

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

MINUTES OF MEETING
NOVEMBER 7 and 8, 1989

Agenda Item 1

Oral Examinations

Executive Session, 9:00 a.m. - 10:12 a.m.
Three candidates were given oral examinations.

Agenda Item 2

Meeting Called to Order/Roll Call

By authority of AS 08.01.070(2) and AS 08.62.030, 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 November 7 and 8, 1989 at the Frontier Building, 3601 "C" Street, Suite 336, Anchorage, Alaska.

The meeting was called to order by Vice Chairman Taylor at 10:12 a.m. Those present and constituting a quorum were:

Captain Harold K. Elsensohn
Mark A. Foster
William Lorch
Richard Monkman, Commissioner's Designee and Chairman (arrived at 10:35 a.m.)
Captain Michael O'Hara
Russell Sell
M. Paul Taylor, Vice Chairman

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 Gary Dodson, Chief Investigator.

Also present from the Department of Law, Assistant Attorney General Stephen White.

Guests present were:

Bob Berto, Southeast Stevedoring
C.L. Cloudy, Attorney, SEAPA
Captain Dale Collins, SEAPA
Captain Eric Eliassen, SWAPA

BOARD OF MARINE PILOTS
MINUTES OF MEETING
November 7 and 8, 1989
Page 2

Captain David Grobschmit, Alaska Marine Pilots
Mike Hanson, Attorney, AMP
Captain Joseph Homer, Alaska Coastwise Pilots
(ACP)
Captain Jack Johnson, SWAPA
Captain Stuart Mork, Alaska Marine Pilots
Captain W.E. Murphy, SWAPA
Richard Pennington, Attorney, ACP
Captain Harry Scally, SWAPA
Captain Robert Smith, SEAPA
Captain John Webb, Southwest AK Pilots
Association (SWAPA)

A delegation of authority dated October 16, 1989 from Commissioner Mercurieff was read into the record per AS 08.62.010 by the Vice Chairman Paul Taylor. Commissioner Mercurieff appointed Richard Monkman, Deputy Commissioner, as his designee for the meeting.

Agenda Item 3(a) Approval of April 11 and 12, 1989 Minutes.

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

RESOLVED to accept the minutes as submitted.

Agenda Item 3(b) Approval of July 17, 1989 Teleconference Minutes.

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

RESOLVED to accept the minutes of July 17, 1989.

Agenda Item 4 Permanent Examination Results, November 6, 1989.

Captain Elsensohn, Captain O'Hara, Paul Taylor and Nancy Ferguson gave written examinations on November 6, 1989. Three people sat for the permanent exam and passed. Six people sat for the permanent extension of route exams. All six people passed most of the routes.

BOARD OF MARINE PILOTS
MINUTES OF MEETING
November 7 and 8, 1989
Page 3

On a motion duly made by CAPTAIN O'HARA,
seconded and approved unanimously, it was

RESOLVED to issue David Grobschmit a pilot
license on vessels of not more than 20,000
gross tons upon the waters of Captains Bay
and Dutch Harbor/Unalaska.

RESOLVED to issue Walter Paige a channel
pilot license of not more than 20,000
gross tons upon the waters of Northern
Prince William Sound including Whittier,
but excluding Valdez.

RESOLVED to issue Vincent Tillion a pilot
license on vessels of not more than 20,000
gross tons upon the waters of Dutch
Harbor/Unalaska.

Extension of Routes: These exams were given
November 6, 1989.

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

RESOLVED that Michael Skovoth be issued a
license to read permanent channel pilot on
the Southeast Alaska waters of Wrangell
Narrows, Peril Strait, Olga Strait, Neva
Strait, Sergius Narrows, Glacier Bay,
Gastineau Channel, Juneau and Petersburg.

RESOLVED that James Stith be issued a
license to read channel pilot of not more
than 20,000 gross tons on the waters of
Southeast Alaska, Dixon Entrance to Cape
Spencer, excluding Icy Strait West of Pt.
Crist, Cross Sound, Glacier Bay, West
Coast of Prince of Wales, Sitka Sound,
Sitka and Klawock.

On a motion duly made by CAPTAIN O'HARA,
seconded and approved unanimously, it was

RESOLVED that James Drahos be issued a license to read pilot on vessels of not more than 20,000 gross tons upon the waters of the Aleutian Islands, the Alaska Peninsula, the Ports of Togiak/Nunavachak Bay and Nushagak Bay and River, Seward/Resurrection Bay, and the Cook Inlet Ports of Port Graham, Seldovia, Homer/Kachemak Bay.

RESOLVED that Eric Eliassen be issued a license to read pilot on vessels of not more than 20,000 gross tons upon the waters of Prince William Sound except Entrances and Cordova; Cook Inlet; Kodiak/St. Paul Harbor; Seward/Resurrection Bay; and the Aleutian Island Ports except Akutan and Adak.

RESOLVED that Harry Scally be issued a license to read pilot on vessels of not more than 40,000 gross tons upon the waters of Cook Inlet, the Aleutian Island Ports of Dutch Harbor/Unalaska Bay, Seward/Resurrection Bay, Kodiak/St. Paul Harbor, and Prince William Sound except Entrances and Cordova.

RESOLVED that Michael Stone be issued a license to read pilot on vessels of any gross tons upon the waters of Western Alaska Icy Cape to Demarcation Point except the Aleutian Island Port of Akutan, and Prince William Sound.

Agenda Item 5

Extension of Routes/Permanent Licensure.

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

RESOLVED to accept the extension of routes as listed for permanent licensure:

Dundas, Thomas
Togiak/Nunavachak Bay

Creasey, Edward
Kodiak/St. Paul Harbor
Homer/Kachemack Bay

Hawker, Mark
Cordova/Orca Bay
Prince William Sound Western Entrances

Hendsch, Robert
Togiak/Nunavachak Bay

Scally, Harry
Kodiak/St. Paul Harbor

Skovoth, Michael
Glacier Bay

Stith, James
Gastineau Channel/Port Juneau

Terpening, Gordon
Cook Inlet General
Nikiski and approaches
Homer/Kachemack Bay

Agenda Item 6

Tonnage Upgrades/Permanent Licensure.

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

RESOLVED to adopt tonnage upgrades for
permanent licensure as listed below:

Dickerson, William
Upgrade from 40,000 gross tons to Unlimited

Diment, Archie
Upgrade from 40,000 gross tons to Unlimited

Douglas, Keith
Upgrade from Channel to 20,000 gross tons

Eliassen, Eric

Upgrade from Channel to 20,000 gross tons

Gurry, Richard

Upgrade from 20,000 gross tons to 40,000 gross tons

Picton, Lewis

Upgrade from 20,000 gross tons to 40,000 gross tons

Agenda Item 13

Court Decisions on Pilotage,
"The Law of Tug, Tow, and Pilotage."

Captain Elsensohn shared this information with the board.

Chairman Monkman arrived at 10:35 a.m.

Off the record at 10:35 a.m.

On the record at 10:45 a.m.

Mr. Henderson and Mr. Burns arrived at 10:40 a.m.

Agenda Item 7

Director's Report

Mr. Burns advised that he wrote one letter to all legislators concerning board action at the April 1989 meeting where an individual did dockings/undockings in Dutch Harbor and received a docking license for Dutch Harbor and all areas held on his license in Southeast Alaska.

Agenda Item 8

Investigative Report

Gary Dodson, Chief Investigator located in Anchorage, was present for the report.

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

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

BOARD OF MARINE PILOTS
MINUTES OF MEETING
November 7 and 8, 1989
Page 7

Off the record at 10:46 a.m.

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

RESOLVED to come out of executive session.

On the record at 11:38 a.m.

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

RESOLVED to accept the open case report as presented by the investigator.

Cases open are: 1900-89-1; 1900-89-3;
1900-89-4; 1900-89-5; 1900-89-9;
1900-89-10; 1900-89-11; and 1900-89-4.
Litigation #MP84-47.

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

RESOLVED to accept closure of cases specifically listed by the investigator.

Cases closed are: MP89-2756; MP89-2257;
MP90-2751; MP90-2752; 1900-89-2;
1900-89-6; 1900-89-7; 1900-89-8;
1901-89-1; 1901-89-2; 1901-89-3.

Agenda Item 9

Lunch Break

Recess 11:40 a.m.

Reconvene 1:12 p.m.

Agenda Item 10

Review Proposed Regulations

1) Review 12 AAC 56.011.

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

RESOLVED to adopt 12 AAC 56.011, Types of Licenses and Endorsements.

- 2) Review 12 AAC 56.027 and 12 AAC 56.025(b).

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

RESOLVED to adopt 12 AAC 56.027, Dockings, Undockings, and Observer Trips, and repeal 12 AAC 56.025(b).

Captain Elsensohn advised that someone may take the written exam for Nushagak or West Coast of Prince of Wales Island and never have been in the area. Section C is a safety consideration. This section applies to new applicants only.

After discussion, it was determined that:

- 1) We need to define the West Coast of Prince of Wales Island. A subcommittee was formed to define the area. Committee members are Captain D. Collins, Captain B Elsensohn and Captain O'Hara.

- 2) We need to determine if the USCG is currently issuing licenses for Nushagak Bay and River.

The above motion was tabled until the following morning when research was completed on items 1 and 2 above.

- 3) Review 12 AAC 56.050.

The board reviewed Captain Hodgman's letter dated July 12, 1989. It was noted that there has never been a tonnage limit on Channel licenses during the past 20 years. There is a concern for pilot availability if a tonnage limit is imposed in Southeast Alaska.

The board also reviewed ten letters from pilots that concurred with Captain Hodgman's letter of July 12, 1989.

During discussion, Captain Murphy advised that the 20,000 gross ton limit was proposed after the tonnage increments became law. This is a safety issue and not convenience for associations.

Mr. White, AAG, advised that an individual could operate on both their Channel license and a step 1, 20,000 gross ton license. The Channel pilot license cannot be taken away when the step 1 license is issued. The regulation does not address that issue.

On a motion duly made by CAPTAIN O'HARA, seconded and disapproved by Mr. Monkman, Mr. Sell, and Mr. Taylor; approved by Captain O'Hara, Mr. Lorch, Mr. Foster, and Captain Elsensohn, it was

RESOLVED to adopt 12 AAC 56.050,
Qualifications for Channel Pilot
Licenses.

4) Review 12 AAC 56.053.

The board made the following three amendments to this proposal:

- 1) under item (b)(1), add a comma between (1), (3) and (4);
- 2) under item (b)(3), change 12 AAC 56.023(b) to 12 AAC 56.027(c);
- 3) under item (c), amend the wording to read ". . . one of which must be a pilot member, unless the requirements for a pilot is waived for cause"

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

RESOLVED to adopt 12 AAC 56.053,
Qualifications for Extension of Route
Endorsement, as amended.

Break: Off the record at 3:08 p.m.; on the record at 3:27 p.m.

5) Review 12 AAC 56.060.

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

RESOLVED to adopt 12 AAC 56.060, Qualifications for Temporary Licenses, as written.

6) Review 12 AAC 56.070.

Amend section (d) by deleting "addition to be written and;" and change the word "interviewed" to "examined."

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

RESOLVED to adopt 12 AAC 56.070, Examinations, as amended.

7) Review 12 AAC 56.500 and 12 AAC 56.510.

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

RESOLVED to approve 12 AAC 56.500, VLCC Endorsement Required; and 12 AAC 56.510, Qualification for VLCC License Endorsement.

8) Review 12 AAC 56.940.

On a motion duly made by CAPTAIN O'HARA, seconded, disapproved by Captain Elsensohn, and approved by all other members, it was

RESOLVED to adopt 12 AAC 56.940, Professional Conduct.

9) Review 12 AAC 56.960(d).

BOARD OF MARINE PILOTS
MINUTES OF MEETING
November 7 and 8, 1989
Page 11

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

RESOLVED to approve 12 AAC 56.960(d).

10) Review 12 AAC 56.990.

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

RESOLVED to adopt 12 AAC 56.990, Defining Dockings and Undockings.

The board recessed at 4:40 p.m.

November 8, 1989

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

Agenda Item 11

Review Valdez Pilot Station Location

The correspondence from industry was reviewed, including letters received just prior to the meeting.

Captain Elsensohn advised that pilot boat rates are outside the realm of the Marine Pilot Board.

Captain O'Hara discussed piloting in Prince William Sound. During the winter, ice is affected by wind. In the summer, there is ice and calm weather. Bligh Pilot Station has approximately 80 moves for the summer cruise ships; 30 other moves for the herring fishery; 1,000 moves are made at the Rocky Point Pilot Station.

On a motion duly made by MR. LORCH, seconded by MR. SELL, it was

MOVED to return the pilot station to Rocky Point.

Mr. Monkman tabled the motion because the new pilot station was just adopted following an Emergency Order. After review of the minutes and discussion, Mr. Monkman rescinded tabling of the motion. There was a motion on the floor to amend the existing regulation concerning the location of the Valdez pilot station. Mr. Monkman noted that procedurally, this means if the board votes in favor of the motion, staff will, at board direction, propose language which will be considered at the next meeting. At that point, the board will review the language and upon approval, it will go out for public notice and hearing, if appropriate.

Mr. Lorch during discussion noted that:

- 1) NTBS has not come out with their final report.
- 2) Nothing from industry or otherwise has shown that moving of the pilot station had anything to do with the accident.
- 3) Issue of pilot safety is very important.

Captain Murphy suggested an amendment to exclude tankers. This problem concerns the nontanker segment of industry. This revision was not asked for by the pilots or the tanker industry.

Mr. Henderson suggested public noticing a portion of the meeting as a public hearing on specific issues, but absent of a specific regulation proposal. Send a notice to interested parties and then find out from the data what the appropriate regulation will be.

Mr. Lorch and Mr. Taylor agreed that our next meeting must be before April because this impacts the cruise ship and fishing industry.

Mr. Foster proposed a friendly amendment to Mr. Lorch's motion on the floor. Mr. Lorch did accept the amendment to:

AMEND THE MOTION to limit the proposed regulation to nontanker traffic. Moving it back to the Rocky Point Pilot Station. Put this out as proposed regulation for comment.

This will be a lightening rod, and the board will receive focused comments.

The board members voted by roll call, Mr. Monkman voting no, all other members voting yes on the following, as summarized by the chairman before the vote:

RESOLVED to propose regulations, staff would be instructed to draft proposed language to decide if we want to send to public notice; put on the agenda for the next meeting. This includes Mr. Lorch's motion at the beginning of the discussion which was to return the pilot station to Rocky Point, and Mr. Foster's friendly amendment which was to limit the proposed regulation to nontanker traffic. Moving it back to Rocky Point Pilot Station. Put out as a proposed regulation for comment.

More discussion followed. The chairman advised that we will do the proposed wording today so that the proposed language will be in front of the board and public for comments and public hearing at our next meeting.

Agenda Item 14

Rational Selection of Tug Type and Power

The board reviewed the information in their packet forwarded from Sammie LaChappelle, Investigator with Occupational Licensing.

Agenda Item 16

Safe Navigation of Wrangell Narrows

The board reviewed the letters in their packet from Captain Bob Smith, Captain Kutz and Captain Petke.

Captain Smith, President of SEAPA, was present. He advised that the entry into Wrangell Narrows must be timed in order to exit before the tide changes. There are 63 aides with course changes every minute or minute and a half. The current is six knots, with no slack water.

After discussion, a subcommittee was formed to draft a strong letter to the two ships involved: HOLLAND AMERICA and SONG OF FLOWERS.

Subcommittee members are Mr. Berto, Captain Collins, Mr. Lorch and Captain Smith.

This letter was drafted during the noon hour. The board approved the letter for the chairman's signature.

Agenda Item 17

Promote Continuing Education for Licensees.

Mr. Sell lead the discussion for this item.

It was noted that the associations have a training program in place. Simulator training is located in Grenoble, France, New York, Ohio, and Rhode Island. Learn how to not make a mistake at those schools.

The U.S. Coast Guard requires radar school every five years in order to renew federal licenses.

The associations can guarantee competency because each person is cleared by their peers through the steps. The associations serve industry. It is unknown what is happening in nonassociation areas.

The chairman asked Mr. Sell to investigate continuing education for renewal by contacting simulator schools to discover what they offer. Mr. Sell will get together with Captains O'Hara and Murphy to obtain more information. Agenda item for next meeting.

Break: Off the record at 10:25 a.m.

On the record at 10:40 a.m.

Agenda Item 21

New Tariff Rate for Valdez Pilot Station.

Captain Murphy, President of SWAPA, was present to discuss this item. The licensing examiner gave each member a copy of the proposed tariff dated October 26, 1989.

SWAPA is requesting a new rate for a new area that did not exist prior to April, 1989.

Mr. Lorch advised that the rates are negotiated between the association and agents. Then they come to the board with a proposal.

The chairman asked that the new rate establishment for Valdez/Whittier be put on the agenda for our next meeting. He asked the staff to notify all interested parties. The chairman will check with Art Peterson, AAG, to determine if rate establishment is codified and falls under the Administrative Procedures Act.

The chairman noted SWAPA may follow the new rate under 12 AAC 56.130.

Agenda Item 18

Captain Joseph Homer is Requesting Removal of the 20,000 Gross Tonnage Limitation on his License.

The board reviewed Captain Homer's letter in the board packet. Captain Homer and his attorney, Mr. Pennington, were present.

During discussion, Captain Homer advised the he is an independent pilot who is denied the opportunity to move to the next tonnage step because he is unable to travel as an observer or perform dockings/undockings. He has written all members of SEAPA and SWAPA. Their reply is that they are unable to help him.

Mr. Pennington gave a brief history noting that he had represented two pilots back in 1985 who were unable to upgrade their tonnage. The problem was solved. However, there is still a problem with restricted entry/restraint of trade.

During discussion, Captain Murphy advised that Captain Homer should contact the ship owners and agents for employment. The step II tonnage upgrade doesn't say anything about another pilot. Industry has denied access, not the pilots.

Mr. Taylor was excused from the meeting at 11:05 a.m.

The chairman noted that Captain Homer must go through the application process. The letter received is out of order. He will be entitled to a hearing once the application is denied for noncompliance.

Agenda Item 19

Proposed Regulation Discussion Presentation by Captain O'Hara

a) Drug Testing 53 of Federal Register 41,064

A pilot is required to have a drug and alcohol test very six months. If there is an accident, then the pilot must provide the certificates showing compliance with the law. This affects pilots on U.S. registry vessels only.

The chairman suggested that Captain O'Hara draft proposed wording so the board has something in front of them.

b) Trip Sheets of Federal Pilotage Included with the Application.

Having trip sheets on file will show that the applicant has actually been in the area. Concern for safety was noted.

Marine Highway captains will not have trip sheets available because they are on file with USCG.

The chairman suggested that Captain O'Hara draft proposed wording for review at the next meeting.

Agenda Item 10

Review Proposed Regulations

Review 12 AAC 56.027 and 12 AAC 56.025(b).

During discussion of Nushagak Bay, it was noted that it is a narrow channel with incidents of collisions with fishing boats and gillnets. An applicant could charter a 35-foot fishing boat to do the observer trips.

Later that day, Captain O'Hara advised that the USCG does test for Nushagak. Delete this area from the regulation.

West Coast of Prince of Wales Island definition was completed by the subcommittee. It read as follows:

The West Coast of Prince of Wales Island shall include the inland waters from a line drawn between Cape Muzon and Point Marsh to a line drawn between the southern end of Warren Island to Black Rock. The required trips will include the following bodies of waters:

Warren Channel
Boca de Finas
San Christoval Channel
Tlevak Narrows
Hydaburg

The trips must be made on a vessel equipped with a working radar, fathometer, and compass.

These can be done in any sequence; size of vessels is not needed, may charter a boat with a working compass, fathometer, etc.

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

RESOLVED to adopt 12 AAC 56.027,
Dockings/Undockings and Observer Trips, as
amended to include the definition.

Repeal 12 AAC 56.025(b).

Agenda Item 22

Lunch

Off the record at 11:55 a.m.

On the record at 1:00 p.m.

Agenda item 12

Proposed Regulations for Docking Pilot
Southeastern Alaska.

The board reviewed letters from Mr. Cloudy on tonnage requirements for licensed pilots, and correspondence from dock owners (located in their packets).

Mr. Burns and Mr. White were present. Also Mr. Cloudy, attorney for SEAPA.

The board reviewed the proposed language Qualifications for Docking Pilots in Southeast Alaska. A pilot is required to do three dockings and three undockings at each dock listed. Captain O'Hara also proposed a list of docks in Southwest to be reviewed.

During discussion, Captain Elsensohn advised that each dock is different in respect to tides, current, depth, and dock strength/weakness. This list includes frequent calls at commercial docks only. The concern is that a pilot who performs dockings/undockings in Southwest can obtain a license in Southeast by holding the route but never having been to the dock.

Members were concerned that this proposal may be too restrictive and increases the number of dockings/undockings to be performed.

Mr. White noted that his proposal would be restrictive to entry and difficult to defend without accidents identified.

Captain Elsensohn felt that this would be a preventative measure so that accidents would not occur.

The chairman asked for a different approach to take care of Southeast and Southwest area problems.

Mr. White enjoyed working with the Marine Pilots Board. There will be a new assistant attorney general assigned to the board after this meeting.

Agenda Item 27

Marine Casualty Investigations Presentation by Captain Smith, President, SEAPA.

Captain Smith is concerned that the investigator for Occupational Licensing is not a qualified marine investigator. Possibly one person active in the industry or one pilot for each area investigated by a man qualified to investigate, not a retired Navy or USCG man.

During the discussion, the following points were made:

- 1) Designate a board member to respond at the call of the chairman. Immediate action.
- 2) Retired mariner (master/pilot) with vast experience in the area. Proceed to the accident site at the call of the chairman. Contract expert.
- 3) USCG investigator school for Occupational Licensing investigator.
- 4) Contract pilot or board member responds with investigator to the accident.
- 5) Raise the licensing fees to cover the cost of investigations.

The examiner noted that accident/incident reports are required to be filed within 10 days. The ship may be gone by the time the investigator receives the report.

The chairman asked that the licensing examiner type a list of points made during the discussion. Circulate the list to the board members and Randall. The board members will review the list and consider what steps are to be taken. Discuss proposals at the next meeting.

Agenda Item 23

Office Business

The following items were reviewed by Nancy Ferguson, Licensing Examiner:

- 1) Effective dates of tonnage upgrades?
The effective date is the date approved by a quorum of the board by mail.
- 2) Wall certificate signatures by Mr. Monkman as President, and Captain Elsensohn as secretary.
- 3) Tonnage upgrades reviewed by the pilot board member in the area.

Pilot recommendations included with the application:

- a) Captain David Anderson, Marine Highway

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

RESOLVED that we accept the tonnage upgrade from Channel Pilot to 20,000 gross tons.

- b) Captain Harry Jacobsen

On a motion duly made by CAPTAIN O'HARA, seconded and approved unanimously, it was

RESOLVED to increase his tonnage from
20,000 gross tons to 40,000 gross tons.

c) Captain Peter Lie-Nielsen

Requested to jump from Channel Pilot to
unlimited tonnage. Captain Lie-Nielsen does not
meet the unlimited regulation. His ship hand-
ling experience is not documented.

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

RESOLVED to retain the Channel Pilot
license and give him the step 1, 20,000
gross ton endorsement.

d) Eric Eliassen is present to speak about
upgrading his step 1 license to the step 2
tonnage increment. He obtained his step 1
license on July 6, 1989. He has spent 16 months
as a Channel Pilot at the 20,000 gross ton
level. There were only three cruise ships for
this tonnage which impacted his experience and
income.

The board advised that there is no time frame
for the Channel Pilot license. The one year
begins with the step 1 license.

Agenda Item 24

Annual Report FY 89.

The chairman thanked Mr. Taylor and Mr. Foster
for their work on the annual report.

Agenda Item 25

FY 89 Goals and Objectives.

The goals and objectives were reviewed and are
attached.

Agenda Item 26

Meeting/Examination Dates and Locations

The board had planned to hold their April
meeting in Ketchikan.

During discussion, it was decided that the spring meeting should be scheduled in Juneau or Anchorage where teleconferencing is available for the public hearing on the Valdez Pilot Station.

Plan to schedule one additional day for the Valdez Pilot Station hearing and tariff rate establishment. The remaining two days for other board business.

The exams will be held April 3, 1990, and the meeting April 4-6, 1990 in Juneau.

Temporary permit exam dates were discussed. The new regulation may be in effect after the first of the year requiring a pilot board member to attend. Captain Elsensohn suggested one day between February 18-24, 1990. Captain O'Hara will let the examiner know a date after he checks his work schedule.

Agenda Item 29

Adjournment

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


RESOLVED that the meeting adjourn until April 4, 1990.

Off the record at 3:14 p.m.

Respectfully submitted,



Nancy Ferguson
Licensing Examiner



Chairman