

STATE OF ALASKA
Board of Marine Pilots

Minutes of Meeting
May 23-25, 1983

By authority of AS 08.01.070(2) and AS 08.40.040, and in compliance with the provisions of AS 44.62, Article 6 and AS 44.62.310, a scheduled meeting of the Board of Marine Pilots was held in Juneau at the Commissioner's Conference Room, 9th Floor of the State Office Building.

Present, and constituting a quorum of the board were:

Harry D. Treager, Chairman (designated by Commissioner Richard A. Lyon)
William Barrington
David George
Captain Jack Maroni
Captain Donald Oldow
Ken Peavyhouse
Marvin Taylor

Also present, from the Department of Commerce and Economic Development, Division of Occupational Licensing, were:

Nancy Ferguson, Licensing Examiner
Richard Long, Chief Investigator
Darrell Miller, Regulations Specialist

Guests present were:

Captain John Baldry, SEAPA
Bob Berto
Captain Harley Clough, SEAPA President
Captain Dale Collins, SEAPA
Captain Barney Elsenhon, SEAPA President
Peter Froehlich, Assistant Attorney General, Department of Law
Captain Robert Hendricks, SWAPA
Captain Fred Hicks, Aleutian Pilots
Captain James Hodgman, SEAPA
Joe Merrill, Business Manager, SWAPA
Captain Robert Nerup, SEAPA
Richard Pennington, Lawyer
Connie Pepper, Business Manager, SEAPA
Captain George Porter, Alaska Marine Highway
Jim Weddel, Port Captain, Alyeska Marine Terminal

The board meeting was called to order at 9:50 a.m. A delegation of authority memorandum from Commissioner Lyon was read into the record by the licensing examiner. Commissioner Lyon appointed Harry D. Treager, Director of the Division of Occupational Licensing, as his designee to chair the meeting.

Regulation Hearing 12 AAC 56.030(a) and 12 AAC 56.040: The public notice for this regulation hearing was submitted on April 14, 1983.

The chairman decided to go into executive session with Peter Froehlich, Assistant Attorney General, to receive advice from legal staff (attorney/client privilege).

The executive session discussion pertained to legal advice regarding antitrust.

Richard Pennington: Mr. Pennington represents Captain Hicks and Captain Terpening. These two pilots have been trying to upgrade their marine pilot's license from limited to unlimited pilotage. Mr. Pennington felt that 12 AAC 56.030 is a severe restriction of trade and is anticompetitive. He encouraged the board to amend this regulation.

Barry Elsensohn is President of SEAPA. Captain Elsensohn read a letter into the record which outlined the requirements for an original license and renewal. He felt that experience received during supervision is invaluable because each dock is different.

James Weddel is the port captain of the Alyeska Marine Terminal. He felt that the current regulations are sound and the owner company supports retention of the docking and undocking regulations. Approximately 7,000 dockings and undockings are performed each year with no problems. The terminal maintains a list of qualified pilots who must complete an additional ten dockings and undockings while under the supervision of a pilot already qualified for the terminal. This is in addition to the State requirements. Mr. Weddel felt that anyone can take the U.S. Coast Guard exams since they have gone to a multiple guess exam; no longer relying on experience.

Robert L. Hendricks is a member of SWAPA. He feels that the docking requirements are necessary. He, as an individual, would support deleting the word "unlimited" and let the board set the tonnage limit based on the applicant's experience. He does not have a formula or criteria for qualifying.

Joseph Merrill, business manager and nonpilot for SWAPA. He suggested that the board should come up with a criteria of experience that would allow an individual to move from limited to unlimited pilot if they could not meet the docking and undocking requirement.

Harley Clough is a member of SEAPA. He felt that the regulation has worked well to insure competence and protect the lives and property of Alaskans. This was the mandate of the Marine Pilot Board 12 years ago. He noted that the Alaska Standard has licensed Alaska pilots

on board who can supervise dockings and undockings. An individual could sign on as third mate on the Alaska Standard and work two years to acquire a state-wide license from the U.S. Coast Guard.

Richard Pennington: Mr. Pennington commended everyone for trying to work out the problem. He noted that his two clients have completed a hundred dockings and undockings respectively. They have held a limited license for three years. He felt that Captains Hicks and Terpening should not be required to do the dockings and undockings to upgrade their licenses to unlimited tonnage.

Captain Oldow felt that if the board approved them for unlimited licensure without meeting the docking and undocking requirement, they would be the only two pilots treated thus.

Donald Oldow: Member of SWAPA and the Board of Marine Pilots. He noted that the trainees are not members of SWAPA until all requirements for licensure are met. The applicants (trainees) are approved by SWAPA, but are not members when they are obtaining the supervised dockings and undockings.

Captain Oldow reviewed the requirements for the Puget Sound pilots in Washington (there is only one association). The pilots must hold a federal license; pass the state exam with a minimum score of 80%; Rules of the Road 90%; complete 25-100 round trips as determined by the Pilot Commission; an additional 100 trips (six months of work) where they ride with every pilot with five or more years of experience; the report card is then sent to Puget Sound Pilots and the state board; the Washington Board passes on the qualifications and the applicant receives the license. The licensee may ask questions the first four months; first year 25,000 gross tons; second year 25,000 gross tons and can anchor; and third year unlimited.

The individual is on restricted pay and receives \$1,000 a month for five years. The association makes all assignments.

Adjourned for lunch - 12:50 p.m.

Reconvened at 2:30 p.m.

Joe Merrill noted that several pilots from SWAPA would be willing to observe dockings and undockings when they are in Dutch Harbor, provided that Captains Terpening or Hicks have a ship. The only problem would be that the tonnage of the vessel would be 2,000 gross tons or less.

Captain Oldow noted that there is no tonnage requirements noted on the dockings and undockings. Observer trips are required to upgrade to unlimited licensure.

Fred Hicks: Felt that they would need two pilots (five trips each). They may be able to lease a vessel for a day and each do their 10 dockings and undockings.

Mr. Miller read the following letters into the record per Captain Oldow's request:

- 1) ARCO Marine by J. C. Ketchener
- 2) SPC Shipping, Inc. by Captain Gale
- 3) Exxon Shipping Co. by Mr. Borgen
- 4) Marathon Oil Co.
- 5) TWX from Chevron Shipping Co.
- 6) Ageleti and Pennington - Lawyers
- 7) Alyeska Marine Terminal by James Weddel
- 8) Total Ocean Trailer Express by Ed Hanzuik
- 9) Letter from SWAPA by Joe Merrill
- 10) Letter from Captain Murphy of SWAPA

Angeleti and Pennington felt that this regulation is anticompetitive and antitrust.

All other responses wanted the docking and undocking requirement to be retained because the experience obtained is invaluable.

The public hearing was completed at 4:35 p.m. on May 23, 1983. A discussion period followed.

Discussion period pursuant to 12 AAC 56.030, 12 AAC 56.040, and 12 AAC 56.050 for deletion, amendment, change or leave as it currently reads. The board may change the wording any way they see fit as long as they stay within the perimeter that has been public noticed. A copy of the regulations is attached.

The board is satisfied that SWAPA will arrange with the Aleutian pilots to observe their dockings and undockings at the 2,000-ton level as agreed by Mr. Merrill earlier in the meeting. The board feels that SWAPA is honorable and will fulfill their agreement made at a public meeting, so that problem is solved.

The Coast Guard tonnage requirements for Southeast Alaska is different than Southwest Alaska because the trade is different.

Recessed at 5:32 p.m. Reconvened on May 24, 1983 at 9:13 a.m.

The discussion/work session was continued from the previous day.

The board felt that the entry level for all pilots should be 10 dockings and undockings. Twelve trips as observer master, mate, pilot to upgrade from 2,000 gross tons to 10,000 gross tons. Suggested scale:

2,000	12 trips
10,000	8 trips
20,000	4 trips
40,000	experience
60,000	

A person's original entry level could be any place, including unlimited depending on experience.

Should consider trips, size, day/night, supervised dockings and undockings and simulator training to upgrade. At least one third of the round trips must be performed during periods of darkness.

They also discussed scratching the word "unlimited" under 12 AAC 56.030. Discussed adding "submit proof of radar observer certification" under 12 AAC 56.030 (2).

The board defined a trip as "in and out of a port." Juneau, Petersburg, Ketchikan would be considered three trips. Captain Oldow felt that 20 trips as a pilot have to be performed within the last year in addition to the observer trips to show you are current in the area.

On a motion duly made by Captain Oldow, seconded and passed unanimously, (Mr. Treager did not vote), it was:

RESOLVED that under 12 AAC 56.030(5)(a) a minimum of 10 dockings and 10 undockings, of which five dockings and five undockings must be on any vessel requiring an Alaska State pilot and five dockings and five undockings of a vessel of over 1,000 gross tons; and (b) would read correspondingly instead of 10, it would be 20 dockings and undockings of which 10 dockings and 10 undockings must be on any vessel requiring an Alaska State pilot and 10 dockings and 10 undockings of a vessel over 1,000 gross tons.

On a motion duly made by Mr. George, seconded and approved by Mr. George, Mr. Barrington, Mr. Taylor and Mr. Treager; disapproved by Captain Oldow, Captain Maroni and Mr. Peavyhouse, it was:

RESOLVED under 12 AAC 56.030(5)(A) to have a minimum of one year as master or pilot of a vessel in the waters for which applying and have executed under the direct supervision of a licensed pilot under AS 08.62.100 a minimum of 10 dockings....

Captain Oldow felt that Mr. Treager's "yes" vote (to break a tie) has destroyed the pilotage for the State of Alaska.

Mr. George felt that the regulation just passed is more restrictive than the present regulation.

On a motion duly made by Mr. George, seconded and passed unanimously, it was:

RESOLVED that no pilot may pilot a vessel in excess of the tonnage limit endorsed by the board upon his license. Tonnage limits are 2K, 10K, 20K, 40K, 60K or any gross tons.

This will fall under 12 AAC 56.030.

On a motion duly made by Captain Oldow, seconded and approved unanimously, it was:

RESOLVED, that 2,000 gross tons is the initial entry level pilotage increment, unless higher tonnage exposure is present.

The board will determine the initial tonnage limit by considering the applicant's experience, ability, limitations upon his Coast Guard license and such other information as the board deems relevant. An applicant seeking an initial license in excess of 2,000 gross tons shall additionally have executed one-half of his required dockings and undockings supervised by a qualified, licensed pilot upon a vessel of comparable tonnage for the tonnage limit level sought.

Any pilot acting in a supervisory capacity for dockings and undockings, as set forth above, must have a tonnage limit in excess of the applicant's requested limit by at least one step.

This motion would also fall under 12 AAC 56.030(5)(d).

On a motion duly made by Mr. Taylor, seconded and passed unanimously, it was:

RESOLVED that upgrading the incremental tonnage limitation level must be accomplished in accordance with the following scale outlining the required number of round trips as a licensed master/mate/observer on vessels of the appropriate gross tonnages must be performed while holding a State license of the prior step. At least 1/3 of the round trips must be performed during periods of darkness. In addition, the indicated number of trips as a pilot of vessels must be performed during the maximum time indicated. The above must be performed on the waters of Alaska.

	<u>Round Trip</u>	<u>Gross Tons</u>	<u>Trips as Pilot</u>	<u>Max. Time</u>
Step 1 to 2	12	over 2,000	20	1 year
Step 2 to 3	8	over 10,000	20	1 year
Step 3 to 4	7	over 20,000	20	1 year
Step 4 to 5	4	over 40,000	20	1 year
Step 5 to 6		over 60,000 500 points as per U.S. Coast Guard schedule		

A point system is used to evaluate the experience presented. A total of 500 points are required for step 6 (ANY GROSS TONS) certification.

Points are awarded as follows:

- (a) Master of vessels over 60,000 GT - 10 points per month (36 months maximum credit)
- (b) Sea service in a licensed deck capacity on vessels over 60,000 GT, not as master - 5 points per month (32 months maximum credit)
- (c) Simulator training - maximum 200 points
(Approved Simulator Facilities)
 1. CAORF, Kings Point
 2. MSI La Guardia
 3. Port Revel-Grenoble, France
 4. Delft-Holland
- (d) Pilot observer round trips on vessels over 60,000 GT - 10 points per round trip (minimum 6, maximum 30)
- (e) Pilot of vessel of between 20,000 and 40,000 GT - 10 points per round trip - 10 round trips (maximum credit)
- (f) Pilot of vessel between 40,000 and 60,000 GT - 10 points per round trip - 20 round trips (maximum credit)

This motion should fall under 12 AAC 56.030(e).

On a motion duly made by Captain Oldow, seconded and passed unanimously, it was:

RESOLVED to repeal 12 AAC 56.050 in its entirety.

FURTHER RESOLVED that in all regulations, whenever there is "unlimited" or "limited," change the wording to "pilot"; under definitions for "pilot" define as meaning individuals licensed under 12 AAC 56.030 of this chapter; but does not include channel pilot as defined under 12 AAC 56.050.

Mr. Miller advised the board that they will need to publish all regulation changes for a new public notice to be heard in December, 1983 because the board has gone far beyond amending the docking and undocking requirements.

OLD BUSINESS

WICHE Training Program: Chairman Treager appointed a subcommittee, consisting of Mr. Peavyhouse, Mr. George and Captain Maroni to pursue the issue of education through the State and investigate all possibilities.

The subcommittee met in Juneau and the matter was researched by Captain Maroni and Mr. Peavyhouse.

Don Gillman submitted legislation in 1981.

Maritime technology was added as an eligible WICHE field of study by the 1981 Alaska Legislature. California Maritime Academy in Vallejo, California, offers a four-year program to become licensed Merchant Marine Officers and ship engineers. Degrees available are a B.S. in Nautical Industrial Technology, and a B.S. in Marine Engineering Technology. Students are required to make three voyages on the Academy ship to meet the U.S. Coast Guard requirements for licensure.

The students pay 1/3 of the standard tuition under WICHE. Five Alaska WICHE students were enrolled during the 1982-83 school year at a cost of \$7,000 per student.

The contact person is Jane Byers Maynard, Director of Special Programs, Alaska Commission on Postsecondary Education, Pouch FP, Juneau, Alaska 99811.

NEW BUSINESS

Investigator's Report: Mr. Dick Long appeared before the board to give the investigator's report.

On a motion duly made, seconded and passed unanimously, it was:

RESOLVED to close Case #MP82-104; and leave MP83-103 and MP82-109 open.

Mr. Long recommended that all accident reports received by the licensing examiner should be logged in and then given to the investigator for review and investigation. The accident report would not be part of the public record until it was released by the investigator. The board would receive a copy at that time.

The board was in agreement with this.

OLD BUSINESS

Minutes of December 6 and 7, 1982 meeting: The board reviewed the minutes from the May 24, 1982 meeting.

On a motion duly made by Mr. Peavyhouse, seconded and passed unanimously, it was:

RESOLVED to accept the minutes of December 6 and 7.

There was some confusion regarding the meaning of the next to the last paragraph on page 5. The board noted that there was no problem, it was just a little confusing; feel it is in regard to liability.

Goals and Objectives/Annual Report: The next meeting will be held December 5 and 6, 1983, in Anchorage. The spring 1984 meeting was tentatively scheduled for early May in Juneau or Ketchikan.

The board reviewed the goals and objectives from the past year.

It was noted that the U.S. Coast Guard's Captain Wassenberg has responded to the Alaska Memorandum of Understanding.

A copy of the letter dated February 24, 1983 is attached. The commandant has expressed support of the current well-defined separation of federal and State jurisdiction in the area of pilotage.

The board will not pursue the Alaska Memo of Understanding any further per the U.S. Coast Guard's letter from Captain Wassenberg.

The board wishes to continue the following from last year:

1. Continue to research the liability question.
2. Printing of Marine Pilot Statutes in Japanese. Mrs. English advised the board that there is a man in Anchorage who is willing to review the Marine Pilot Statutes and estimate the cost for translating.

The board would like to have a full-time investigator who handles violations and investigations for marine pilots only. They requested this be added as a new goal.

Mr. Treager will have the staff draft the goals and objectives and have them sent to the board members for review, deletion or additions. The same procedure will be followed for the annual report.

Rate Adjustment SEAPA: Captain Elsensohn, President of Southeast Alaska Pilots' Association, wrote a letter to the board on February 28, 1983 (received March 2, 1983), requesting a change of all time charges for extra services found on page 28 of the pilotage tariff under Item F "Travel Day, Detention Day, Stand-by Time, Cancellation Charges and Out-of-Area Charge"; and item D "Overtime" on page 24 of the Pilotage Tariff. A copy of the letter is attached requesting this item be put on the agenda.

Mrs. Pepper advised the board that the association has seven to 23 pilots working during the summer months and an average of 13 pilots working seven or eight months a year. This adjustment is based on everyone working out of Ketchikan. She felt that this is an adjustment, but not a rate adjustment. Mrs. Pepper felt that this adjustment should fall under 12 AAC 56.150 and the letter from Captain Elsensohn was filed within 90 days as required.

Captain Hodgman noted that the association needs to change this for operational reasons, not for income. It is too costly for the association to go through the standard rate adjustment under 12 AAC 56.152 and 12 AAC 56.154. The board was concerned that they may need a public notice and hearing on this matter if it is considered a rate adjustment.

The board moved to table the discussion until the morning. The board adjourned at 5:32 p.m.

The board reconvened at 8:40 a.m. on May 25, 1983, and the rate adjustment discussion was brought off the table.

Mr. Miller advised the board that Art Peterson, Assistant Attorney General, felt that any rate change, including time charges, requires a public notice and hearing per the Administrative Procedures Act.

The following motion was duly made by Mr. George, seconded, and approved by Mr. George, disapproved by all other members and failed for lack of support (Mr. Treager did not vote):

-- to publish the rate adjustment request tomorrow in the newspapers, provide for a written comment period ending July 9, 1983 in the early 20's we have our teleconference meeting and that way the regulation should go to the Attorney General's Office by August 9.

The board asked Bob Berto, vessel agent for Southeast Stevedoring; and Connie Pepper, Business Manager for Southeast Alaska Pilots' Association to come to the table and discuss the rate adjustment.

Mr. Berto stated that he was not advised of the proposed rates through public notices or by the association until yesterday at the meeting. They have informally discussed possible avenues in the past.

Mrs. Pepper noted that 98% of their invoices go through Mr. Berto's hands and he is their major client. They have one other client (remaining 2%) but does not involve travel, standby or detention days. This could result in zero revenue to the association.

Captain Hodgman addressed the board. He noted that the association applied in good faith for a minor change and felt the change should fall under 12 AAC 56.140. He noted that they met with industry (Mr. Berto) last night and mutually agreed to replace \$600 with \$400 throughout the proposal and set the effective date for October 1, 1983.

The corrections were noted on the proposed changes in charges for Southeast Alaska and signed by Captain Hodgman and Mr. Berto, with the effective date of October 1, 1983.

On a motion duly made by the Mr. Taylor, seconded and disapproved by Mr. George, and approved by all other members (Mr. Treager did not vote); it was:

RESOLVED that the board accept the rate deviation under section 12 AAC 56.140 that has been presented by industry and the pilots and read into the record.

On a motion duly made by Mr. George, seconded and approved unanimously, it was:

RESOLVED that Mr. Miller immediately take the motion that has just been passed to the Attorney General's Office. In the event the Attorney General's Office determines that it is not a proper procedure that publication of the mutually-agreed-upon rate change be undertaken...that there be allowed a written comment period for a period of 30 days following the date of publication and that after the close of the written comment period we hold a teleconference meeting to vote upon the mutually accepted rate adjustment and that it have an effective date of October 1, 1983. The motion in the alternative...contingent upon the Attorney General's Office declaring action that was just taken.

Mr. Treager directed the staff to take appropriate action.

OLD BUSINESS

Regulation Discussion:

- 1) 12 AAC 56.050. Qualifications for Channel Pilot License. The board discussed the tonnage problem. The board was concerned as to how the channel pilot will upgrade his license to unlimited. Mr. Taylor noted that in Southeast Alaska anything over 20,000 gross tons becomes any gross tons per U.S. Coast Guard. It was noted that channel pilots may only pilot ships in main ship channels.

On a motion duly made by Mr. Taylor, seconded and disapproved by Captain Oldow, approved by all other members, it was:

RESOLVED to table until the next meeting.

- 2) As discussion of the boundaries between Southeast and Southwest Alaska found under 12 AAC 56.100(b) were discussed.

The May 17, 1978 minutes indicate that the board considered Yakutat as being part of Southeast Alaska waters, but was never changed by regulation or put into the statute and regulation booklet. It was noted that the U.S. Coast Guard includes Yakutat and Icy Bay as part of Southeast Alaska.

The following motion was duly made by Captain Oldow, seconded, approved by Captain Oldow, disapproved by the remainder of the board, and failed for lack of support:

That the boundaries for the remainder of Southwestern Alaska inside waters not specified in paragraphs 1, 2 and 3 of this section is from all buoy entrances from seaward to all pilotage waters includes bays, inlets, straits, sounds, rivers, restricted passages, cruise areas, harbors or estuaries west of... and I changed 137 West because it is out in the ocean to West of Cape Spencer Light. And 137 is about 10 miles offshore from Cape Spencer. And I offer this as strictly housekeeping information.

Mr. Taylor felt that SWAPA has the lion's share of the pilotage business in volume, money, and area. Now SWAPA is approaching the smallest part of the State. Southeast Alaska does not have the business or volume and can only keep six pilots year-'round, which is why they have the channel pilots license to get enough men to do the summer business.

Captain Oldow felt that there is nothing to prevent any pilot in the State of Alaska from operating in any area. All they have to do is make the required number of trips and have the area on their license.

Captain Maroni was concerned with the "out-of-area charge" in the tariff if Yakutat and Icy Bay goes under Southwest Alaska.

Per the regulations under Southwest Alaska it appears that there are only three areas: Prince William Sound, Resurrection Bay and Cook Inlet.

Captain Maroni would like to maintain the present regulation definition because of the tariff change problem if the boundaries are changed.

The board felt that they could not handle this matter at this time, because only Southwest Alaska was public noticed.

On a motion duly made, seconded and passed unanimously, it was:

RESOLVED, to table 12 AAC 56.100(b) until the next meeting because we need to public notice for both Southeast and Southwest Alaska.

A change of boundaries will effect the list of pilot stations on page 20 and Southeast Alaska tariffs on page 24 of the statute and regulations booklet.

- 3) Review of proposed regulations discussed at the December 1982 meeting.

On a motion duly made, seconded and approved unanimously, it was:

RESOLVED to adopt 12 AAC 56.080(a)(2).

RESOLVED to adopt repeal of 12 AAC 56.160(i).

FURTHER RESOLVED to adopt 12 AAC 56.190(b) because it is a comprehensive definition of area.

On a motion duly made by Captain Oldow, seconded, disapproved by Mr. Taylor; and approved by all other members, it was:

RESOLVED to repeal 12 AAC 56.080(b)(1).

FURTHER RESOLVED to repeal 12 AAC 56.080(b)(2).

NEW BUSINESS

Exams: The board reviewed extension of route exams for permanent licensure and took the following action:

On a motion duly made, seconded, and passed unanimously, it was:

RESOLVED to grant permanent areas for Yakutat to Captain Nerup, Captain Clough, Captain Collins and Captain Elsensohn.

RESOLVED to grant permanent areas for Nushagak Bay, False Pass and Sand Point to Captain Hendricks.

RESOLVED to grant permanent areas to Captain Cochinos for False Pass, Icy Bay and Woman's Bay.

RESOLVED to grant permanent areas to Captain Hunnicutt for Cook Inlet, excluding Drift River, Seldovia and Port Graham.

The Board also reviewed exams for a temporary permit and one permanent license; taking the following action:

RESOLVED to grant a temporary permit for channel pilot from Dixon Entrance to Cape Spencer for George Porter.

RESOLVED to grant a permanent channel pilots license for Captain John Baldry for Glacier Bay, Yakutat, Dixon Entrance to Cape Spencer, excluding the west coast of Prince of Wales Island.

License Renewals

The board reviewed two license files for 1982/1984 renewal period. Both pilots were unable to meet the 60-day requirement, per 12 AAC 56.080(b)(2).

1) Captain John Cray has completed 51 days of pilotage, but was lacking 9 days, per 12 AAC 56.080(b)(2). The licensing examiner wrote him a letter concerning this matter but a response was not received.

On a motion duly made, seconded and passed unanimously, it was

RESOLVED to table the matter until a response is received.

2) Captain Lyle Petke wrote a letter to the board requesting that his marine pilots license be renewed. He has been a full-time pilot at Limetree Bay, St. Croix, U. S. Virgin Islands since February 15, 1979. In July 1982, Captain Petke completed two trips on the "Daphne" and "Sun Princess" during his vacation (his company allows 10 days a year only) for 1,339 miles.

On a motion duly made by Captain Oldow, seconded and approved unanimously, it was

RESOLVED to approve Captain Petke's request for renewal of his license because he has made an effort to keep himself current in the area.

Federal Licenses vs. State Licenses:

Captain Oldow advised the board that the U. S. Coast Guard is revising the wording on the federal licenses which will affect the State licenses. Exams for certain ports will no longer be given by the Coast Guard. As a result, the board will have to make more determinations on their own. Tonnage will become more critical also.

Meeting adjourned: There was no further business, and on a motion duly made, seconded and passed unanimously, the meeting adjourned at 12:45 p.m.

The next meeting will be held in Anchorage on December 5 and 6, 1983.

Submitted by,

Nancy Ferguson, Licensing Examiner

Approved by:

Harry D. Treager, Acting Chairman