

STATE OF ALASKA
DIVISION OF OCCUPATIONAL LICENSING
DEPARTMENT OF COMMERCE AND ECONOMIC DEVELOPMENT
BOARD OF MARINE PILOTS

Minutes of Meeting
April 29 and 30, 1987

By authority of AS 08.01.070(2) and AS 08.40.040, and in compliance with the provisions of AS 44.61, Article 6, and AS 44.62.310, a scheduled meeting of the Board of Marine Pilots was held at the Federal Building, Tlingit Room, 701 "C" Street, Anchorage, Alaska.

Present, and constituting a quorum of the board, were:

William Barrington
Captain James Hodgman
Caren Mathis (designated by Commissioner Smith)
Captain W. Ed Murphy, Chairman, pro tem
William Ruddy
Paul Taylor
Michael Woodell

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

Nancy Ferguson, Licensing Examiner
Kathy Marshall, Director
Charles Ward, Investigator

Guests present were:

A. H. Clough - SEAPA
Dale O. Collins - SEAPA President
Archie Diment
A. D. Santos, Port Captain Standard Oil
Lawrence Walter
John Webb, SWAPA President

Captain Murphy, Captain Hodgman and Nancy Ferguson gave written examinations on April 28, 1987. Paul Taylor and Bill Barrington were present at the examination. Eleven people took the written exam: seven people passed the written; one person failed the written; and three candidates passed the extension of route examination.

All board members were present. The board does not currently have a chairman. They chose Captain Hodgman as chairman pro tem until election of officers at 1:00 p.m.

The board went into executive session at 8:30 a.m. to give seven oral examinations. All oral examinations were completed by 12:40 p.m.

Lunch break: 12:40 p.m. to 1:45 p.m.

Mr. Woodell was absent. All other members were present.

The meeting was called to order at 1:50 p.m. A delegation of authority from Commissioner Smith dated March 10, 1987 was read into the record per AS 08.62.010 by the licensing examiner. Commissioner Smith appointed Caren Mathis, Special Assistant to the Commissioner, as his designee for the meeting.

Kathy Marshall and Chuck Ward were present.

Election of Officers: Captain Hodgman noted on the record that, in past years, the commissioner or his designee has been chairman. The board wished to elect their own chairman due to a change in administration at their November 1986 meeting, but they were advised that it could only be done if the commissioner gave the authorization. Commissioner Lounsbury wished to remain as chairman. At that time, the board elected Judy Brady as vice chairman. Ms. Brady has since become the Commissioner of the Department of Natural Resources and resigned from the board.

Ms. Mathis understood that she would act as chairman but she is not wedded to the idea.

Ms. Marshall felt that if Ms. Mathis wishes to be chairman then allow her to be. If she does not wish to be the chairman, then the board may elect a chairman.

On a motion duly made by Mr. Taylor, seconded and approved unanimously (Captain Murphy did not vote), it was

ACTION

RESOLVED to elect with unanimous ballot Captain Ed Murphy as
Chairman.

Friendly amendment to the motion was made by Mr. Ruddy, seconded, and approved unanimously, it was

ACTION

RESOLVED that Captain Murphy be chairman pro tem until Ms. Mathis receives direction from the commissioner regarding the chairmanship.

Ms. Mathis felt that Captain Murphy was an excellent choice because he is positive, dedicated and makes time for matters before the board.

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

RESOLVED to nominate Paul Taylor as vice chairman.

ACTION

Mr. Woodell arrived at the meeting at 2:04 p.m.

Investigative Report: The board moved on to item number 7 since Ms. Marshall and Mr. Ward were present.

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

RESOLVED to go into executive session for the investigative report per AS 44.62.310(c)(2).

ACTION

Off the record at 2:05 p.m. On the record at 2:42 p.m.

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

RESOLVED to accept the investigative report including the recommendations contained therein.

ACTION

Director's Report: 1) Ms. Marshall gave the board a hand-out entitled, "Proposed Hearing Examiners Procedures." (Attachment 8) The procedures have been adopted. We have 1-1/2 hearing examiners now and we will have two in FY 88. The hearing examiners are state employees with PCN numbers. Their names are Liz Johnson and Dave Rodderick.

2) Ms. Marshall asked the board to increase their application fees from \$20.00 to \$30.00 and increase their license fees from \$90.00 to \$150.00 per year.

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

RESOLVED that the license fee for marine pilots be increased from \$20.00 to \$30.00 for the application and from \$90.00 to \$150.00 annually for the license.

ACTION

3) HB 222 is an amendment to Centralized Licensing which passed out of the House Finance Committee and into the Senate on April 28, 1987.

4) CSHB 172 is the continuation bill for the Marine Pilot Board.

CSHB 172 has passed through the House Finance Committee. We do not anticipate any difficulties with sunset legislation. Ms. Marshall thanked the Marine Pilot Associations, their lobbyists, and the board members present at the hearing.

Proposed legislation regarding exemption of the Accident Report Form from being admitted into evidence was pulled from the Continuation Bill. Following the hearing, the board asked Representative Sund's aide if he would introduce the legislation for them. Ms. Marshall will check on the status of the bill.

Ms. Marshall suggested that the legislation be introduced next session and include an amendment to AS 08.62.030 regarding special meetings.

ACTION

Captain Murphy requested that this item be put on the agenda for our November meeting and be added as a new goal and objective for FY 88.

Captain Hodgman noted that the deadline for the annual report is August 1, 1987. It was agreed that the proposed legislation should be included in the report.

The board agreed that they need two meetings and exams per year.

5) Exam review procedures were discussed by Ms. Marshall. The Alaska Supreme Court ruled in favor of examination reviews. If someone fails an exam, he/she has 30 days to request a review. Exam reviews will be conducted at a set time by division staff. They can appeal to the board if there is a problem with scoring. The board is the only group that can change the exam score.

The board was concerned that there are only so many questions and if we give out the exam questions, we will destroy the effectiveness of the examination. Captain Hodgman noted that he has redrafted all of the examinations for Southeast Alaska over the past two years. He was very concerned that the exams will be compromised by this review. The national exams are exempt from this review process and Captain Hodgman felt that the state exams are just as good as the national exam. Captain Hodgman is opposed to the exam review.

The board reviewed proposed regulation amendments to 12 AAC 02.105(2) and (8), 12 AAC 02.255(b), 12 AAC 02.400(a) to (h), 12 AAC 02.900, and repeal 12 AAC 02.220(7).

Minutes of November 13 and 14, 1986: The board reviewed the minutes.

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

RESOLVED to adopt the minutes as written.

ACTION

Correspondence

1) Captain Ervin Hagerup's letter dated January 10, 1987 (attachment 9a).

It was noted that the U. S. Coast Guard requires a physical exam each year for the federal license. The board referred to 12 AAC 56.080 (a)(1) which requires a physical exam within 30 days of the renewal date.

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

RESOLVED to amend 12 AAC 56.080(a)(1) by deleting 30 and inserting 90.

ACTION

The board wished this proposal to be submitted to the regulations specialist. Also, verify that the error has been corrected under 12 AAC 56.025(b) changing "half" to read "five."

The board agreed to accept the physical exam form used by the department. Other forms acceptable to the board are: FAA flight physical, or a form accepted by the U. S. Coast Guard.

ACTION

Captain Murphy will work with the licensing examiner regarding a response.

2) Captain W. Johnson's letters dated December 29, 1986, February 13, 1987, and April 1, 1987; responses from the licensing examiner dated February 2, 1987 and February 20, 1987; Captain Hodgman's response dated February 26, 1987; and a response from Ms. Marshall, Director of the Division of Occupational Licensing, dated April 8, 1987.

The board reviewed all of the correspondence. It was noted that no one wants to take anything away from Captain Johnson. The board has been aware that we are standardizing licenses and that Captain Hodgman gave the licensing examiner direction on the license wording.

A review of existing licenses shows that Captain Johnson is one of five pilots holding a license for all of Alaska. In the other four cases, the terminology used is identical to the terminology he objects to.

On a motion duly made by Mr. Barrington, seconded and approved unan-
imously, it was

RESOLVED to write Captain Johnson a letter. We agree to rewrite
his license with the wording as it was done previously.

ACTION

Captain Hodgman gave the licensing examiner a draft letter to be typed
for the chairman's signature.

Examination Results: The following individuals passed the written and
oral examinations:

On a motion duly made by Captain Hodgman, seconded, and approved
unanimously:

RESOLVED that Captain Thomas Aspinwall be granted permanent
channel pilot license Dixon Entrance to Cape Spencer excluding Icy
Strait, Cross Sound, and Sitka Sound, and excluding the ports of
Hoonah and Sitka.

ACTION

RESOLVED that Terry Bennett be issued permanent channel pilot
license upon the waters of southeast Alaska: Nichols Passage and
Metlakatla; Wrangell Narrows and Petersburg; and Frederick Sound
through Skagway excluding the waters west of Chatham Strait, Sitka
and approaches.

ACTION

RESOLVED that Captain Michael Collins be issued permanent channel
pilot license on the waters of southeast Alaska: Glacier Bay;
Wrangell Narrows and Petersburg; and Frederick Sound through
Skagway excluding the waters west of Chatham Strait.

ACTION

RESOLVED that Captain Kenneth Mayo Jr. be issued permanent channel
pilot license upon the waters of southeast Alaska: Wrangell
Narrows and Petersburg; Frederick Sound through Skagway excluding
the waters west of Chatham Strait; Olga Strait; Neva Strait and
Peril Strait; and Icy Strait, Cross Sound and Hoonah.

ACTION

ACTION

RESOLVED that Captain Gary Ogilvy be issued permanent channel pilot license upon the waters of southeast Alaska, Dixon Entrance to Cape Spencer excluding the Nichols Passage, Metlakatla, Sitka Sound and Sitka.

RESOLVED that in the case of Michael Skovoth he be issued a permanent channel pilot license for the waters of southeast Alaska, Wrangell Narrows and Petersburg conditional on his making ten round trips through Wrangell Narrows during the next 12 months.

RESOLVED that Captain Cal Cary be issued a limited pilot's license on vessels of not more than 20,000 gross tons on the western Alaska waters of Port of Kodiak and St. Paul Harbor.

Extension of Routes for Permanent Licensure: The following individuals passed the examination on April 28, 1987.

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

RESOLVED that Captain Joe Bruneau be issued an extension of route for Yakutat.

RESOLVED that Captain Archie Diment be issued an extension of route for the waters of Gastineau Channel, Icy Strait, Cross Sound, and Ports of Hoonah, Juneau and Yakutat.

RESOLVED that Captain Harry Jacobsen be issued a reworded license: Pilot on vessels of not more than 20,000 gross tons on the waters of western Alaska except the Kodiak Island group, Cook Inlet and Resurrection Bay/Seward.

Extension of Routes/Temporary Permits: For permanent licensure:

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

RESOLVED that Captain Jeff Pierce's temporary extension of routes for Adak, Port Moller, and Herendeen Bay be made permanent.

RESOLVED that Captain Ervin Hagerup's temporary upgrade from channel pilot to unlimited pilot be made permanent.

ACTION

RESOLVED that Captain Steve Hunnicutt's upgrade from 60,000 gross tons to unlimited be made permanent.

The chairman clarified the wording on the license which will be "Unlimited with no gross tonnage listed."

The board took a break. Off the record at 3:54 p.m. Back on the record at 4:05 p.m. All members present.

Additional Changes to Licensing Regulations Under 12 AAC 56.030, 12 AAC 56.040, and 12 AAC 56.050: This agenda item was deleted as the board felt that they had enough regulation proposals to handle at this meeting.

VLCC Committee Report: The board referred to page 12 of the November 1986 minutes to review the proposal. Captain Santos from Standard Oil represented industry on the committee. Captain Murphy advised that this proposal is a compromise - industry felt that it is not strong enough.

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

ACTION

RESOLVED that we accept the recommendations of the VLCC Committee report and take appropriate steps to enact that report into regulation.

This project should be sent forward for public notice and comments.

Public Comment Period: The chairman polled the audience for comment. No one in attendance had comments.

Meeting Dates and Location: It was agreed by the board and Ms. Marshall that two meetings would be held during FY 88. Ms. Marshall suggested that the board plan to meet in Anchorage this fall and southeast Alaska in the spring. This would allow the board to meet in Ketchikan if there was sufficient money left in their budget or Juneau to meet with the Legislature on proposed legislation.

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

ACTION

RESOLVED to hold the next exam on November 17, 1987; and meeting on November 18 and 19, 1987 in Anchorage.

Review Proposed Application Forms: The board reviewed the applications proposed by the licensing examiner. The board discussed the

requirements for an initial application and the following was noted on the record:

- 1) Discharges or a letter from an employer are acceptable. An applicant shipping off a board will only have discharges.
- 2) Documentation of education was discussed. The board felt that transcripts were not necessary. Item seven, page one, on the notarized application will meet the education requirement.
- 3) Letters of reference from three master mariners were discussed. It was proposed that we request five names and, hopefully, we will receive three responses. The problem being that the master mariner may be at sea. The board directed the licensing examiner to compose a form letter to be completed by the master mariner. The form letter would be included in the application packet mailed by the applicant to the master mariner, and returned to the board address by the master mariner. The board would like this letter notarized. The board asked Mr. Ruddy to review the form letter before it is included in the application packet. Do not wait until the next meeting.
- 4) The board would like our medical certificate used for the physical. The board will accept the U. S. Coast Guard form or FAA physical form in lieu of the form included in the application packet.

The board agreed that all other forms reviewed are straightforward and are approved by the board.

In the future, the board wishes the three page medical certificate form mailed with the renewal form.

The board recessed at 5:05 p.m.

The board reconvened at 8:46 a.m. All members were present. The chairman noted that Michael Woodell was here and spoke to the board regarding his resignation. Mr. Woodell resigned and left the meeting.

Amendments to Regulations Ready for Adoption: (See Attachment 10.)
On a motion duly made, seconded, and approved unanimously, it was

RESOLVED to adopt 12 AAC 56.025(c) as submitted.

ACTION

RESOLVED to amend 12 AAC 56.045(c) as submitted.

ACTION

RESOLVED to amend 12 AAC 56.060(a)(2) as submitted.

ACTION

RESOLVED to amend 12 AAC 56.060, 12 AAC 56.070, 12 AAC 56.960, and 12 AAC 56.970 as submitted by removing personal pronouns.

ACTION

RESOLVED to adopt 12 AAC 56.080 as presented and amended by Captain Hodgman.

ACTION

RESOLVED to adopt 12 AAC 56.120(a)(7) as presented.

ACTION

The board reviewed 12 AAC 56.960(e),(g), and (h). Under section (e), the board felt that 12 AAC 46 was a typo and should be 12 AAC 56.965. The board reviewed section (c) in the statute booklet. They felt that the reference 12 AAC 56.940 should be 12 AAC 56.960. The board would like the regulations specialist to review and check the references.

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

RESOLVED to accept 12 AAC 56.960(e),(g), and (h) as submitted subject to correction of references.

ACTION

RESOLVED to accept 12 AAC 56.970.

ACTION

The next agenda items are issues that the board would like comments on from the public. Captain Webb is the only nonboard member present. Off the record at 9:00 a.m. On the record at 9:21 a.m. Individuals present in addition to the board are: Larry Walters, Andy Santos, and John Webb.

Standard Operating Procedures: Regarding working definitions and master/pilot time originally tabled at the November 1986 meeting, Captains Hodgman and Murphy proposed the following standard operating procedures:

12 AAC 56.030(b)	Only applicants for an original permanent
12 AAC 56.040(b)	license need take the oral and written exams
	for channel, limited and unlimited licenses
	(i.e., if you've taken the permanent exam once

you are not examined again except for extension of route). Extension of route exams are not included in the above guidance.

12 AAC 56.060
12 AAC 56.070

When not inconsistent with existing sections on temporary licenses and exams, the procedures outlined in the draft revised regulations of 12 AAC 56.060; 12 AAC 56.065, and 12 AAC 56.070, dated April 1987 will be used. That is, temporary and extension of route reexams after 30 days, etc.

12 AAC 56.060(a)(4) We will continue the longstanding practice of giving applicants for temporary licenses Rules of the Road exams and a 20-question local knowledge exam. The Rules of the Road exam will not be repeated for a permanent license.

12 AAC 56.040(c)(1)
12 AAC 56.025(b) To qualify for only 10 dockings and undockings, applicant must have been a coast guard licensed master on a vessel of 1,000 gross tons or over, or a vessel of 100 gross tons or over that regularly tows barges over 5,000 gross tons. This vessel must be regularly underway for a minimum of one year. The coast guard rules for counting time will be used (1-1/2 days credit for 12 hours on duty).

12 AAC 56.025(b)
12 AAC 56.030(c)(2)
AS 08.62.180(4) To qualify as a docking or undocking the vessel must be at least 1,000 gross tons.

12 AAC 56.025 Applicants who fail the permanent exam will, upon written application, be scheduled for the next scheduled permanent exam. If the applicant does not take and pass the next scheduled exam, then applicant must resubmit all application materials required by 12 AAC 56.025.

12 AAC 56.030
12 AAC 56.040
12 AAC 56.045 A pilot applying for a temporary step 1, step 2 or unlimited license either from a channel pilot's license or an original entry will have his application sent to the pilot member of the board from the area of the license. The pilot member will review the local knowledge, experience qualifications, etc., in accordance with 12 AAC 56.030 or 12 AAC 56.040 and will

submit his recommendations to the other board members. A majority of the board members must approve any temporary step 1, step 2 or unlimited application prior to issuing the license.

Captain Hodgman called for the board's approval and public comment.

There was no response from the public. Captains Collins, Clough, and Diment arrived at the meeting during this discussion.

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

ACTION

RESOLVED to accept the report of Captain Hodgman concerning standard operating procedures and working definitions.

VLCC Committee Report: Captain Murphy advised the audience of the board's actions on this report made during the meeting held on April 29, 1987.

Mr. Santos advised that his people in Cleveland would like to see the VLCC endorsement on Valdez only.

It was noted that VLCCs also go to Nikiski.

Revised Examinations and Examination Regulations: This issue was tabled at the November 1986 meeting. Captain Murphy gave the board a memo dated April 28, 1987 from Captains Hodgman and Murphy. This memo is attachment 14. This discussion pertains to a revision of

- 12 AAC 56.060 - Qualifications for Temporary Licenses
- 12 AAC 56.065 - Qualifications for Extension Route Endorsements
- 12 AAC 56.070 - Examinations

The board felt that the oral exams are essential. They wish to standardize the regulations, so that they can stand strict scrutiny. The orals show that a pilot can think on his/her feet. Oftentimes, things happen quickly. The oral confirms good judgment, common sense and confidence that the pilot can do the job.

Ms. Marshall suggested that the regulations specialist review the proposed wording (as attached). Mr. Henderson can put the proposals in the proper format and give suggestions as needed. Mr. Henderson will return the proposed language to the board for review and comments before sending to public notice.

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

ACTION

RESOLVED that the committee report on examinations dated April 28, 1987 be moved forward as a regulation project.

The board would like to receive the public comments by the next meeting so that they may take action on the proposal at that time.

Alcoholism as it Pertains to Pilots: The board reviewed the proposed wording and memo from Mr. Henderson dated April 24, 1987. The proposal is almost identical to the wording used by the FAA.

Comments were received from the individuals in attendance:

1. Captain Clough felt eight hours from bottle to throttle was a little restrictive.
2. Captain Collins was glad they addressed the problem. He would rather see a regulation that could prove or disprove (blood test, breathalyzer, or urinalysis).
3. Captain Walters is a former U. S. Coast Guard investigator. He noted that you would have to get there and document at the time of the incident or it is hard to enforce with a judge.
4. Captain Diment was concerned about the problem drinker who may drink heavily until the eight hours and then will not be able to recover.
5. Captain Webb was against adding the FAA regulations.

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

ACTION

RESOLVED to adopt this proposed regulation as a regulation project, 12 AAC 56.960, for public comment.

The board took a 15-minute break and will work through lunch. Off the record at 10:44 a.m. On the record at 11:00 a.m.

Master Pilot Relations/Duties of a Pilot When Relieved by the Master: The board referred to a letter from Captain Bradley dated July 28, 1986 and included in the November 1986 minutes. The problem has occurred on cruise ships where the master of the vessel wants to dock and undock the ship. What are the pilot's responsibilities when this

occurs? An incident occurred where the master says the pilot had the conn and the pilot says the master had the conn. This problem is limited to cruise ships.

The board reviewed a memo dated April 28, 1987 to all Alaska pilots and all Alaska agents. This memo was prepared by a subcommittee consisting of Mr. Barrington, and Captains Hodgman and Murphy. Attorney General opinion is needed.

Ms. Marshall suggested that the board do what they think is right and then ask the Attorney General if they agree. A formal opinion from the Department of Law takes about a year.

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

ACTION

RESOLVED to accept the committee report, send the letter to vessel agents and marine pilots for the coming season.

Ms. Marshall noted that the division will send the letter. We will copy the Attorney General's office and they may comment if they wish.

Discussion of License Wording: The board referred to the computer print-out listing all marine pilots and the pilotage that they hold. Over the years, the U. S. Coast Guard has changed the federal wording a number of times. As a result, the wording on the state licenses varies although the pilotage may be the same. Captain Murphy would like to standardize the wording on southwest licenses. The U. S. Coast Guard has remained consistent for about five years. Southeast Alaska waters are defined as Dixon Entrance to Cape Spencer with exclusions, if any, listed.

The U. S. Coast Guard has dropped the reference "southwest Alaska" and now calls it "western Alaska" which is demarcation point (Canadian border/Beaufort Sea) to Icy Cape which is just north of Icy Bay. Western Alaska does not include Prince William Sound.

Yakutat and Icy Bay are not defined as southeast or southwest. It is an additional endorsement on the federal license.

ACTION

The board directed the licensing examiner to write a letter to licensees holding pilotage in southwest waters advising them of a proposed wording change. Give a time period for comments which will be reviewed by the board at their November 1987 meeting before action will be taken on the wording amendments.

The licensing examiner asked for direction regarding the appropriate terminology to be used on the license for channel, unlimited, limited, Step 1 and 2.

Do we wish to list limited step 1 on the license or should it read on vessels of 20,000 gross tons or less? Should unlimited read any gross tons or should we refer to unlimited only? Captain Murphy advised that we should strike the reference unlimited and use the wording "any gross tons." There are three pilots in southwest with a 20,000 gross ton limit and four pilots in southwest with the 60,000 gross ton limit.

ACTION

The board directed that the licensing examiner send a letter to all pilots advising them of the proposed change in terminology for tonnage on their licenses which will bring them in line with our new law. Comments will be reviewed at the November 1987 meeting before action will be taken on the wording changes.

Review of Fiscal Year Goals and Objectives

Interim _____
Final x

Fiscal Year 1987
Date: _____

1. Powers and duties of the board item (1) "provide for the maintenance of efficient and competent pilot service on all waters covered by this chapter to assure protection of shipping and the safety of human life and property."

Primary and ongoing goal.

2. Develop methods to expedite investigations and hearings.

Occupational Licensing/Kathy Marshall
Implement procedures.

3. Revision of pilot exams and amendment of pilot regulations concerning examinations.

Ongoing and regulation project.

4. Follow through on legislation to broaden the board's authority on disciplinary cases.

Pulled from sunset bill for introduction by Representative Sund.

5. Develop regulations to require pilots to submit accident reports on a form provided by the board and to revise the form now being used on a voluntary basis.

Completed.

6. Encourage more Alaskans to seek education toward the marine pilot profession.

Increasingly critical and important, the board proposed that we resend the letter to guidance counselors regarding the WICHE program for Cal Maritime. Ms. Marshall feels it is inappropriate for a regulatory board. The board noted that a past sunset audit criticized them for not doing this. Ms. Marshall will research this matter. The board wishes to encourage Alaskans to obtain a third mates license and become employed with the ferry system.

We will resend the letter to guidance counsellors (this letter has been sent twice already).

Ongoing.

7. Work with industry and pilots to develop qualifications for handling VLCC (very large crude carriers) vessels. Integrate these qualifications into the regulations.

Ongoing. Regulation project.

8. Complete the pilotage tariff provisions regarding per diem expenses requested by the Southwest Alaska Pilots Association and approved by industry.

Completed and is part of the tariff.

9. Develop regulations which will require pilot observer trips as a prerequisite to taking the state examination for those ports the U. S. Coast Guard no longer tests for federal pilotage endorsement.

Adopted and completed.

10. Clarify the duties of pilots with particular regard to master/pilot relations. New goal.

Resolved by letter.

ACTION

Goals and Objectives FY 88: The board discussed the following:

1. Powers and duties of the board item (1) "provide for the maintenance of efficient and competent pilot service on all waters covered by this chapter to assure protection of shipping and the safety of human life and property."
2. Monitor the progress of procedures to expedite investigations and hearings.
3. Propose necessary legislation:
 - A. Provide for a second meeting per year.
 - B. Exclude accident reports from admission into evidence.
4. Continue to update and implement new regulation projects:
 - A. Examinations: initial written and oral exam, temporary licenses, and extension of route endorsement.
 - B. Qualifications for handling VLCC (very large crude carriers) regulations.
 - C. Alcoholism as it pertains to pilots.
5. Encourage more Alaskans to seek education toward the marine pilot profession.
6. Monitor progress of master/pilot relations.
7. Standardizing the license wording.

Annual Report: The report is due August 1, 1987. Captain Murphy will prepare a rough draft by June 30, 1987 and the board will receive copies before submission. If the board wishes to propose additions, communicate directly with the examiner.

Ms. Marshall noted that particular attention should be paid to accomplishments.

Captain Hodgman's Last Meeting: The chairman thanked Captain Hodgman for his valuable contributions to the board. The board has accomplished a lot while Captain Hodgman has been on the board. All members thanked Captain Hodgman for a job well done.

Captain Hodgman expressed thanks to the board and commented he enjoyed working with them also.

Meeting Adjourned: There was no further business and on a motion duly made, seconded, it was

RESOLVED that the meeting adjourn.

ACTION

Meeting adjourned at 12:20 p.m.

Submitted by,



Nancy Ferguson, Licensing Examiner

Approved by:

W. Ed Murphy, Chair Pro Tem