

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

MINUTES OF MEETING
APRIL 11 and 12, 1989

Agenda Item 1. Oral Examinations.

Executive Session, 9:00 a.m. - 11:00 a.m.

Five candidates were given oral examinations

Agenda Item 2. Meeting Called to Order/Roll Call.

By authority of AS 08.01.070(2) and AS 08.40.040, and in compliance with the provision of AS 44.61, Article 6, and AS 44.62.310, a scheduled meeting of the Board of Marine Pilots was held on April 11 and 12, 1989 at the State Office Building, 9th Floor Conference Room, 333 Willoughby Avenue, Juneau, Alaska.

The meeting was called to order at 11:00 a.m.
Those present and constituting a quorum were:

Jeff Bush, Commissioner's Designee
Captain Harold K. Elsensohn
Mark A. Foster
William Lorch
Captain W. Ed Murphy, Chairman
M. Paul Taylor, Vice Chairman

Russell Sell was absent during both days of the meeting. Mr. Sell is involved with the Valdez oil spill cleanup.

Also present from the Department of Commerce and Economic Development, Division of Occupational Licensing, were: Randall Burns, Director; Nancy Ferguson, Licensing Examiner; Kevin Henderson, Regulations Specialist; and Sammie LaChappelle, Investigator.

Guests present were:

Capt. Hans Antonsen
Capt. Terry Bennett
Capt. Harley Clough, SEA Pilots
Paul Dillion, Attorney
Capt. Archie Diment
Capt. Roger Dunn, SEAPA
Capt. Bob Hendsch
Capt. Robert Herring, SWAPA
Capt. Joseph Homer, Alaska Coastwise
Pilots
Capt. A.J. Joslyn, SWAPA
Diana Joslyn, Alaska First Agency
Capt. Stuart Mork, AMP
Capt. Lewis Picton
Capt. Larry Pullin
Tom Rueter, North Star Maritime
Anthony Sholty, Attorney
Capt. Michael Skovoth
Capt. R.W. Smith, SEA Pilots
Capt. Gordon Terpening
Captain Jack Thatcher

A delegation of authority dated March 22, 1989 from Commissioner Mercurieff was read into the record per AS 08.62.010 by the licensing examiner. Commissioner Mercurieff appointed Jeff Bush, Deputy Commissioner, as his designee for the meeting. The board welcomed Mr. Bush to his first meeting.

In compliance with AS 08.62.030, Governor Steve Cowper approved this meeting and examination on March 22, 1989.

Agenda Item 3. Approval of November 2 and 3, 1988 Minutes.

On a motion duly made by M. TAYLOR, seconded, and approved unanimously, it was:

RESOLVED to accept the minutes as submitted and waive their reading.

- They board asked the licensing examiner to amend the standard operating procedure as indicated on pages 9, 15, and 16 of the minutes.

The board will review the amended SOP during the office business portion of the meeting.

Agenda Item 4. Permanent Examination Results April 10, 1989.

Captain Elsensohn, Captain Murphy, Paul Taylor, and Nancy Ferguson gave written examinations on April 10, 1989. Five people sat for the permanent exam and passed. Nine people sat for the permanent extension of route exams. All nine people passed most of the routes. One person sat for the temporary permit exam and passed.

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

RESOLVED to issue Jeffrey Baken a
Channel Pilot license on vessels of
less than 20,000 gross tons,
Southeastern Alaska, Dixon Entrance
to Cape Spencer excluding Glacier
Bay, Nichols Passage, Sitka Sound,
and ports of Metlakatla and Sitka.

RESOLVED to issue James Stith a
Channel Pilot license on vessels of
less than 20,000 gross tons,
Southeastern Alaska, Dixon Entrance
to Cape Spencer excluding the waters
from Dixon Entrance to Sumner Strait
and the ports therein, Icy Strait,
Cross Sound, Sitka Sound, Gastineau
Channel, West Coast of Prince of
Wales, Glacier Bay, and the ports of
Klawock, Sitka, and Juneau.

On a motion duly made by MR. TAYLOR, seconded,
and approved unanimously, it was

RESOLVED to issue Robert Hendsch a
Pilot license on vessels of not more
than 20,000 gross tons upon the
waters of the Aleutian Islands except
Adak and the Alaska Peninsula, ports
of Chignik, King Cove, Cold Bay, Sand
Point, Ikatan Bay/False Pass, and
Iliasik.

RESOLVED to issue Lewis Picton a Pilot license on vessels of not more than 20,000 gross tons upon the waters of Cook Inlet main ship channels from sea to Anchorage including Homer and Kachemak Bay, Kodiak, St. Paul Harbor, Seward, Resurrection Bay and Dutch Harbor/Unalaska.

RESOLVED to issue Harvey Scally a Pilot license of not more than 40,000 gross tons upon the waters of Cook Inlet except Drift River, the Aleutian Island ports of Dutch Harbor/Unalaska and Captain's Bay, Seward/Resurrection Bay and Northern Prince William Sound from Columbia Bay to and including the port of Whittier.

Extension Routes: These exams were held on April 10, 1989.

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

RESOLVED that Hans Antonsen be issued a license to read Channel Pilot: S.E. Alaska -- Dixon Entrance to Cape Spencer, also Yakutat Bay.

RESOLVED that J. Douglas Johnson be issued a license to read unlimited S.E. Alaska - Dixon Entrance to Cape Spencer, excluding the port of Klawock, also includes Yakutat.

RESOLVED that Peter Lie-Nielsen be issued a license to read Channel Pilot, S.E. Alaska - Dixon Entrance to Cape Spencer, also includes Yakutat.

RESOLVED that Larry Pullin be issued a license to read Channel Pilot, S.E. Alaska, Dixon Entrance to Cape Spencer.

RESOLVED that Michael Skovoth be issued a license to read Channel Pilot, Wrangell Narrows, Peril Strait, Olga Strait, Neva Strait, Surpious Narrows, and the part of Petersburg.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED that Thomas Dundas be issued a license to read Pilot on vessels of not more than 20,000 gross tons upon the waters of the Aleutian Island except Adak and the Alaska Peninsula except Iliasik Passage and Togiak/Nunavachak Bay.

RESOLVED that Eric Eliassen be issued a license to read Channel Pilot on vessels of not more than 20,000 gross tons upon the waters of Prince William Sound except Cordova and Western entrances; Cook Inlet from sea to Anchorage including Nikiski; Seward/Resurrection Bay and Dutch Harbor/Unalaska.

RESOLVED that Stuart Mork be issued a license to read Pilot on vessels of not more than 20,000 gross tons upon the waters of the Aleutian Island except Adak, and the Alaska Peninsula except: Iliasik Passage, Port Moller/Herendan Bay and Ikaton Bay/False Pass.

RESOLVED that Gordon Terpening be issued a license to read Unlimited Pilot on vessels of any gross tons upon the waters of Western Alaska and Northern Prince William Sound including the ports of Valdez and Whittier, excluding: Cook Inlet, Seward/Resurrection Bay, Kodiak Island Group, Cold Bay, and Adak.

Temporary License. One temporary exam was given on April 10, 1989.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED to issue a temporary license to Walter Paige to read Channel Pilot on vessels of not more than 20,000 gross tons upon the waters of Seward/Resurrection Bay and Northern Prince William Sound including the parts of Valdez and Whittier.

Agenda Item 5. Extension of Routes/Permanent Licensure.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED to approve the below listed extension of routes for permanent licensure:

Anderson, David

West Coast of Prince of Wales Island;
Glacier Bay

Cary, Cal

Anchorage Approaches, Dutch Harbor/
Captains Bay

Drahos, James

Prince William Sound-Steamship
Routes, Whittier/Passage Canal,
Prince William Sound General, Cook
Inlet General, Homer, and Kachemak Bay

Mork, Stuart

Sand Point

Tonnage Upgrades/Permanent Licensure. On a motion duly made by MR. TAYLOR, seconded, and approved unanimously it was

RESOLVED to approve the below listed tonnage upgrades for permanent licensure:

Bates, Charles

Upgrade from Channel to 20,000 gross tons

Pierce, Jeffrey

Upgrade from 40,000 gross tons to Unlimited

Agenda Item 7. Investigative Report.

Sammie LaChapelle, the Juneau investigator, was present for the report.

On a motion duly made by MR. LORCH, seconded, and approved unanimously, it was

RESOLVED to go into executive session for discussion of the investigative report.

Off the record at 11:26 a.m.

On a motion duly made by MR. LORCH, seconded, and approved unanimously, it was

RESOLVED to come out of executive session.

On the record at 12:20 p.m.

On a motion duly made by MR. TAYLOR, seconded,
and approved unanimously, it was

RESOLVED to close case #MP89-281,
#MP 89-278, and #MP 89-272.

FURTHER RESOLVED to accept the
investigator's report of open cases.

Agenda Item 6. Lunch Break.

Recess: 12:20 p.m.

Reconvene: 1:03 p.m.

Agenda Item 8. Discussion of How the Exxon Valdez Grounding
May Affect State Pilotage.

A video tape was provided by SWAPA taken from
the Baton Rouge which was the first ship to
approach the Exxon Valdez.

Narrated by Tony Joslyn of SWAPA.

There was a concern as to the stability of the
Exxon Valdez. The Baton Rouge was able to
transfer oil after receiving aid and pumps
from USCG helicopters and Alaska National
Guard helicopters. Local fishing boats were
also used to help contain the oil. It took
approximately 50 hours to fully load the Baton
Rouge. The Exxon Valdez still had more oil on
board.

This incident points out the hazards in this business. The ship became off course when they were trying to avoid icebergs from the Columbia Glacier.

Captain Murphy turned the chair over to Paul Taylor since he was the outbound pilot on the Exxon Valdez.

Captain Murphy advised that Hinchbrook Entrance is a very dangerous place for a pilot to board. In the past, a pilot has broken an ankle and a pilot boat has sunk. The emergency order to move the pilot station to the open sea has caused pilot concern because they were not consulted. Boarding a ship in the open sea is very dangerous for the pilot.

Moving the pilot station may require doubling the number of pilots. It takes two to five years to train a pilot for this area. A larger, more seaworthy pilot boat will be needed that can take hits from submerged icebergs. The tariff will also increase.

It was noted that the Exxon Valdez was approximately three miles off from the traffic lane.

Captain Murphy advised that there have been approximately 19,000 successful transits with tankers, 80 passenger ship calls, and 100 other foreign flag ships going into Valdez (not tankers).

Captain Murphy wrote down coordinates for an acceptable pilot station approximately two and one-half miles southwest of Bligh Reef Buoy. The pilots in the area are doing this now.

The emergency regulation will be public noticed and then it is in effect immediately for 120 days.

On a motion duly made by MR. LORCH, seconded, and approved unanimously, it was

RESOLVED to table this discussion until tomorrow (4/12/89) when Mr. Henderson has had time to draft the emergency regulation.

Captain Murphy returned as chairman.

Agenda Item 9a. Proposed Regulations.

- (1) 12 AAC 56.500 VLCC Endorsement required.
- (2) 12 AAC 56.510 Qualifications for VLCC License Endorsement.

The board reviewed a memo from the Department of Law dated March 29, 1989 where they advise that the entire regulation project has been disapproved because the grandfather clause is not constitutionally defensible in light of equal protection.

The board reviewed a new draft dated April 7, 1989.

On a motion duly made by MR. FOSTER, seconded, and approved unanimously, it was

RESOLVED to adopt the draft regulations 12 AAC 56.500 and 12 AAC 56.510 dated April 7, 1989 without the grandfather clause.

More discussion followed before the vote. Mr. Foster encouraged pilots to request a waiver under 12 AAC 56.075 if they have similar experience.

The project must be renoticed since the previous project was denied by the Attorney General's Office.

Agenda Item 9b. Discussion of 12 AAC 56.940, Professional Conduct.

Randall Burns is proposing that the regulation be amended to read, "a pilot shall not consume alcohol or a controlled substance anytime between 12 hours before going on duty" He feels that four hours is relatively low and indefensible.

Mr. Burns spoke to a number of reports. It is to the board's credit that the Valdez public felt that the Exxon Valdez grounding would not have occurred if a state pilot was on board.

Also, discussed an impaired professionals program. If a pilot receives a drunk driving ticket, then it has direct bearing on his competency as a pilot.

Break: Off the record at 2:56 p.m.

On the record at 3:07 p.m.

This discussion continued after the Jack Thatcher Remand

Agenda Item 10. John F. Thatcher Remand.

Mr. Thatcher is present along with his attorney, Anthony Sholty. Steve White, Assistant Attorney General, is present by telephone.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED to go into executive session to discuss the Jack Thatcher remand.

Off the record at 3:08 p.m.

On the record at 4:08 p.m.

The following mitigated sentence is:

Retain the two year probation.
License is suspended and forfeited
the first year. The second year he
is on probation. If any problems,
the license will be forfeited.
Mr. White will clarify what
forfeiture means.

Agenda Item 9b. Discussion of 12 AAC 56.940 Professional
Conduct.

^{TAPI}
- George Tapi, Director of the State Crime Lab,
was present via teleconference to discuss
alcohol and drug consumption.

A person may seem sober when they are not
depending on their tolerance. Adrenaline
makes them sober up.

Must get drugs and alcohol out of the work
place. Zero tolerance would be 24 hours if
you work with a complicated machine. He felt
that four hours from bottle to throttle is
very lenient.

Most alcohol is absorbed within 15 minutes.
Absorption takes longer if food is in the
stomach. A person who drinks a six-pack in an
hour still has .03 or .04 alcohol in their
system four hours later (150 lbs.).

Controlled substances: cocaine takes two days
and marijuana takes 30 days.

A reporting system is not available for professionals who are caught drunk driving.

Mr. Taft left the meeting.

The board discussed the proposed regulation change by the division. This would change four hours to 12 hours from bottle to throttle.

On a motion duly made by MR. LORCH, seconded and approved by all members except Captain Elsensohn who abstained, it was

RESOLVED that we amend 12 AAC 56.960 by adding (d). The language in (d) would tie a DWI with the impaired professional program. Include drug arrests as well.

FURTHER RESOLVED to amend the motion to include the 12 hour change.

These amendments will be ready for adoption on April 12, 1989. Then they will go to public notice.

Agenda Item 9a3. Proposed Regulations Dealing With License Endorsements and Examinations.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED to send the regulation to public notice (draft dated March 13, 1989).

Agenda Item 9d Captain Murphy's letter of December 9, 1988.

The board received a response from Steve White, Assistant Attorney General, dated April 4, 1989.

- (1) Will performance of supervised dockings/undockings completed in Dutch Harbor, also qualify in Southeast Alaska for docking license?

The answer is yes.

- (2) Medical examination form signed by medical or physician assistant?

The answer is yes, a physician assistant can do the medical exam form.

The board recessed at 4:58 p.m.

April 12, 1989

All members were present except Russell Sell. The meeting was called to order at 9:01 a.m.

Tonnage Upgrades from April 10, 1989
Examination.

On a motion duly made by MR. FOSTER, seconded, and approved unanimously, it was

RESOLVED to go into executive session
to discuss the tonnage increments for
Harvey Scally and Lewis Picton.

Off the record at 9:02 a.m.

On the record at 9:20 a.m.

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

RESOLVED that we issue a license at
20,000 gross tons. ^{for Captain Lewis Picton} Only issue the
40,000 gross ton license when he
completes the paperwork,
docking/undocking requirement, and
when he reaches the July 15 date.
The new license will be in effect as
of that date if he gets his paperwork
in order.

On a motion duly made by MR. TAYLOR, seconded,
and approved unanimously, it was

RESOLVED that the board grant a limited
pilot license at 40,000 gross tons for
Captain Harry Scally

Agenda Item 12. Proposed Regulations

- a. Increase the experience level required to
become a pilot. (Requested by the
Steamship companies)

Captain Elsensohn presented a proposed regulation change listed under 11a of the board packet. During the November 1987 meeting, industry asked that the experience level requirement to be a pilot be increased.

The chairman asked Captain Elsensohn and Kevin Henderson to work further on that draft that would not deny access to individuals the board felt that there is a need to improve the quality of pilots.

This topic will be a priority on the November 1989 agenda. Chairman Murphy asked for public comments in writing from the audience.

- b. Require proof of a current USCG license for renewal for state license.

This item was approved by the board at the November 1988 meeting. It was not discussed at this meeting.

Agenda Item 14. Board Discussion and Decision -- What is a Docking/Undocking?

Captain Murphy reviewed an application file. Discussed dockings/undockings done within 15 minute increments at the same dock over and over.

After discussion, Captain Murphy proposed the following definitions for docking and undockings:

"Docking" defined:

A docking is defined as the entire approach from a navigation channel, anchorage, or mooring to a dock or anchored vessel until "finished with engines."

"Undocking" defined:

An undocking is defined as the entire evolution from "Standby Engine" to a navigation channel, anchorage, or mooring.

All dockings and undockings, to be acceptable, must be certified as satisfactory by the supervising pilot, and a full briefing and debriefing by supervising pilot to applicant must occur.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED that the board adopt the docking/undocking definitions as just read by Captain Murphy to be a regulation project.

Agenda Item 15. Promote Continuing Education for Licensees.

Mr. Sell is not present. Put this topic on the agenda for the November 15, 1989 meeting.

Agenda Item 16. Piloting Situation in Southwest Alaska,
Responses to Captain Murphy's Letter of
November 3, 1988.

Captain Murphy turned the chair over to Mr. Taylor for this discussion.

- a. Captain James Wright
Clarification of his letter presented
November 3, 1988.

The licensing examiner read this letter into the record which is Item 22 in the board packet.

- b. Alaska Maritime Agencies. The licensing examiner read a FAX into the record from Ms. Truitt dated April 11, 1989, attached.

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

RESOLVED to reschedule ALAMAR to the November meeting agenda.

- c. Tom Rueter, North Star Agencies.
Mr. Rueter is present.

Mr. Rueter noted that at one time there was a shortage of pilots in the out of port areas. Now there seems to be an abundance of pilots Mr. Rueter asked for one pilot dispatch if it is possible to work together. They are looking forward to another busy year and are working for safe pilotage.

Break: Off the record at 10:15 a.m.

On the record at 10:28 a.m.

Agenda Item 17. Terry Bennett Presentation Requesting an Exemption to the Docking Requirement.

Mr. Bennett requested a waiver to the two-year time limit for dockings and undockings to be performed per 12 AAC 56.025. Mr. Bennett also requested that he be allowed to perform dockings and undockings in areas other than Southeast.

Mr. Bennett's contract was terminated with SEAPA during 1988. He is currently in litigation with SEAPA. He has asked SEAPA for cooperation in acquiring the needed dockings and undockings.

SEAPA's attorney has advised that it is beyond their means because of the pending action in the courts.

Captain Elsensohn removed himself from the discussion and vote in this matter.

Mr. Bennett currently holds 15 undockings and two dockings.

Mr. Lorch felt that Mr. Bennett must exhaust all avenues and document in writing giving a factual account.

Mr. Burns suggested that Mr. Bennett seek dockings/undockings where he can and then apply. Premature to request a waiver at this time.

The board agreed with Mr. Burns' decision. No action was taken.

Agenda Item 18. Public Comment Period.

Captain Joseph Homer advised that it was a burdensome task to go from Southeast to Southwest. Requires a lot of time and money to establish oneself in a new area.

Office Business

a. Tonnage Upgrades

(1) Mark Hawker - S.W.

Channel to 40,000 gross tons

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

RESOLVED to approve Captain Hawker for an upgrade from Channel Pilot to Step 1, 20,000 gross tons.

(2) Joseph Homer - S.E. and S.W.

Channel to 20,000 gross tons

Mr. Homer had a combination of dockings/undockings in Southeast and Southwest Alaska.

On a motion duly made by MR. TAYLOR, seconded,
and approved unanimously, it was

RESOLVED to approve Captain Homer for
an upgrade from Channel Pilot to
Step 1, 20,000 gross tons.

(3) Michael Stone - S.W.

40,000 gross tons to Unlimited

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

RESOLVED that Captain Michael Stone
be granted an upgrade from 40,000
gross tons to Unlimited.

(4) Hans Antonsen S.E. Channel to 20,000
gross tons

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

RESOLVED to approve Captain Antonsen
for an upgrade from Channel Pilot to
Step 1, 20,000 gross tons.

b. Review Michael Skovoth File

Recent trips needed to take additional
routes and ports?

The board advised that Captain Skovoth met the
recency requirements for initial licensure.
Nothing additional is needed to add new routes
and ports.

c. Set Temporary Permit Exam Dates

Plan to hold a temporary permit exam in Anchorage on May 31, 1989 at 10:00 a.m. Mr. Burns approved the travel costs to send Mr. Foster to this exam. It is uncertain if Mr. Lorch will be available.

Plan to hold a temporary permit exam in Juneau on July 12, 1989 at 9:00 a.m.

d. Wall Certificates

Certificates are now available upon receipt of a written request and the \$20 fee. The certificates are calligraphered and suitable for framing.

e. Revised Standard Operating Procedures from the November 1988 Meeting

The board reviewed the revised SOP and approved the additions.

Agenda Item 18 Public Comment Period. (Continued)

- 1) Joseph Homer - original channel license did not have a tonnage restriction. Now that he has a Step 1 license, there is a 20,000 gross ton license.

The Chairman advised that all new channel licenses will have a tonnage limit in both Southeast and Southwest to follow current laws in effect.

- 2) The new SOP will advise that the channel license does not allow anchoring.
- 3) Harley Clough - proposed that pilots be required to be residents of the state like vessel agents.

Agenda Item 19. Lunch Break.

Recess at 11:34 a.m.

Reconvene 12:35 p.m.

Jeff Bush absent. All other members present.

Agenda Item 21. Standardize License Wording.

- a. Letter from Captain Murphy dated December 5, 1988 regarding Yakutat and Icy Bay wording problem.
- b. Letters from Captain Elsensohn to Captain Rousell, USCG; and a letter from Commander Spoltman, USCG, dated April 27, 1978 regarding Yakutat and Icy Bay.
- c. Proposed license wording changes by Captain Murphy:
 - (1) Yakutat: Icy Bay
 - (2) Individuals that hold both Southeast and Western Alaska
- d. Review of licensing files for Yakutat and Icy Bay by Nancy Ferguson, Licensing Examiner.

e. Letter from Captain Anthony Joslyn dated March 14, 1989 concerning license wording.

f. Letter from Captain Donald Oldow dated March 25, 1989.

This item was originally Agenda Item 12 in the board packet.

Mr. Lorch felt that it was board error if the Yakutat exam was not given during the initial exams for Southwest Alaska.

Mr. Bush arrived at 1:03 p.m.

The board consensus was as follows after discussion:

Prior to July 7, 1975 licensees who held endorsement for Southwest Alaska have Yakutat and Icy Bay on their state license.

After July 7, 1975 if licensee has Yakutat and Icy Bay on Federal license and has blanket SW or Western state license, he does have Yakutat/Icy Bay on state license.

The board asked the licensing examiner to write letters to the people involved and include the USCG letters from 1978 and 1989. This decision appears to affect three people.

Agenda Item 9c. Valdez Pilot Station Emergency Regulation.

The board reviewed the new Valdez pilot station coordinates on the chart and the finding of emergency under 12 AAC 56.120(a)(10).

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED that the board adopt the finding of emergency and Valdez/Whittier Pilot Station approximately 3.6 miles 246° true from Bligh Reef Buoy, and adoption order.

Captain Murphy signed the adoption order.

Agenda Item 9b. Professional Conduct (Continued)

The board reviewed the rewrite of 12 AAC 56.940 adding a new section (d) for impaired professional and under (a) change four hours to 12 hours.

On a motion duly made by MR. TAYLOR, seconded, and approved unanimously, it was

RESOLVED to adopt 12 AAC 56.940 Professional Conduct as amended.

Agenda Item 22. Annual Report Due August 1, 1989.

In the past, Mr. Taylor and Captain Murphy have collaborated on this report.

Captain Murphy advised that his term will be up June 1, 1989. Mr. Bush will soon be the new chairman.

Mr. Bush and Mr. Taylor will collaborate on the Annual Report.

Agenda Item 23. Goals and Objectives FY 89.

This was Item 22 in the board packet. Please see attachment.

Agenda Item 24. Goals and Objectives FY 90.

The board plans to keep following ongoing goals from FY 89: 1, 2, 3, 4, and 6.

The board wishes to add the following new goals

- 1) Define docking/undockings by regulation amendment.
- 2) Propose more stringent initial entry requirements and renewal requirements.
- 3) More frequency of meetings. Three meetings per year. Plan for Ketchikan in the spring.

Mr. Bush will prepare a list and send to the board members.

Agenda Item 26. Larry Mercurieff, Commissioner's Memo; Kathy Marshall's Resignation; Board Chair.

The Commissioner has asked that the board chair be returned to the Commissioner or his designee. Mr. Bush is the new designee and will be chairman.

Captain Elsensohn was concerned about continuity realizing that an alternate is assigned by the Commissioner.

Mr. Bush advised that if he is absent, he will ask a member of the board to chair the meeting.

Thanked Captain Murphy for a job well done.

Agenda Item 27. Adjournment.

There was no further business and on a motion duly made, seconded, and approved unanimously it was

RESOLVED that the meeting adjourn
until November 7, 1989.

Off the record at 1:55 p.m.

Respectfully submitted,

Nancy Ferguson
Licensing Examiner

Chairman

mm0985t

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