendation will be in writing to the SWAPA President.
4. The SWAPA President, upon receiving a recommendation for dismissal from the training committee, will schedule a special SWAPA meeting, or include the matter on the agenda of the next scheduled SWAPA membership meeting, to address the dismissal. At this meeting the observer/trainee in question will have the opportunity to address the membership and appeal the decision of the training committee.
5. After following the above procedure, a majority affirmative vote of the SWAPA membership is required to dismiss an observer/trainee.
6. Dismissal of an observer/trainee/apprentice requires notification to the Board of Marine Pilots through the Marine Pilot Coordinator (56.032).

MANDATORY REPORTS TO BOARD OF MARINE PILOTS

1. 56.025(j)(4) and 56.034(b)
Requires a letter stating applicants for Deputy Marine Pilot License and Marine Pilot License (transferring pilots) have completed the Association training program.
2. 56.026(g)
Requires trainee to submit quarterly training evaluations to marine pilot coordinator.
3. 56.026(h)
Requires a letter to trainees (copy to pilot board) explaining deficiencies and/or unsatisfactory progress of trainee.
4. 56.026(j)

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

Requires notification of the BOMP when a candidate is accepted as a pilot observer for familiarization trips for federal pilotage.

5. 56.032

Requires notification to the BOMP within 30 days of the dismissal of a trainee from the training program.

MANDATORY REPORTS TO BOARD OF MARINE PILOTS (continued)

6. 56.026 (3)(b)

Requires notification to the BOMP when a candidate is accepted for training before that trainee may begin supervised dockings, undockings, moorings, unmoorings and transits of specific waterways.

7. 56.033(d)

Requires notification to the BOMP when an individual is accepted into a deputy marine pilot apprenticeship program.

8. 56.033(e)

Requires notification to apprentices of deficiencies with copies to apprentice's file and the MPC.

9. 56.016(5)(b)

Requires training pilots to notify the MPC if the training pilot refuses to accept a trainee.

DEFINITIONS

Docking: Means the evolution of maneuvers made to approach and secure a vessel at a berth, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secure at the berth, and includes the transit from the pilot station to the dock.

Undocking: Means the evolution of maneuvers made to depart a berth, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate and includes the transit from the dock to the pilot station.

Night: Means the period of time between the end of civil twilight when the sun is six degrees below the horizon after sunset and the start of civil twilight when the sun is six degrees below the horizon before sunrise.

Ice Conditions: Means the conditions that exist in Cook Inlet during the time the Captain of the Port, Anchorage, declares "Ice Navigation Guidelines" to be in effect.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

Pilot Observer: Means a prospective trainee who has been voted into the SWAPA Pilot Observer program for the purpose of obtaining observer trips to gain federal pilotage endorsements in Region II. A Pilot Observer is not a “trainee.”

Trainee: Means an individual who has passed the State core examination and been formally accepted into the SWAPA training program as described in this document.

Apprentice: Means an individual accepted into the SWAPA Marine Pilot Apprenticeship Program as described in this document.

BOMP: Means the Alaska Board of Marine Pilots

MPC: Means the Marine Pilot Coordinator

SWAPA: Means Southwest Alaska Pilots Association

DMP: Means deputy marine pilot

NOTE: Trainees are advised to thoroughly familiarize themselves with the DEFINITIONS contained in the Statutes and Regulations for Marine Pilots

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

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TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

PREFACE

The State of Alaska requires the pilot associations it recognizes to operate and maintain training programs for persons who are seeking deputy marine pilots licenses, pilots who are transferring from one state region to another, and continuing education for licensed pilots. Therefore, in order to provide the citizens of Alaska, and particularly of Pilotage Region II, the highest quality marine pilotage service, the Southwest Alaska Pilots Association establishes and maintains a professional training program for all marine pilot members of the Association, marine pilot trainees, deputy marine pilot trainees, and apprentices. This program is created and operated by the Association under the authority of the State of Alaska Marine Pilot Statutes and Regulations and the Association's Articles and Bylaws.

This document is intended to serve as a one-source guide to all training required by the State of Alaska and the Association for marine pilots, deputy marine pilots, trainees and apprentices. It also seeks to clearly explain the processes for the training and the Alaska Pilots License to which that training leads.

It is expected that this document will be amended from time to time as shipping patterns change, state regulations are enacted or amended, technology advances, or experience indicates changes are necessary to best address training needs.

NOTE: Trainees are responsible for being thoroughly familiar with the Statutes and Regulations for Marine Pilots which take precedence over the information contained in this training program.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

INTRODUCTION

Pilots generally come to the profession after many years of education, training and sea-going experience where they have held high level positions on merchant or military vessels. They become licensed and eventually gain membership in SWAPA through training in one of several ways. In addition the State requires continuing education for pilots already licensed. The SWAPA training program, then, is designed to address these various categories of training as follows:

1. **Pilot Observer program** for those who have little or none of the federal pilotage endorsements required for Region II. This leads to the Training program where hands on docking and undocking training takes place according to a schedule of required maneuvers at various ports.
2. **Training program** for those who have a federal endorsement of pilotage for at least one area within region 2, have passed the core exam and have been accepted into the program by a majority vote of the membership. Hands on docking and undocking training can only take place in ports for which the trainee has federal pilotage. Training takes place according to a schedule of required maneuvers at various ports and at the direction of the training committee which will consult closely with the trainee to determine which maneuvers will benefit him/her the most, given the individual trainee's strengths and weaknesses.
3. **Training program for experienced pilots transferring from another region.** Transferring pilots are well experienced in shiphandling, therefore docking and undocking training criteria are different for this category of trainee. It consists mainly of obtaining the federal pilotage for the entire region and a total of 50 dockings/undockings at the direction of the training committee.
4. **Apprenticeship program** for those mariners who are otherwise qualified but who have not had the employment opportunities required to qualify for entry under AS 08.62.093 (b) (1through 5).
5. **Continuing professional education for licensed pilots and deputies.** This program assures that SWAPA pilots and deputies continue to meet the high professional standards expected of us.

During all phases of observing and training, situational awareness will be emphasized, observed, and graded. Situational awareness is essential to successful piloting and cannot be overemphasized.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

THE TRAINING COMMITTEE

The SWAPA Training Committee is composed of at least 2 veteran training pilots and the SWAPA President. The Committee will supervise and direct all aspects of the training program, as described in this document, under the direction of the SWAPA membership and Board of Directors.

To ensure the most complete training experience and to avoid any hint of favoritism during the training process, the Training Committee may direct trainees to train with particular pilots or on particular ships or classes of ships, or on particular routes or waterways. The Committee may also instruct trainees to refrain from further training with pilots whom, in the judgment of the training committee, they have made an excessive number of training trips.

Training progress assessment: A Deputy Marine Pilot (DMP) trainee shall meet with the training committee, or a member thereof, in person or by telephone, after every 10 maneuvers for a discussion and assessment of his or her training progress. The committee may then direct the trainee to the training assignments that will best improve the trainee's experience and skills.

Final training assessment: Upon completion of the SWAPA training program and the state licensing requirements for DMP, the trainee shall meet with the training committee for a full assessment of his or her training evaluations.

If the committee is satisfied that the training requirements have been met, and that the trainee is in fact ready to begin work as a DMP, the SWAPA President and Board of Directors will be informed and a letter issued to the BOMP stating this fact.

If, during the training process, it becomes evident to the committee that the trainee does not possess the necessary aptitude to successfully complete the program because of lack of situational awareness, failed maneuvers, a general lack of progress, or for other reasons, the trainee shall be so informed as early in the process as practicable in order to avoid wasted time and expense on the part of the trainee and the Association.

Failure to comply with the Training Committee's directions may constitute grounds for dismissal from the training program. Dismissal shall be determined by a majority of the membership.

PREREQUISITE REQUIREMENTS AND SELECTION

To obtain a pilot's license in Alaska (AS08.62.093) applicants must have a minimum license and experience level. Therefore, SWAPA cannot accept applications which do not meet the State's minimum criteria for licensure as listed below:

- Be a U.S. citizen

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

PREREQUISITE REQUIREMENTS AND SELECTION (continued)

- Minimum of one year as master on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years' service as master on United States Coast Guard inspected vessels of not less than 1000 gross tons or tug and tow of at least 1600 combined gross tons while holding a 1600 gross ton masters license-or-
- Two years of service as chief mate on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years of service as commanding officer of U.S. Commissioned vessels (Navy, Coast Guard, NOAA) of not less than 1600 gross tons while holding unlimited ocean masters license-or-
- Three years of experience as a member of a professional pilots association-or-
- Four years of experience in an approved apprenticeship program.

If applicants possess one or more of the above listed experience and license qualifications, the Association will accept the application. The SWAPA training committee maintains an applicant file and generally, but not always, the membership will vote in the spring whether or not to bring one or more applicants into the Association pilot observer/apprentice programs. All qualified applicants whose applications are current (within 1 year) are listed on the ballot, in alphabetical order, with the following information provided for each applicant: Name, Age, Residence, Present Employment, Maritime Academy Education/ College Degree, Federal License, Federal pilotage endorsements held or pending for Region 2, Experience which qualifies under 08.62.093 (above).

Entry into the SWAPA pilot observer/training/apprenticeship programs is a membership decision based upon the needs of the Association in fulfilling its State mandated obligation to promote a safe and reliable system of marine pilotage for Region II. Most successful applicants will enter the Association Pilot Observer Program, except licensed marine pilots transferring from another region who will enter the Association Training Program.

DRUG TESTING PROGRAM

All pilot observers, trainees and apprentices shall be enrolled in a board approved random drug testing program.

PILOT OBSERVER PROGRAM

Participants in the SWAPA Pilot Observer program receive assistance from the Association in obtaining observer trips for the purpose of gaining federal pilotage endorsements in Region II. Region II includes Icy Bay, Prince William Sound, Seward/Resurrection Bay, Cook Inlet, the Kodiak Archipelago and the south side of the Alaska Peninsula to 156 degrees west longitude.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

PILOT OBSERVER PROGRAM (continued)

While in the Pilot Observer program, Observers will accompany a number of association pilots on pilotage assignments to various ships, waterways and ports. Members evaluate the observer's professional demeanor and appearance, attitude, preparation, situational awareness, and aptitude for the work of a pilot. Observers are expected to show good progress in obtaining the federal endorsements required. If they do not they may be dropped from the program. Similarly, if an observer shows poor attitude, poor aptitude, or unprofessional behavior then he or she may be dropped from the program. It is the observer's responsibility to furnish the pilot with a "Pilot Observer Evaluation Form" for completion. This completed form shall be returned to the office and placed in the observer's file for periodic review by the Training Committee.

Completion of the pilot observer program is the path to the deputy marine pilot training program. Once observers obtain federal pilotage for one or more areas in Region II they are eligible to take the state "core exam" (56.026).

Prior to taking the core exam, the Training Committee will review the observer's "Pilot Observer Evaluation Forms" and other feedback from pilots whom the Observer has accompanied on pilot jobs. The Training Committee will then give an assessment and recommendation to the SWAPA membership. The membership will then vote on whether or not to accept the observer into the SWAPA training program. Upon an affirmative majority vote of the membership, The Board of Marine Pilots will be informed in writing that the applicant is qualified and recommend that he/she be administered the core exam. Upon successful completion of the core exam the observer will be accepted into the SWAPA training program and begin supervised ship handling at only those ports for which they are federally licensed. The Alaska Board of Marine Pilots will be informed in writing that such training will begin. (56.026(3b)).

DEPUTY MARINE PILOT TRAINING PROGRAM

Our training process requires at least 100 supervised movements, performed throughout the region, with training in all currently active ports within the region, including;

Kodiak Island Group and Prince William Sound

- Requires a minimum of 15 dockings or moorings and 15 undockings or unmoorings to take place in Prince William Sound and Kodiak Island Group.
- At least one docking or mooring and one undocking or unmooring must be performed within the period October 1 to April 1.
- 2 of the dockings/moorings and 2 undockings/unmoorings, including transit to the pilot station, must be performed at night.
- No fewer than 3 of the dockings/moorings and undockings/unmoorings must take place in Prince William Sound.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Seward/Resurrection Bay

- Requires a minimum of 6 dockings and 6 undockings under the supervision of at least two different training pilots.
- At least 2 dockings and 2 undockings on vessels in excess of 10,000 gross tons.

Nikiski

- Requires a minimum of 18 dockings and 18 undockings under the supervision of at least 3 different training pilots.
- 4 dockings and 4 undockings must be performed under ice conditions; a board approved ice simulator training course for this port may be substituted for 2 dockings and 2 undockings.
- 4 dockings must be performed while dredging an anchor.
- 4 dockings and 4 undockings must be performed within the period October 1 to April 1.

Port of Anchorage

- Requires a minimum of 12 dockings and 12 undockings under the supervision of at least 2 different training pilots.
- 2 dockings and 2 undockings must be performed under ice conditions.
- 2 dockings and 2 undockings must be performed on vessels in excess of 10,000 gross tons.
- 2 dockings and 2 undockings must be performed with tug assistance.
- 1 docking must involve a cow turn. A simulator training course for this port may be substituted for this maneuver.

College Fjord, Prince William Sound

- 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons. 4 transits at the conn under the supervision of at least 2 different training pilots.

Western Entrances to Prince William Sound

- (a) 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons, including 4 round trips as a pilot observer through Knight Island Passage.

Or

(b) 4 dockings and undockings on cruise ships over 10,000 gross tons, under the supervision of 2 different training pilots, in Prince William Sound.

A combination of (a) and (b) shall also be acceptable.

- 2 round trips as a pilot observer through Elrington Passage.
- 4 round trips as a pilot observer through Hinchinbrook Entrance.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Each maneuver will be briefed, observed, and graded by the training pilot. In order to pass, each maneuver must be safe and unassisted by the pilot. It is the trainee's responsibility to furnish the pilot with a "Trainee Evaluation Form" for completion. The completed form shall be returned to the SWAPA accounting office and placed in the trainee's file for periodic review by the Training Committee and quarterly submission to the Marine Pilot Coordinator.

Course Work

The deputy marine pilot training program requires, within 5 years prior to application for licensing, the successful completion of:

1. An American Pilots Association approved Bridge Resource Management course of at least 16 hours.
2. A bridge simulator course which is Region II specific or which emphasizes a pilot's proficiency, or,
3. A manned model course.

Trainees have a maximum of 3 years to complete training (56.026(e)).

When trainees have successfully completed the docking/undocking training, course work, and obtained full federal pilotage without tonnage restrictions for the Kodiak Island Group ports of Kodiak/St. Paul Harbor and Womens Bay, and the entire Southcentral Alaska Region outside of the Kodiak Island Group, except Icy Bay, SWAPA will notify the marine pilot coordinator. Trainees are then eligible to sit for the local knowledge portion of the state exam. Finally, trainees take the oral exam in front of the Board of Marine Pilots. If successful in both exams the trainee is granted a Deputy Marine Pilot License (56.027).

COMPENSATION

Pay commences when the deputy begins piloting under the authority of his or her deputy marine pilot license and is graduated depending on the tonnage and endorsements on the license. See SWAPA Bylaws for a table of pay gradations.

TRAINING STIPENDS

SWAPA will issue a monthly stipend of \$75.00 per day to pilot trainees who have passed their Deputy Marine Pilot Core exam, are available and actively training, as directed by the training committee.

SWAPA will reimburse the actual travel expenses of trainees who are performing state required dockings/undockings. In order to be compensated for these expenses, trainees must abide by these guidelines:

- Submit the SWAPA trainee expense reimbursement form along with actual receipts documenting expenditures. No receipts, no reimbursement.

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TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

TRAINING STIPENDS (continued)

- Take the most economical form of transportation available.
- Trainees are not permitted to charter airplanes or boats for reimbursement by SWAPA. If the trainee feels such arrangements are necessary then contact the training chairman who, if he/she agrees, will attempt to clear the expense with the SWAPA President.

The total of stipends and travel expenses together shall not exceed 1% of the previous year's gross annual revenue of SWAPA. Stipends may be adjusted accordingly.

DEPUTY MARINE PILOT TONNAGE UPGRADES

Deputy Marine Pilots must hold a deputy marine pilots license for 3 years before being granted a full marine pilots license. During this 3 year period tonnage is limited as follows: (56.018 & 019)

- **Step one**-----50,000 gross tons. To upgrade to step two, the deputy pilot must perform vessel movements during at least 30 days as a deputy marine pilot on vessels requiring a state licensed marine pilot.
- **Step two**-----95,000 gross tons. To upgrade to step three, the deputy marine pilot must have held an endorsement as a deputy marine pilot for a period of at least one year, and while holding a deputy marine pilot license of not more than 95,000 gross tons, have performed at least 60 days of vessel movements onboard vessels requiring a state licensed marine pilot.
- **Step three**-----110,000 gross tons. To upgrade see Marine Pilot License section below.

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS

LICENSE 50,000 Gross Tons:

Step 1. Upon receiving a 50,000 gross ton endorsement, the deputy's in-house clearance will be limited to 25,000 Gross Tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels.
- Cook Inlet- No docking/undocking of tank vessels. May go as second pilot
- Prince William Sound- No docking/undocking of tank vessels.

Step 2. After completing 3 round trips in Cook Inlet to either Nikiski or the Port of Anchorage, the Deputy will be cleared for tankers with the following restrictions

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS (continued)

LICENSE 95,000 Gross Tons:

Step 1. Upon receiving a 95,000 gross ton endorsement, the Deputy's in-house clearance will be raised to 40,000 gross tons, with the following restrictions:

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

Step 2. After successfully completing 2 supervised dockings and undockings on vessels of over 40,000 gross tons, the Deputy's in-house clearance will be raised to 95,000 gross tons, with the same restrictions as in Step 1 above.

LICENSE 110,000 Gross Tons:

Step 1. Upon receiving a 110,000 gross ton endorsement, the Deputy's in-house clearance will be 110,000 gross tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in the TAPS trade.

Step 2. After completion of the following requirements, the Deputy is eligible to begin supervised dockings/undockings at the Trans-Alaska Pipeline Terminal berths at Valdez:

- (a) 12 hours observation at the VTS Traffic Center in Valdez;
- (b) Observe at least six transits inbound from the Pilot Station and six transits outbound to the pilot station on VLCC TAPS vessels.

MARINE PILOT LICENSE

Before deputy pilots can hold a Marine Pilots License they must:

1. Complete the 3 year period during which they operate under the authority of their deputy license at the tonnage limitations specified.
2. Have held a valid deputy marine pilot license endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.
3. Complete all Federal pilotage endorsements for Region II. Complete a manned model shiphandling course or a simulator course within the previous 3 years.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

MARINE PILOT LICENSE (continued)

4. For Kodiak Island Group have completed at least two round trip pilotage assignments.
5. For Cook Inlet have completed:
 - At least 10 dockings and 10 undockings during pilotage assignments on vessels of over 25,000 gross tons. Dockings at Homer, Seldovia or Port Graham do not satisfy this requirement.
 - At least 3 dockings and 3 undockings under ice conditions.
6. For Valdez Trans-Alaska Pipeline System complete a total of at least 20 supervised dockings and 20 supervised undockings at the Trans Alaska Pipeline Terminal operational berths. At least 4 of these dockings and undockings must occur at night and at least half must have been performed between the period October 1 to April 1.

SPECIAL CLEARANCES

Ice Clearance: After 1 supervised docking/undocking at Nikiski and 1 supervised docking/undocking at Anchorage, performed under full ice conditions, while a Deputy, Deputy will be cleared to dock/undock under ice conditions at these ports.

Womens Bay Tanker Clearance: Must be a full Marine Pilot before doing unsupervised work on tankers in this port. A simulator training course for this port may be substituted for one supervised docking/undocking.

OTHER SPECIAL CASES: The Training Committee may require special and/or additional and/or remedial training for individual Deputies at the Committee's discretion.

NOTES :

Deputy pilots are encouraged to seek, and shall be responsible for requesting, additional training in any area for which they perceive themselves to be deficient or not fully prepared.

Deputy pilots will not be dispatched to ports where they have not had at least 3 round trips as a pilot observer and/or one satisfactory supervised maneuver. Deputy pilots shall be responsible for acquiring this experience at their earliest opportunity.

COMPANY AND DOCK CLEARANCES

Drift River Clearance

Must be a full Marine Pilot before doing unsupervised work at this port.

LNG Ship Clearance

Must be a full Marine Pilot and have a minimum of three years as a TAPS qualified, VLCC pilot before doing unsupervised work at this port.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

TRANSFERRING MARINE PILOT TRAINING PROGRAM

Pilots transferring from other regions are almost always experienced, veteran pilots. The SWAPA training program seeks to familiarize them with Region II and to improve and refine their ship handling skills. Marine pilots transferring to Region II from other piloting regions in the state must satisfy certain state requirements as well as complete the training requirements for Region II. These requirements are (56.034):

1. Possess a Coast Guard license with pilotage endorsements of unlimited tonnage for Region II. The Regulations imply full pilotage for Region II.
2. Possess a valid marine pilot license from another region.
3. Complete the training program for Region II.
4. Pass the local knowledge exam for Region II.
5. Submit a letter from SWAPA that the applicant has completed the Region II training program.

The SWAPA training requirement for transferring pilots is as follows:

A marine pilot transferring to Alaska Pilotage Region II shall successfully complete 50 supervised dockings and/or undockings, moorings and/or unmoorings, and/or cruise ship route transits while at the conn at ports and waterways throughout the region, as specified by the SWAPA Training Committee. During this process, the Training Committee will periodically review the transferee's progress and may require additional training if, in the opinion of the training committee, this is required.

DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM

The Marine Pilot Statutes, 08.62.093(b)(6), provide for pilot associations to conduct an apprentice training program for those individuals who may not otherwise meet the criteria for licensure. The statute and regulations give associations broad latitude in accepting individuals into apprentice programs and require those individuals to apprentice for a period of 4 years unless granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 (j). Otherwise, the training requirements differ little from those undertaken by Pilot Observers and Trainees.

SWAPA will accept applications for entry into the SWAPA apprenticeship program from individuals who are otherwise highly qualified, but due to the nature of their experience in the maritime community, may not qualify under AS08.62.093. Specifically, SWAPA will accept applications from individuals with appropriate maritime experience, which includes the handling of vessels and holding a Master's license of not less than 1600 gross tons.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM (continued)

1. The Board of Marine Pilots will be notified when an individual is accepted into the Deputy Marine Pilot Apprenticeship Program. No training of any kind can take place until such notice is tendered.
2. The apprentice is required by the regulations to undergo not less than 4 years of training unless granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 (j). SWAPA requests apprentices to reside in Region II and be available for training at least six (6) months during any consecutive twelve (12) month period.
3. The first year of the apprenticeship program typically consists of comprehensive pilot development through a program of intensive observation and instruction under a variety of marine pilots and deputy marine pilots. At the discretion of the Training Committee, and based on an apprentice's experience and federal pilotage endorsements held for the region, apprentices may be expected to accompany working pilots on an increased number of assignments, which may exceed the minimum observations required for Coast Guard pilotage endorsements. This will promote familiarization with not only navigation and piloting but, also, bridge procedures and processes on merchant vessels. Four years of training as an apprentice is required unless an apprentice is granted credit for one year's experience by completing 125% of supervised movements required in Region 2 in accordance with 12 AAC 56.028 (j). Supervised vessel maneuvers cannot take place until the apprentice has passed the State core exam.
4. Upon completion of twelve (12) months training and passing the State core exam, the apprentice will follow the same training path as other trainees in pursuit of a deputy marine pilot license.

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS

1. Each marine pilot and deputy marine pilot shall complete at least one training course within the biennial license period immediately preceding the license period for which renewal is sought; or 2 training courses at any time within the 2 biennial license periods immediately preceding the license period for which renewal is sought; or 3 training courses at any time within the 3 biennial license periods immediately preceding the license period for which renewal is sought.

Compliance with this requirement is the responsibility of the individual pilot. The Training Committee will assist, if needed, in making arrangements for courses.

The courses shall include, but not be limited to, the following:

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS (continued)

- a. Manned Model
- b. Ship Handling Simulator
- c. Bridge Resource Management for Pilots
- d. Train the Trainer
- e. Automatic Identification System (AIS)
- f. Electronic Chart and Display Information System (ECDIS)
- g. Automatic Radar Plotting Aids (ARPA)
- h. RADAR
- i. Maritime Law
- j. Rules of the Road
- k. Fatigue, Sleep and Medications for Pilots
- l. Legal Aspects for Pilotage including State Statutes and Regulations for Pilots
- m. Maritime Domain Awareness and Security for Pilots
- n. Crisis Management and Media Response
- o. Environmental Awareness for Pilots including Marine Mammal Protection Act (MMPA) and Endangered Species Act (ESA)
- p. Basic Safety Training, including Personal Pilot Safety
- q. Emergency Medical Response and Survival Techniques
- r. Ice Training for Pilots
- s. Nautical Institute Pilotage and Shiphandling Scheme

Other courses meeting the standards of the training program may be substituted for the above upon review and approval of the Training Committee. Such courses shall be related to the field of marine pilotage, be courses for which a certificate can be issued and be “of substance.”

2. Marine pilots holding VLCC endorsements shall document the satisfactory completion of a manned model course during one of the three biennial license periods (once every 6 years) immediately preceding the license period for which renewal is sought (56.083(b)). Compliance with this requirement is the responsibility of the individual pilot.

3. Marine pilots or deputy marine pilots shall document the satisfactory completion of a board approved simulator or manned model course at a board approved facility within one of the three biennial license periods immediately preceding the license period for which renewal is sought.

4. The U.S. Coast Guard requires certain periodic training in order to renew federal licenses and STCW endorsements. Since a federal license is a prerequisite for holding a State Pilot License, compliance with Coast Guard training requirements is the responsibility of the individual pilot.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

TRAINING PILOTS

To be designated a training pilot, pilots must comply with applicable state regulations, 56.016. Briefly, a training endorsement requires:

1. Applicable, unlimited, federal pilotage endorsements for the waters for which the training endorsement is sought.
2. Compliance with the state recency requirements (60 days piloting per year).
3. At least three (3) consecutive years of experience as a marine pilot in the region.
4. A recommendation to the BOMP from SWAPA.
5. Approval by the BOMP

Regulations allow a training pilot to refuse to accept a trainee. However, if a trainee is refused, then the training pilot must notify the Marine Pilot Coordinator of this non-acceptance. (56.016(5)(b)).

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES

SWAPA and the other pilot associations in the state have a large responsibility to the citizens of Alaska and to the traditions of professional pilotage to pass through their training programs only those trainees who can meet high standards and demonstrate their proficiency at the craft of piloting. SWAPA endeavors to pick applicants who are experienced and well qualified. Generally, these prospective pilots proceed through the observer/training program with little difficulty and become good pilots. In certain cases, however, the observer/trainee/apprentice may fail to meet professional standards which may include, but are not limited to:

- Poor attitude.
- Failure to accept constructive criticism.
- Unprofessional appearance or conduct.
- Repeated tardiness or failure to arrive for scheduled training.
- Lack of situational awareness.
- Repeated failure to complete required maneuvers satisfactorily.
- Dishonesty.
- Conviction of a crime.
- Failure to progress through the training program in a timely manner

In cases where the training committee determines the observer/trainee/apprentice is having difficulty and may have to be dismissed if the problem(s) persist, the following procedure will take place:

1. The Training Committee will notify the observer/trainee, in writing, of the problem(s) and will schedule a meeting with the observer/trainee. Copy of this letter to SWAPA membership and the MPC.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES (continued)

2. At a meeting with the observer/trainee the training committee will describe the problem(s) with the observer/trainee. The Observer/Trainee will then have the opportunity to question the allegations or otherwise present his or her side of the story. At the conclusion of this meeting a plan of action for improvement may be put in place.
3. In cases where the observer/trainee/apprentice either refuses to comply or cannot comply with the training committee requirements, then the training committee may recommend dismissal of the observer/trainee/apprentice from the observer or training program. This recommendation will be in writing to the SWAPA President.
4. The SWAPA President, upon receiving a recommendation for dismissal from the training committee, will schedule a special SWAPA meeting, or include the matter on the agenda of the next scheduled SWAPA membership meeting, to address the dismissal. At this meeting the observer/trainee in question will have the opportunity to address the membership and appeal the decision of the training committee.
5. After following the above procedure, a majority affirmative vote of the SWAPA membership is required to dismiss an observer/trainee.
6. Dismissal of an observer/trainee/apprentice requires notification to the Board of Marine Pilots through the Marine Pilot Coordinator (56.032).

MANDATORY REPORTS TO BOARD OF MARINE PILOTS

1. 56.025(j)(4) and 56.034(b)
Requires a letter stating applicants for Deputy Marine Pilot License and Marine Pilot License (transferring pilots) have completed the Association training program.
2. 56.026(g)
Requires trainee to submit quarterly training evaluations to marine pilot coordinator.
3. 56.026(h)
Requires a letter to trainees (copy to pilot board) explaining deficiencies and/or unsatisfactory progress of trainee.
4. 56.026(j)
Requires notification of the BOMP when a candidate is accepted as a pilot observer for familiarization trips for federal pilotage.
5. 56.032
Requires notification to the BOMP within 30 days of the dismissal of a trainee from the training program.

TRAINING PROGRAM

SOUTHWEST ALASKA PILOTS ASSOCIATION

MANDATORY REPORTS TO BOARD OF MARINE PILOTS (continued)

6. 56.026 (3)(b)

Requires notification to the BOMP when a candidate is accepted for training before that trainee may begin supervised dockings, undockings, moorings, unmoorings and transits of specific waterways.

7. 56.033(d)

Requires notification to the BOMP when an individual is accepted into a deputy marine pilot apprenticeship program.

8. 56.033(e)

Requires notification to apprentices of deficiencies with copies to apprentice's file and the MPC.

9. 56.016(5)(b)

Requires training pilots to notify the MPC if the training pilot refuses to accept a trainee.

DEFINITIONS

Docking: Means the evolution of maneuvers made to approach and secure a vessel at a berth, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secure at the berth, and includes the transit from the pilot station to the dock.

Undocking: Means the evolution of maneuvers made to depart a berth, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate and includes the transit from the dock to the pilot station.

Night: Means the period of time between the end of civil twilight when the sun is six degrees below the horizon after sunset and the start of civil twilight when the sun is six degrees below the horizon before sunrise.

Ice Conditions: Means the conditions that exist in Cook Inlet during the time the Captain of the Port, Anchorage, declares "Ice Navigation Guidelines" to be in effect.

Pilot Observer: Means a prospective trainee who has been voted into the SWAPA Pilot Observer program for the purpose of obtaining observer trips to gain federal pilotage endorsements in Region II. A Pilot Observer is not a "trainee."

Trainee: Means an individual who has passed the State core examination and been formally accepted into the SWAPA training program as described in this document.

TRAINING PROGRAM SOUTHWEST ALASKA PILOTS ASSOCIATION

DEFINITIONS (continued)

Apprentice: Means an individual accepted into the SWAPA Marine Pilot Apprenticeship Program as described in this document.

BOMP: Means the Alaska Board of Marine Pilots

MPC: Means the Marine Pilot Coordinator

SWAPA: Means Southwest Alaska Pilots Association

DMP: Means deputy marine pilot

NOTE: Trainees are advised to thoroughly familiarize themselves with the DEFINITIONS contained in the Statutes and Regulations for Marine Pilots

Department of Commerce Community, and Economic Development
Corporations, Business and Professional Licensing

Appropriation Name (Ex)	(All)
Sub Unit	(All)
PL Task Code	(Multiple Items)

Sum of Budgetary Expenditures Object Name (Ex)	Object Type Name (Ex)		Grand Total
	1000 - Personal Services	3000 - Services	
1011 - Regular Compensation	14,651.03		14,651.03
1014 - Overtime	65.49		65.49
1023 - Leave Taken	1,301.82		1,301.82
1028 - Alaska Supplemental Benefit	1,009.32		1,009.32
1029 - Public Employee's Retirement System Defined Benefits	636.88		636.88
1030 - Public Employee's Retirement System Defined Contribution	719.51		719.51
1034 - Public Employee's Retirement System Defined Cont Health Reim	406.82		406.82
1035 - Public Employee's Retirement Sys Defined Cont Retiree Medical	172.95		172.95
1037 - Public Employee's Retirement Sys Defined Benefit Unfnd Liab	1,685.30		1,685.30
1039 - Unemployment Insurance	31.16		31.16
1040 - Group Health Insurance	3,737.16		3,737.16
1041 - Basic Life and Travel	0.92		0.92
1042 - Worker's Compensation Insurance	153.21		153.21
1047 - Leave Cash In Employer Charge	346.00		346.00
1048 - Terminal Leave Employer Charge	229.30		229.30
1053 - Medicare Tax	234.76		234.76
1077 - ASEA Legal Trust	3.42		3.42
1079 - ASEA Injury Leave Usage	0.50		0.50
3023 - Expert Witness		453.75	453.75
3035 - Long Distance		3.16	3.16
3036 - Local/Equipment Charges		9.91	9.91
3046 - Advertising		617.66	617.66
3088 - Inter-Agency Legal		2,046.84	2,046.84
3005 - Management/Consulting		-	-
Grand Total	25,385.55	3,131.32	28,516.87

Division of Corporations, Business and Professional Licensing

2021 Legislative Guidance for Professional Licensing Board & Commission Members

As a member of a professional licensing board or commission, you have considerable latitude—as well as responsibility—to recommend changes to your licensing program’s enabling statutes. Members of the public, consumers, other professionals, and your industry’s association confidently approach members of the legislature to affect the change they wish to see in your practice. Whether taking the initiative or reacting to an active bill, board members also need to be prepared to champion their cause!

THE OPEN MEETINGS ACT ALWAYS APPLIES

AS 44.62.310(h) provides detailed definitions of "governmental body," "meeting," and "public entity" that, when combined, define what constitutes a public meeting. A meeting of a decision or policy-making body occurs when more than three members or a majority of the members, whichever is less, engage collectively in discussion of a subject on which the body is authorized to act and set policy and is therefore subject to the Open Meetings Act. Under this definition, it doesn't matter where the meeting occurs, if it was prearranged, or who arranged it and could include unplanned casual or social contact in any location, including the office of a legislator or an industry gathering.

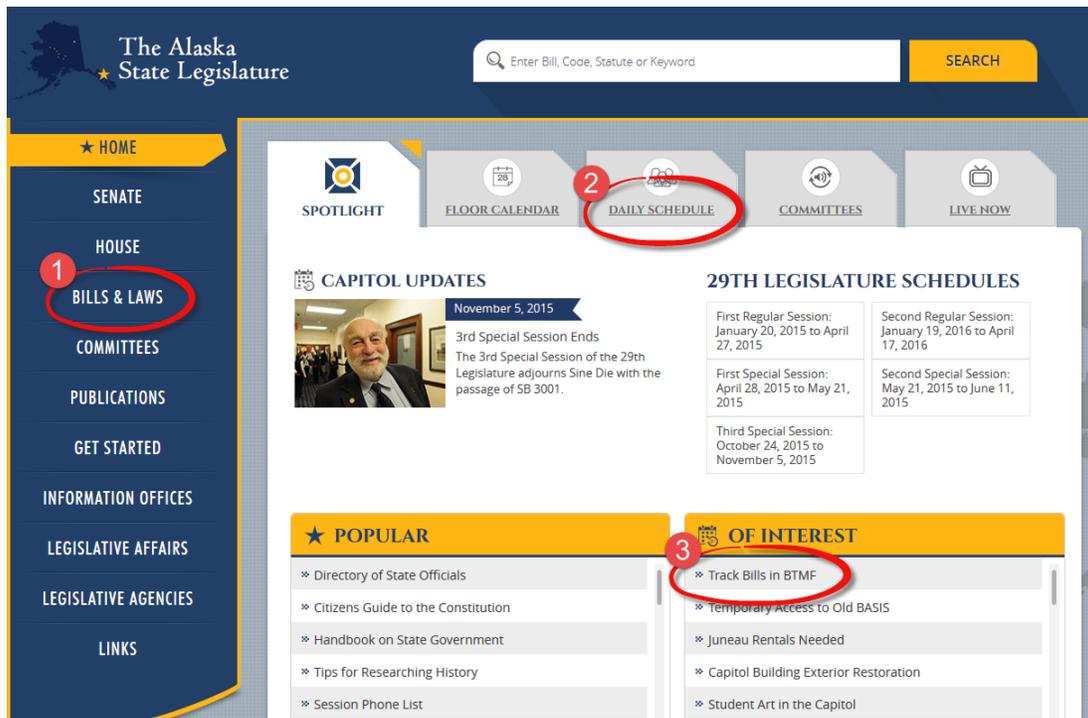
Members of boards and commissions should take care not to conduct business over email, lest the public be removed from the process. Board members should not email each other about board business; if a special meeting is needed, a member can alert staff and a meeting can be arranged and publicly noticed. Remember, all board member email correspondence is discoverable, and your board business is also the public’s business.

This information is contained in the *CBPL Guide to Excellence in Regulation*. Board members are provided a bound copy of this guidance manual; however, if you need another copy, you may download it here:
https://www.commerce.alaska.gov/web/Portals/5/pub/CBPL_Board.Commission.Guide.pdf.

BE INFORMED: IF NOT YOU, THEN WHO?

- Ahead of the legislative season, select on the record a member who will serve as the point person for legislative activity. In the absence of this person, the division will look to the chair of the board for input, interpretation, and intervention, if a quick answer is needed. If the board is championing a piece of legislation, a history of the meeting minutes reflecting the issues and board’s perspective should be compiled by this leader and made available to board members and division management, who will be at every hearing. This research and history will be especially helpful to new board members who are appointed.
- When a bill is filed, division management will alert program staff. The examiner or executive should ensure that their board members are made aware of legislation that is filed that will affect them. With sometimes more than 50 bills to track, analyze, and testify on, division management may not be able to keep the board apprised of every late-breaking detail. Division management will periodically send updates to staff regarding legislation or request discussion with the board.
- That said, know where to find your bill using the Alaska State Legislature’s web page: akleg.gov. (See graphic below.)
 1. The **BILLS & LAWS** section on the sidebar links to a searchable list of documents. If you know the bill number, you can search using the bar at the top of the screen.
 2. The **DAILY SCHEDULE** shows all committee activity for the day you choose. It is subject to change, but it is a good starting place to see what is happening where.

- The **BTMF**—or Bill Tracking Management Facility is your best friend when trying to keep up with a bill. Take the time to set up your profile and register the bill you want to track, then you will receive email updates when its status changes or is scheduled for a hearing.



GUIDELINES FOR BOARD MEMBER TESTIMONY

- Encourage the board to become engaged: Track the bill online, participate in hearings, write a letter supporting the board’s official position, and discuss the legislation in a public meeting. It is a best practice for organizations to speak with “one voice.” Any testimony or correspondence by a board member on behalf of a board must represent deliberation and action taken on the record in a public meeting.
- Staff may not express opinions on behalf of the board or discuss legislation with elected officials without prior arrangements with division management and clearance from the Governor’s Legislative Office. If the board has published a resolution or letter regarding the legislation as a result of a vote at a public meeting, staff may provide that document to legislators per department procedures.
- Individual board members may offer their personal or professional opinions on the legislation by clarifying that while they are appointed to a board, they do not speak on behalf of the board.
- Boards must provide a member to testify telephonically (or in person, if in Juneau) at every hearing when being considered for reauthorization per AS 08.03. Without member interest and advocacy for the board or commission’s continuation, it is possible that the sponsor could withdraw the bill and the board could sunset.
- The chair or elected board spokesperson should be prepared to answer questions posed by staff or legislators, testify telephonically (or in person, if in Juneau) on bills that require subject matter expertise or upon request, and otherwise be available on short notice to engage in this process.
- Be sure to differentiate the state licensing board from the industry association. Sometimes, they share the same goals. Sometimes, they do not. Legislators must keep track of a lot of names and organizations, so be sure that you are clear that you represent the State of Alaska.

- Nervous? Don't worry! Please email or call the division director or deputy director to discuss tips or even run through some potential questions/roleplay.

LEGISLATIVE TESTIMONY CALL-IN DO'S AND DON'TS - *Note that contact info may change if hearings are held via Zoom.*

Do remember this "off-net" system is designed to serve those who do not have any other way to testify or have a legitimate reason for using the system.

Do remember that off-net calls to the committee must be authorized prior to the meeting by the chairman. A minimum of 24 hours in advance is appreciated. Please work through the Director, Division Operations Manager, or the committee chairman's office for authorization.

Do use the streaming video available at <http://akl.tv/> to watch for your bill to come up. The chairman will announce the order of bills at the beginning of the meeting. Callers may be disconnected from the meeting if they call in prior to their bill being taken up. If video streaming is not an option for you, please contact the committee aide to make arrangements to call in early. Once the bill is before the committee, call 844-586-9085, give your name, bill number and ask to be connected to the _____ Committee.

Do Not call in before the bill you are testifying on comes before the committee.

Do remember the off net call-in lines are for testifiers only. If you wish to listen in, please use the live streaming at <http://akl.tv/>.

Do use the "mute" function of your phone until called on to testify. If this function is not available on your phone, ask the Legislative Information Office (LIO) moderator to mute your call.

Do Not use the "hold" function.

Do try to be in a quiet room without distractions or interruptions. Car noise, open windows, and barking dogs can all be heard by the legislative committee and guests at the hearing. These avoidable disturbances will detract from the credibility of your message. Please treat the important responsibility of testifying with utmost respect and professionalism.

Do remember that everything transmitted over your phone will be broadcast directly into the meeting room and recorded to become part of the permanent record.

Do remember to be in a location with good reception if using a cell phone. Disruptions coming into the meeting via the phone lines will result in all callers being disconnected from the system. This will require testifiers to call back to be reconnected. Turn off your computer or TV speakers if listening online so you do not create an audio "loop."

Do try to adhere to time limits imposed by the chairman.

Remember: There are a limited number of phone lines coming into the Capitol. These lines are also used by LIOs around the state. When all the phone lines are used up, an LIO may not be able to call in with a room full of people.

Department of Commerce Community, and Economic Development
Corporations, Business and Professional Licensing

Summary of All Professional Licensing
Schedule of Revenues and Expenditures

Board of Marine Pilots and Foreign Pleasure Craft	FY 14	FY 15	Biennium	FY 16	FY 17	Biennium	FY 18	FY 19	Biennium	FY 21	
										FY 20	1st - 3rd QTR
Revenue											
Revenue from License Fees	\$ 48,500	\$ 277,450	\$ 325,950	\$ 65,188	\$ 281,640	\$ 346,828	\$ 91,150	\$ 206,450	\$ 297,600	\$ 86,250	\$ 130,950
Allowable Third Party Reimbursements	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	\$ 48,500	\$ 277,450	\$ 325,950	\$ 65,188	\$ 281,640	\$ 346,828	\$ 91,150	\$ 206,450	\$ 297,600	\$ 86,250	\$ 130,950
Expenditures											
Non Investigation Expenditures											
1000 - Personal Services	93,647	79,353	173,000	57,669	38,731	96,400	83,020	78,538	161,558	70,082	37,955
2000 - Travel	14,262	14,410	28,672	11,698	10,370	22,068	14,158	8,709	22,867	7,442	-
3000 - Services	4,001	10,416	14,417	6,464	5,294	11,758	3,398	4,919	8,317	3,687	4,460
4000 - Commodities	108	734	842	541	587	1,128	195	702	897	1,805	-
5000 - Capital Outlay	-	-	-	-	-	-	-	-	-	-	-
Total Non-Investigation Expenditures	112,018	104,913	216,931	76,372	54,982	131,354	100,771	92,868	193,639	83,016	42,415
Investigation Expenditures											
1000-Personal Services	920	802	1,722	4,398	96	4,494	9,360	14,528	23,888	295	69
2000 - Travel	-	-	-	-	-	-	-	1,341	1,341	-	-
3023 - Expert Witness	-	-	-	-	3,454	3,454	-	200	200	-	454
3088 - Inter-Agency Legal	18,690	1,804	20,494	1,418	241	1,659	795	33	828	-	-
3094 - Inter-Agency Hearing/Mediation	-	-	-	-	-	-	-	87	87	-	-
3000 - Services other	-	-	-	-	-	-	-	5	5	-	15
4000 - Commodities	-	-	-	-	-	-	-	-	-	-	-
Total Investigation Expenditures	19,610	2,606	22,216	5,816	3,791	9,607	10,155	16,194	26,349	295	538
Total Direct Expenditures	131,628	107,519	239,147	82,188	58,773	140,961	110,926	109,062	219,988	83,311	42,953
Indirect Expenditures											
Internal Administrative Costs	2,643	6,000	8,643	6,152	6,628	12,780	13,970	13,964	27,934	9,457	7,093
Departmental Costs	9,329	10,521	19,850	8,334	8,047	16,381	14,865	16,624	31,489	8,659	6,494
Statewide Costs	8,218	6,988	15,206	3,670	4,761	8,431	10,324	9,685	20,009	9,272	6,954
Total Indirect Expenditures	20,190	23,509	43,699	18,156	19,436	37,592	39,159	40,273	79,432	27,388	20,541
TOTAL EXPENDITURES	\$ 151,818	\$ 131,028	\$ 282,846	\$ 100,344	\$ 78,209	\$ 178,553	\$ 150,085	\$ 149,335	\$ 299,420	\$ 110,699	\$ 63,494
Cumulative Surplus (Deficit)											
Beginning Cumulative Surplus (Deficit)	\$ 93,703	\$ (9,615)		\$ 136,807	\$ 101,651		\$ 305,082	\$ 246,147		\$ 303,262	\$ 278,813
Annual Increase/(Decrease)	(103,318)	146,422		(35,156)	203,431		(58,935)	57,115		(24,449)	67,456
Ending Cumulative Surplus (Deficit)	\$ (9,615)	\$ 136,807		\$ 101,651	\$ 305,082		\$ 246,147	\$ 303,262		\$ 278,813	\$ 346,269
Statistical Information											
Number of Licenses for Indirect calculation	90	93		138	154		152	132		124	
Additional information:	<ul style="list-style-type: none"> • Fee analysis required if the cumulative is less than zero; fee analysis recommended when the cumulative is less than current year expenditures; no fee increases needed if cumulative is over the current year expenses * • Most recent fee change: Fee reduction FY19 • Annual license fee analysis will include consideration of other factors such as board and licensee input, potential investigation load, court cases, multiple license and fee types under one program, and program changes per AS 08.01.065. 										

Department of Commerce Community, and Economic Development
Corporations, Business and Professional Licensing

Appropriation Name (Ex)	(All)
Sub Unit	(All)
PL Task Code	(Multiple Items)

Sum of Budgetary Expenditures Object Name (Ex)	Object Type Name (Ex)		Grand Total
	1000 - Personal Services	3000 - Services	
1011 - Regular Compensation	20,925.55		20,925.55
1014 - Overtime	118.98		118.98
1023 - Leave Taken	3,091.77		3,091.77
1028 - Alaska Supplemental Benefit	1,506.91		1,506.91
1029 - Public Employee's Retirement System Defined Benefits	772.38		772.38
1030 - Public Employee's Retirement System Defined Contribution	1,117.84		1,117.84
1034 - Public Employee's Retirement System Defined Cont Health Reim	623.48		623.48
1035 - Public Employee's Retirement Sys Defined Cont Retiree Medical	268.28		268.28
1037 - Public Employee's Retirement Sys Defined Benefit Unfnd Liab	2,625.50		2,625.50
1039 - Unemployment Insurance	41.92		41.92
1040 - Group Health Insurance	5,498.53		5,498.53
1041 - Basic Life and Travel	2.81		2.81
1042 - Worker's Compensation Insurance	228.58		228.58
1047 - Leave Cash In Employer Charge	503.87		503.87
1048 - Terminal Leave Employer Charge	342.36		342.36
1053 - Medicare Tax	350.93		350.93
1077 - ASEA Legal Trust	3.93		3.93
1079 - ASEA Injury Leave Usage	0.50		0.50
3023 - Expert Witness		453.75	453.75
3035 - Long Distance		3.16	3.16
3036 - Local/Equipment Charges		12.24	12.24
3045 - Postage		14.80	14.80
3046 - Advertising		698.60	698.60
3088 - Inter-Agency Legal		3,518.55	3,518.55
3005 - Management/Consulting		-	-
3085 - Inter-Agency Mail		228.09	228.09
Grand Total	38,024.12	4,929.19	42,953.31



**State of Alaska
Department of Commerce, Community and
Economic Development
Division of Corporations, Business and Professional Licensing**

BOARD OF MARINE PILOTS

**MINUTES OF MEETING
January 20, 2021**

These draft minutes were prepared by staff of the Division of Corporations, Business and Professional Licensing. They have not been reviewed or approved by the Board.

By authority of AS 08.01.070(2), and in compliance with the provisions of AS 44.62, Article 6, a scheduled meeting of the Board of Marine Pilots was held via video/teleconference January 20, 2021.

Call to Order/Roll Call January 20, 2021

The meeting was called to order by Chairman Curtis Thayer, at 10:07 a.m. Those present, constituting a quorum of the Board were:

Curtis Thayer
Rick Harris
Captain Edward Sinclair
Captain Ronald Ward II
Lucas Hasenbank
Peggy McLaughlin *joined at 10:15 am*

Present from the Department of Commerce, Community and Economic Development, Division of Corporations, Business and Professional Licensing, were:

Renee Hoffard, Marine Pilot Coordinator
Greg Francois, Chief Investigator
Melissa Dumas, Administrative Officer

Visitors present included:

Mike Tibbles, Cruise Lines International Association, Alaska (CLIA)
Captain John Herring, Southeast Alaska Pilots Association (SEAPA)

Jenni Zielinski, Southwest Alaska Pilots Association (SWAPA)
Captain Joe Martin, Southwest Alaska Pilots Association (SWAPA)
Captain Clayton Christy, Alaska Marine Pilots (AMP)
Tom Rueter, Alaska Maritime
Captain Wesley Kuhns, AMP

Approximately 10 callers joined the call over the course of the meeting.

Agenda Item 2 – Review Agenda

Approved by unanimous consent, it was:

RESOLVED to approve the agenda as amended to include public comment immediately following the ethics reports.

Agenda Item 3 – Ethics Declarations/Recusals

The board had no ethics declarations or recusals.

Agenda Addition – Public Comment

Chair Thayer opened the floor for public comment; at that time there were 15 members of the public in attendance. No comments were made.

Agenda Item 4 – Review of meeting minutes

The Board reviewed the draft minutes for the October 9, 2020 teleconferences.

Captain Ward noted an error on page 6, an incorrect use of “restarted” in the SWAPA report. MPC Hoffard noted that she made corrections to the draft.

Addition – Tom Rueter, Alaska Maritime to attendance

Corrections:

1. Page 1 first paragraph has the wrong date – should be 10/9/2020
2. Page 2 ... Resolved... agenda written should be “Resolved...agenda “as” written. Add the word “as”.
3. Page 7 ... delete “deviation” from (a)(2)(D)
4. Page 7.... (a)(2)(E) should read “change the language; the vessel needs at least 2 transceivers to ensure they meet the federal requirements for watchkeeping”

Approved by unanimous consent, it was:

RESOLVED to approve the October 9, 2020 board meeting minutes as amended.

Agenda Item 5 – Cruise Industry Update

Mike Tibbles of Cruise Lines International Association (CLIA), Alaska joined the meeting to provide an update on the cruise industry. The industry remains under a no-sail order in Canada that continues until the end of February 2021. The industry has used the time to work with medical experts developing protocols for the safe resumption of operations. There were 74 protocols developed through what was called the healthy sail panel that was all submitted to the

to the CDC. In addition, the industry came together not only supporting the healthy sail recommendations but to adopt a global policy. There have been approximately 200 successful cruises outside the United States that have taken place to date, of course, right now those are mostly on hold, due to spikes in COVID cases around the world. Those cruises are anticipated to be resuming targeted sometime within the next few months. There are several phases for the resumption of cruising to test the protocols; the industry looks forward to guidance from the CDC as they move forward. But at this point there has been about 10 ships that have canceled the entire season and about 11 ships that have canceled partial season. Some of these are just moving their start dates back and canceling a few voyages. CLIA anticipates more announcements coming given the pace that everyone has been on in discussions with various government entities and the current trajectory. Chair Thayer asked if there were any conversations regarding seeking a Jones Act waiver to allow bypassing Canada. Mr. Tibbles let the board know that at the industry is looking at the work being done in the port of Vancouver and working with CDC for the safest possible outcomes for all, a waiver has not been part of the discussions. Mr. Harris asked about involvement with local communities. Mr. Tibbles informed the board that the industry has been working closely with core communities since the onset of the pandemic and that will continue moving forward.

Agenda Item 6 – Investigations Report

Chief Investigator Greg Francois joined the meeting to provide the investigative report. October 9, 2020 – January 20, 2021 there have been 4 investigations closed with 1 investigation remaining as an open case. There were no disciplinary actions for the cases that were closed. Chair Thayer asked for clarification on one of the cases that had been closed. Captain Ward asked for an explanation as to why the 1 open case had not been sent to a reviewing board member yet as the case was opened in 2019. Chief Francois responded to the questions. The closed case had been reviewed by an expert witness who found no violation of program statutes and regulations. The open case was not a matter of public or maritime safety and was held for board member review opposed to hiring an expert witness at expense to the program.

Chief Francois informed the board that an investigator has been assigned the Marine Pilot program. Investigator Michael Bowles has been with the division for just over 1 year and will be assuming responsibility of the program investigations workload.

Agenda Item 7 – Current Regulations Project

The board reviewed the regulation amendments for 12 AAC 56.028 and 12 AAC 56.033(b)(2) as public noticed for written comment in a supplemental notice. No written comments were received for the supplemental notice.

Upon a motion duly made by Captain Ronald Ward, seconded by Peggy McLaughlin, and approved via roll call, it was:

RESOLVED to adopt the proposed amendments for 12 AAC 56.028 and 12 AAC 56.033(b)(2) as written.

Agenda Item 8 – Schedule Future Meetings

Chair Thayer asked the board members to consider their schedules in regard to the April 2021 board meeting. The meeting is anticipated to be held via Zoom and will not be an in-person meeting. The available dates are Wednesday, April 21 and Wednesday, April 28. MPC Hoffard will send out emails to confirm the date within the week following this meeting.

Agenda Item 8 – Executive Session - Oral Interviews/Application Review

Upon a motion duly made by Captain Ronald Ward, seconded by Lucas Hasenbank, and approved unanimously, it was:

RESOLVED to enter into executive session for the purpose of discussing matters subjects that tend to prejudice the reputation and character of any person, provided the person may request a public discussion. Board staff to remain during the session.

Off record at 10:38 am

Back on record at 11:02 am

Board member Les Cronk joined the meeting at 10:40 am in executive session and participated in that discussion. No actions were taken during executive session.

Upon a motion duly made by Captain Ronald Ward, seconded by Peggy McLaughlin, and approved via roll call, it was:

RESOLVED to approve the Deputy Marine Pilot license for Captain Wesley Kuhns for pilotage on vessels up to 50,000 gross tons upon the waters of western Alaska with the exception of Port Moller.

Agenda Item 9 – SEAPA –Bylaws amendments

Captain John Herring joined the board to discuss the proposed amendments for SEAPA's bylaws.

1. Page 4 of 23; Amend the Select Pilot Member (SMP) membership category expiration date to October 1, 2022 opposed to October 1, 2020.
2. Page 16 of 23; amend the tonnage for compensation shares to align with the tonnage endorsements as listed in regulation for Deputy Marine Pilots.

Upon a motion duly made by Captain Ronald Ward, seconded by Les Cronk, and approved via roll call, it was:

RESOLVED to accept the bylaws for the Southeast Alaska Pilots' Association as presented.

Agenda Item 10 – Association Reports

SEAPA:

Captain John Herring provided the association report. Current roster of 38 full pilots, 11 deputy pilots, and 18 trainees. Some of the trainees are very close to completing the training, they need 2 weeks of cruise ship time. Once those trainees receive their licenses, SEAPA will have total of 51 pilots. The pause in cruising has effectively stopped the training program as only a small amount of cargo training is available. SEAPA looks forward to the resumption of cruise ship sailings. There are several new docks in the region, hopefully that means an increase in future traffic. Sealaska Corporation has announced they are leaving the logging business; that provides roughly 50% of SEAPA's cargo work. Most of the SEAPA members are enrolling in trainings this winter and spring to do all they can to stay current. There is still a pause on observing routes with Alaska Marine Highways as they are not permitting observers on the bridge at this time. This is not currently an issue as many of the trainees are from the ferry system and have already completed those routes for federal pilotage. SEAPA held trainee selection events in the fall; due to low turn-out and limited numbers passing the exams, they will hold selections again in the spring. Captain Ronald Ward asked if there were any issues with the traffic SEAPA currently has accepting trainees due to COVID. Captain Herring responded that the only minor issue was involving a facility, not a ship and SEAPA has not been sending observers. They have only been sending trainees under supervision and have not had any problems.

AMP:

Captain Clayton Christy provided the report. AMP has a current roster of 9 full pilots with 1 trainees in the 4th year and 1 apprentice working towards federal pilotage. Congratulations to Captain Wesley Kuhns on the issuance of his Deputy Marine Pilot license, he is the only Deputy pilot for AMP. AMP had no issues fulfilling their dispatch, the only notable problems were with in-state travel. Each village/community had policies to be completed and those were changed quiet frequently. At times it was difficult to keep up but AMP managed. There are 2 projects in the region that are coming up. The Port of Dutch Harbor is working with the Army Corps of Engineers to have the Dutch Harbor bar dredged, they are hoping to have that completed within a couple of year. The city of Nome is working to increase the size of their facility and push out the docks and create a deep-water port in the Arctic; the two-year planning phase is expected to start this spring. The board had no questions for AMP.

SWAPA:

Captain Joe Martin provided the report. Captain Eric Eliassen, who was with SWAPA for 33 years, retired at the end of November 2020. SWAPA has 15 full member-VLCC qualified pilots. There are 2 Deputy Pilots holding 110 thousand Gross Ton licenses that are currently training on VLCC's in Valdez and 2 Deputy Pilots holding 95 thousand Gross Ton licenses, one of whom has applied to upgrade to the 110 thousand Gross Ton license. SWAPA's training program has 2 trainees working on hands on maneuvers and 2 observers, one of whom has applied to take the state Core Exam. As one may expect, COVID-19 has severely impacted training. However, they are now able to have trainees on some of the vessels calling in the region and hope this will continue to improve. As with other regions, SWAPA had no cruise ship traffic to speak of in 2020. The board had no questions for SWAPA.

Break 11:17 am

Return to record 11:30 am

Agenda Item 12 – Division Update

Administrative Officer, Melissa Dumas provided the division update. Ms. Dumas reviewed the FY2020 end-of-year fiscal report with the board. The program ended FY2020 with a surplus of \$278, 813. There was \$86,250 in revenue with a total of \$110,699 in expenditures. The program started FY2020 with a surplus of \$303,262. She reviewed the indirect allocations that each licensing program is responsible for based on the size of the program; these are division, department and state-wide expenses. For FY2021 the program has received a total of \$112,600 in revenue with \$42,212 in expenditures for total surplus of \$349,201. Ms. Dumas stated that she would recommend a fee analysis for the division to potentially reduce fees. The analysis would be scheduled at least 6 months prior to the next renewal of December 2022. The board asked that the division carefully consider the unique nature of the past year's restrictions before considering any thoughts of fee reductions. Travel restrictions for board meeting did impact the expenditures for the program. The program has not had heavy investigative or legal fees in the past few years but a single significant investigation or lawsuit could drastically reduce the current surplus.

Agenda Item 13 – Information regarding COVID-19 Vaccinations

The state pilots' associations submitted a joint letter to the vaccination taskforce. MPC Hoffard followed that letter with an email request for information for the board. Health and Social Services responded via email; the most accurate information for the vaccine is available on their website. Marine pilots are frontline essential workers (defined as Public transit workers, including rural aviation workers serving communities defined as essential air services, and rural cab service workers). The vaccines will be administered in phases; Phase 1b Tier 1 is currently open to Alaskans 65 and older, Phase 1b Tiers 2, 3, 4 are currently closed. The next Tier to open will be relevant to marine pilots. There is an age component for Phase 1b, prioritizing older workers first. Pilots 50 and older will be eligible in Phase 1b Tier 2; no hard date has been set, but possibly around early February. As of now, none of the association have customers requiring the pilots be vaccinated, the pilots consider the vaccine a preventative measure to reduce their exposure as well as keeping customers safe.

Chair Thayer reminded the board members that there is an open ballot in OnBoard for a tonnage increase, 4 board members still need to vote. The ballot will close January 29, 2021.

Foreign Pleasure Craft Exemptions:

Captain Edward Sinclair asked the board to consider the Department of Law response to clarification requests submitted by the board following the October 2020 board meeting. MPC Hoffard had emailed the response to the board 11/24/2020 but it was not included on the agenda for this meeting. The board briefly reviewed the memo from AAG Richard Moses; Captain Sinclair led the discussion

Requests for clarification:

1. 30-day timeframe for FPC exemptions - ***There is a mechanism to grant the exemption prior to the expiration of the thirty days—the statute itself—because the exemption is considered granted if not denied within ten working days of the board's receipt.***

2. Authority to interpret 12 AAC 56.115(c); can the Board round the length of a vessel to the nearest foot? ***The Board may not interpret the regulation as proposed because the rounding down (or up for that matter) would amount to a substantive change in the regulation given the plain language of the regulation as it is currently written.***
3. Preliminary review of regulation amendment draft language for 12 AAC 56.115 - ***AS 08.62.040(b) grants the Board of Marine Pilots broad authority to promulgate regulations “for proper and safe pilotage upon the inland and coastal water of and adjacent to the state.” Assuming that the proposed changes to 12 AAC 56.115 are intended for that purpose, the Board has the statutory authority to amend the regulation as proposed.***

Chair Thayer asked Captain Sinclair to draft a memo clarifying the board’s interpretation of the 30-day clock versus the 10-day clock. Applications must be submitted a minimum of 30 days before the anticipated arrival but the exemption may be granted once the board has voted to approve the exemption.

MPC Hoffard will submit draft language for the amendments to 12 AAC 56.115 to the board prior to the April board meeting for consideration and review.

MPC Hoffard was asked to follow-up with the Department of Environmental Conservation (DEC) in regard to the certificate of financial responsibility (COFR) letter sent 11/2/2020.

Upon a motion duly made by Captain Ronald Ward, seconded by Captain Edward Sinclair, and approved unanimously, it was:

RESOLVED to adjourn the meeting.

Off record at 12:21 pm.

Respectfully Submitted:

Renee Hoffard
Marine Pilot Coordinator

Approved:

Curtis Thayer, Chair
Alaska Board of Marine Pilots

Date: _____



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

ALASKA MARINE HIGHWAY SYSTEM
Office of the General Manager

7559 North Tongass Highway
Ketchikan, Alaska 99901-9101
Main: 907.228.7250
Fax: 907.228.6875

April 6, 2021

Subject: Request to restart the Alaska Marine Highway System Pilot Observer Program.

Dear Captain Herring,

I am writing in response to your letter of March 24, 2021 in which you requested a restart of the Alaska Marine Highway System Pilot Observer Program. In considering your request I have consulted with senior AMHS management staff, and the DOT&PF Commissioners Office.

Given the current COVID situation, which continues to be a very real threat to the safety of our operating crews and passengers, and given that some of our vessels operate over long distances, and all operate with crew and passengers in a confined environment, we have decided to restart the program with the following limitations.

We will allow only one pilot observer aboard a vessel at any time.

At boarding the pilot observer must present to the purser at the gangway proof of a Negative COVID test taken within 72 hours of boarding.

The pilot observer must stay socially distanced from others at all times, and wear a face covering at all times unless while in their cabin or eating.

Once aboard the pilot observer will not be allowed to go ashore in any port that the ships stops in until the pilot observer departs at the end of their approved voyage.

In closing, I'm sure you are aware that we do have an established program in place, with the request and approval process starting with our AMHS Licensed Officer Dispatcher. Therefore, requests must go thru our Licensed Dispatcher and once approved payment can be made with our reservations office in Juneau.

As we proceed ahead, we will make adjustments with the goal of getting back to a normal Pilot Observer Program, as COVID becomes less of a concern.

Should you have additional questions, please feel free to let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "John F. Falvey Jr.", written over a light blue circular stamp.

Captain John F. Falvey Jr.
General Manager, AMHS

Cc: Rob Carpenter, Deputy Commissioner, DOT & PF
Mike Lesmann, Special Assistant to the Commissioner, DOT & PF
Andy Mills, Special Assistant to the Commissioner, DOT & PF
Anthony Karvelas, Marine Transportation Service Manager, DOT & PF

March 24, 2021

Captain John Falvey
Alaska Marine Highway System
Alaska Department of Transportation & Public Facilities
7559 N. Tongass Hwy
Ketchikan, Alaska 99901

Sent via e-mail: john.falvey@alaska.gov

Dear Captain Falvey:

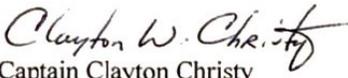
We are writing to respectfully request a restart of the Alaska Marine Highway System pilot observer program. Operating in the COVID-19 environment has brought many challenges. Pausing the non-employee ride along program made sense when we were all grappling with this new threat. However, a year has now passed and risk management protocols and practices are in place.

Like AMHS, the state pilot associations share an obligation to keep Alaskan coastal waters safe. An important part of our responsibility is training pilots with federal licenses, and the AMHS pilot observer program is essential to us in meeting that responsibility. The inability to develop new pilots could, in the near future, lead to a pilot shortage, the inability to comply with state law, and either increased risk on state waters or the disruption of commerce. Our need to resume this phase of training and developing future pilots, for the benefit of all Alaskans and the safety of our marine environment, is urgent.

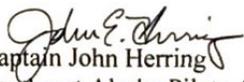
COVID-19 risks are now well understood and safety protocols have been implemented for some time. State pilot association-sponsored observers will comply with whatever COVID safety requirements AMHS deems necessary.

Speaking for all of our members, we deeply appreciate the Alaska Marine Highway System and will continue to express our support at every opportunity. We look forward to your positive response detailing what actions our trainees need to take in order to regain access to marine highway system vessels.

Sincerely,


Captain Clayton Christy
Alaska Marine Pilots, LLC


Captain Joseph Martin
Southwest Alaska Pilots Assoc.


Captain John Herring
Southeast Alaska Pilots Assoc.

cc: Mr. Curtis Thayer, Chair
Alaska Board of Marine Pilots