

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

MINUTES OF MEETING
APRIL 5 & 6, 1990

By authority of AS 08.01.070(2) and AS 08.62.030, 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 on April 5, 1990 at the State Office Building, 415 Main Street, Room 207, in Ketchikan, and April 6, 1990 at the University of Alaska Southeast, Ketchikan Campus, Paul Building, Forum A.

Agenda Item 1

Oral Examinations

No one took the initial permanent examination on April 4, 1990.

Agenda Item 2

Meeting Called to Order/Roll Call

The meeting was called to order by Vice Chairman Taylor at 9:00 a.m. Those present and constituting a quorum were:

Randall Burns, Commissioner's Designee
Captain Harold K. Elsensohn
Mark A. Foster
William Lorch
Captain Michael O'Hara
Russell Sell
M. Paul Taylor, Chairman

Also present from the Department of Commerce and Economic Development, Division of Occupational Licensing, was Nancy Ferguson, Licensing Examiner.

Guests present were:

Captain Arnt Antonsen, SEAPA
Captain Terry Bennett
C.L. Cloudy, Attorney, SEAPA
Captain Harley Clough, SEAPA
Captain Dale Collins, SEAPA
Captain Ed Creasey, SEAPA
Captain Roger Dunn, SEAPA
Captain David Grobschmidt, Alaska Marine Pilots
Captain Joseph Homer, Coastwise Pilots

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Captain Colin Jones, SEAPA
Captain W. Ed Murphy, SWAPA
John Murphy, Cominco Ltd.
Lisa Parker, Cominco Alaska
Captain George Porter, SEAPA
Captain Larry Pullin
Bill Sharp, S.E. Stevedoring Corp.
Captain Michael Spence, SEAPA
Captain E. DI Stefano, Navios Corp.
Captain W.R. Swan, SEAPA
Robin Taylor, District 1A Representative, Alaska
Legislature

A Delegation of Authority dated March 29, 1990 from Commissioner Mercurieff was read into the record per AS 08.62.010 by Randall Burns who was the commissioner's designee for this meeting.

The Licensing Examiner read the memo dated March 6, 1990 requesting the Governor's approval to hold the April examination and meeting. The approval for this meeting was signed by Robert A. Evans in the Governor's Office on March 9, 1990.

Agenda additions were reviewed. On a motion duly made by Captain Elsensohn, seconded and approved unanimously, it was

RESOLVED to approve the agenda with five additions.

Election of a New Chairman

Mr. Burns advised that the commissioner has concurred that the board may select their own chairman so there is some continuity.

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

RESOLVED to elect Paul Taylor as chairman.

Agenda Item 3a

Approval of November 7 & 8, 1989 Minutes

Review of page 17, Nushagak Bay is still listed in the new regulations. The regulations will become law soon. Captain O'Hara verified that Nushagak

Bay is tested for by the U.S. Coast Guard. Nushagak Bay should be deleted from the regulation project. Mr. Burns will call Mr. Henderson and let him know.

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

RESOLVED to approve the minutes of November 7 & 8, 1989.

Agenda Item 3b

Approval of February 16, 1990 Teleconference Minutes

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

RESOLVED to approve the minutes of the February 16, 1990 teleconference.

Agenda Item 4

Examination Results April 4, 1990

Captain Elsensohn, Captain O'Hara, Paul Taylor, and Nancy Ferguson gave written examination on April 4, 1990. Ten people sat for the permanent extension of route examination. No one took the permanent initial examination. The results of the extension of route examination are as follows:

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 of not more than 20,000 gross tons upon the waters of the Aleutian Islands, the Alaska Peninsula, Bristol Bay, Seward/Resurrection Bay, Cook Inlet, excluding Drift River."

RESOLVED that David Grobschmidt be issued a license to read, "Pilot of not more than 20,000 gross tons upon the waters of Captain's Bay, Dutch Harbor/Unalaska, Iliasik Passage, and Chignik."

RESOLVED that Vince Tillion be issued a license to read, "Pilot on vessels of not

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more than 20,000 gross tons upon the waters of King Cove, Cold Bay, and the Aleutian Islands."

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

RESOLVED that David Anderson be granted a license to read, "Pilot on vessels not more than 20,000 gross tons upon the waters of S.E. Alaska, Dixon Entrance to Cape Spencer excluding Nichols Pass, Snow Pass, Sitka Sound, and the ports of Klawock, Metlakatla, and Sitka. Also Channel Pilot any gross tons."

RESOLVED that Jeff Baken be granted a license to read, "Channel Pilot: S.E. Alaska, Dixon Entrance to Cape Spencer, excluding Nichols Passage, Sitka Sound, and ports of Metlakatla and Sitka."

RESOLVED that Michael Clinkscales be granted a license to read, "Unlimited: S.E. Alaska, Dixon Entrance to Cape Spencer, excluding Nichols Passage, Snow Pass, Wrangell Narrows, Glacier Bay, West Coast of Prince of Wales Island, and the ports of Metlakatla, Petersburg and Klawock."

RESOLVED that Larry Pullin be granted a license to read, "Channel Pilot: S.E. Alaska, Dixon Entrance to Cape Spencer. Also Yakutat."

RESOLVED that Michael Skovoth be granted a license to read, "Channel Pilot on the S.E. Alaskan waters of Wrangell Narrows, Peril Strait, Olga Strait, Neva Strait, Sergius Narrows, Fredrick Sound, Lynn Canal, Glacier Bay, Gastineau Channel, Juneau and Petersburg."

RESOLVED that James Stith be granted a license to read, "Channel Pilot: S.E. Alaska, Dixon Entrance to Cape Spencer,

excluding Glacier Bay, West Coast of Prince of Wales Island, Sitka Sound, and the ports of Sitka and Klawock.

RESOLVED that Werner Sund be granted a license to read Channel Pilot: S.E. Alaska, Dixon Entrance to Cape Spencer."

Agenda Item 5

Extension of Routes for Permanent Licensure

These temporary exams were given by Mr. Foster and Captain O'Hara on February 12, 1990 in Anchorage.

On a motion duly made by Captain O'Hara, seconded and approved unanimously, it was

RESOLVED to approve Eric Eliassen's license to read, "Pilot on vessels of not more than 20,000 gross tons upon the waters of Prince William Sound, except entrances; Cook Inlet; Kodiak/St. Paul Harbor; Seward/Resurrection Bay; and the Aleutian Island Ports, except Akutan and Adak."

RESOLVED to approve Mark Hawker for a license to read "Pilot on vessels of not more than 20,000 gross tons upon the waters of Prince William Sound; Resurrection Bay; and Cook Inlet, Seldovia, Port Graham, and Drift River."

RESOLVED to approve Harry Scally for a license to read, "Pilot on vessels of not more than 40,000 gross tons upon the waters of Cook Inlet, the Aleutian Islands, Seward/Resurrection Bay, Kodiak/St. Paul Harbor, and Prince William Sound except entrances."

Agenda Item 6

Tonnage Upgrades Permanent Licensure

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

RESOLVED to approve the tonnage upgrade for Captain Michael Collins from Channel Pilot to Step 1, 20,000 Gross Ton license.

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

RESOLVED to upgrade the license of Mark Hawker from 20,000 gross tons to 40,000 gross tons, effective April 11, 1990.

Agenda Item 16

Correspondence from Captain James Stith
Channel Pilot Tonnage Restriction

Captain Elsensohn advised that there should not be a tonnage restriction on Channel Pilot licenses because the current law does not provide for a tonnage restriction.

The board agreed. This also affects Jeff Baken's Channel Pilot license.

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

RESOLVED to delete Item 16 from the agenda because we had just discussed and voted on the changes under Agenda Item 4.

Agenda Item 7

Investigative Report

Sammie LaChapelle, Investigator, was not present at the meeting.

On 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.

Before going into Executive Session, the board reviewed three cases.

Captain O'Hara left the room at 9:35 a.m. during the review of 1900-89-5, 1900-89-12, and 1900-90-1. Captain O'Hara returned at 9:38 a.m.

Off the record at 9:38 a.m.

On the record at 10:12 a.m.

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

RESOLVED to come out of executive session.

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

RESOLVED to close case numbers 1901-89-4, 1900-89-9, 1900-89-3, and 1900-89-13.

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

RESOLVED to request Captain Jack Johnson to receive a full eye exam, including night vision and color. He is to report those results directly to us from the physician.

Break: Off the record at 10:17 a.m.

On the record at 10:30 a.m.

Agenda Item 6

Captain Larry Pullin - Docking License

Captain Pullin spoke to the board about the application process for tonnage upgrades. The effective date of the docking license was clarified. He may apply a couple months prior to his anniversary date if he wishes.

Agenda Item 8

Accident Reports

Captain Elsensohn advised that Assistant Attorney General Beth Kerttula has determined that once a case is closed, the incident/accident report is public information under the Freedom of Information Act. This item concerns a report that Captain Clough submitted.

Captain Elsensohn's concerns are that by submitting the detailed report form, a pilot is testifying against himself.

Mr. Taylor and Captain Murphy agreed that the intent of the incident/accident report form was to get investigations started timely and help the

investigative process. The board needs these reports to function properly. The board did not intend for the report to be used against the pilot. Previous opinions from the Attorney General's Office were that the reports were to be confidential at all times.

Break: Off the record at 10:50 a.m.

On the record at 10:52 a.m.

Captain Clough was present and addressed the board. He is in the process of going through the civil courts to stop release of the incident/accident report. His concern is that he gave an extensive report to the investigator. The investigator then requested more information be submitted. Now his report is considered public information. The person receiving the report wants to sue the pilot for a lot of money.

Agenda Item 9

Marine Casualty Investigations

The marine pilot investigator Sammie LaChapelle is moving to another state job. The board is losing their lead man. Mr. LaChapelle's reports are timely and more professional than reports in the past.

The board reviewed the minutes from November 1989, page 19, Agenda Item 27. Mr. Burns advised that we have two slots in the USCG Investigator School this fall.

Captain O'Hara proposed the following qualifications for a marine investigator: independent investigator, former marine pilot (retired). Possibly pair the retired pilot with the Occupational Licensing investigator.

A criteria needs to be established as to what type of incidents/accidents would require the expertise of the marine investigator.

We need to determine how to pay the marine investigator by retainer or by per diem.

Captain Collins suggested that we keep the state investigator and send him to the USCG school. Use the local retired mariner as advisor to the state investigator.

Mr. Burns will research the possibility of a contract pilot. One problem is the personal liability of the individual. Mr. Burns will report back to the board at the November meeting.

Agenda Item 27

Office Business - Licensing Examiner

- A) Procedures for approval of VLCC applications.

We have 16 applications pending. The regulations may be effective within a month. We do not have a formal application. I need direction from the board on procedures.

Captain Murphy advised that experience in Saint Croix would qualify a pilot for a license in Alaska.

The list of approved VLCC facilities are:

- 1) Southampton
- 2) Grenoble

These are both ship model "hands on" simulator schools.

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

RESOLVED that we parallel what we do for the tonnage upgrades:

- 1) Applications to pilot in the area for a recommendation.
- 2) Once recommendation is received, forward the application to each member for a vote by mail.

- B) Temporary Permit Exams

Juneau - June 15
Anchorage - June 15

C) Sign Certificate

Certificate signed by two members for Captain Jeff Pierce.

D) Application Reconsideration - Peter Lie-Nielson

Captain Lie-Nielson received a license for the 20,000 gross ton docking license at the November 1989 meeting. He had applied for Unlimited at that meeting. The board reviewed the additional documentation submitted April 2, 1990.

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

RESOLVED that we not approve Peter Lie-Nielson's request for reconsideration of the previous disapproval of his unlimited license given the fact that he does not meet 12 AAC 56.030(a); i.e., he does not have extensive local knowledge at this time.

E) Tonnage Upgrades

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

RESOLVED that we approve the following licenses on their anniversary dates:

- 1) Larry Pullin from Channel to 20,000 Gross Tons, Southeast.
- 2) Harry Scally from 40,000 to Unlimited, Southwest.
- 3) Keith Douglas from 20,000 to 40,000 Gross Tons, Southeast.
- 4) Hans Antonsen from 20,000 to 40,000 gross tons, Southeast.

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Agenda Item 32

Meeting/Examination Dates/Location

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

RESOLVED that we hold an exam on November 7, 1990; conduct board business on November 8 and 9, 1990 in Anchorage.

Agenda Item 10

Lunch

Recess at 11:50 a.m.

Reconvene at 1:05 p.m.

Agenda Item 11

Promote Continuing Education Licensees

Mr. Sell has received information that he gave to the Licensing Examiner for circulation to all board members before the November meeting. We did not receive information from Grenoble.

The Licensing Examiner gave each member a copy of the Southampton Institute of Higher Education, College of Maritime Studies information.

Captain Elsensohn suggested using a 1% surcharge on invoices to help pay for cost of the courses since they are all out of state or in Europe.

Manned model schools are expensive and the cost may be prohibitive for an individual. A week at Grenoble costs \$8,000, and a week at Southampton costs \$3,500.

Captain Collins, Captain Clough and Captain Porter are Southeast pilots. They agreed that it is more important to maintain areawide proficiency in Southeast than spend money on a simulator school. They may not see some areas for two or three years because of the nature of the trade.

Captain O'Hara advised that in Southwest Alaska, simulator schools are a benefit because you find out how a ship reacts during different weather conditions, and you also learn about the ship itself.

Captain Elsensohn noted that it is time to look at the fact that Southeast has different needs than Southwest.

Mr. Sell would like to continue working on this project. He plans to contact Southeast, Southwest and those out in the Chain to determine what specific requirements are workable.

The chairman asked Mr. Sell to have a proposal ready for board review at the November meeting. This will become a regulation project eventually.

Agenda Item 12

Correspondence from Cominco Alaska (Red Dog Mine)

The chairman read Cominco's letter into the record dated January 5, 1990.

Mr. Sharp introduced Lisa Parker with Cominco Alaska, John Murphy with Cominco Ltd., and Captain Di Stephano with Navios Corp.

Red Dog Mine is the largest producer of zinc and lead in the world. They are located 90 miles from Kotzebue.

Ms. Parker gave a presentation and advised that her company is confident that not using a pilot will not have any adverse effect on the safe movement of vessels between the sea and the anchorage. They have read the statute and it appears that they are not subject to board jurisdiction. She asked the board to confirm this point.

John Murphy, Manager of Cominco Metals, gave a presentation. They plan to use 15 ships between mid-July and mid-October. The operation is taking place beyond the three-mile limit. Two self-discharging barges will be used from the shallow water port to ships waiting offshore. The vessels will be Panamax and Handy size.

Captain Di Stephano gave a presentation. The vessel size will be from 30,000 to 65,000 Gross Tons. The masters have experience in Greenland,

and he feels it will be no different here in Alaska. When the ice goes out, they will have 100 to 120 days of ice free water. Vessels won't go in if the conditions are unsafe. The vessels have a double bottom, not a double hull.

Captain O'Hara advised that navigational equipment does not work in that area. No Loran, no magnetic compass; the Gyro compass wanders; four satellite fixes a day because of low altitude. There are low headlands, a number of shoals, strong northerly currents, ice, and ice driven gales.

Break: Off the record at 2:20 p.m.

On the record at 2:31 p.m.

It was noted that Cominco is using tugboat captains for local knowledge instead of consulting with pilots who have local knowledge.

Captain O'Hara feels that Cominco should use Alaska state pilots. The pilot pickup point could be Dutch Harbor, and they could also clear customs. The pilot would ride to Cape Prince of Wales. From Cape Prince of Wales to the anchorage is approximately a 120-mile run and would take 10 hours.

Mr. Burns would like to hear from Department of Environmental Conservation and other environmentalists. Does the public in the area want a pilot or what would they like to see?

The chairman appointed a subcommittee consisting of Mr. Foster who will head the committee, and Mr. Sell. The issues are:

- 1) Headland issue - Cape Lisburne to Cape Hope.
- 2) 12-mile limit issue.
- 3) Past practice precedent.

On a motion duly made by Mr. Sell/Mr. Foster, seconded and approved unanimously, it was

RESOLVED that Mr. Foster and Mr. Sell report on the issues that we have outlined, heard discussed today, and any additional ones of relevance to the issue. Report back within 30 days. Like to touch base with the assistant attorney general to see if they have any precedents or concerns with regard to where we established things before.

The report is due May 7 or 8, 1990. Plan a teleconference tentatively for May 14 or 15, 1990.

Agenda Item 13

Proposed Regulation Draft Review

a) Drug and Alcohol Testing

Captain O'Hara has proposed the language. O'Hara advised that this is one way of getting rid of the habitual user.

Mr. Burns advised that more clarification is needed if the results are positive, and a time is needed: 30 or 60 days. Who will monitor?

Mr. Burns will have Mr. Henderson revise this section to include wording similar to the physicians' requirements.

The chairman summarized that we will return the drug and alcohol regulation to Mr. Henderson, add the physicians' requirements; and address Mr. Cloudy's concerns about a time gap when a pilot is pulled out of service after a positive U.A.

b) Trip Sheets of Federal Pilotage included with initial and extension of route application.

Captain O'Hara proposed this regulation. He has heard on the water front that trips are made up. The pilot member can tell if a person has been in the area or on the ship.

12 AAC 56.025(a)(9) change xerox copies to "certified copies" on page 3, item 9.

Agenda Item 14

Licensing Qualifications

Captain Elsensohn proposed an amendment to 12 AAC 56.040(c) and 12 AAC 56.055(1) and (2). This would require two dockings and two undockings at specific docks listed in the regulation. A definition for movement is needed.

Mr. Burns noted that most of Captain Elsensohn's concerns will be taken care of once the new regulations are in effect. This may happen within a month.

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

RESOLVED to give 12 AAC 56.055, licensing area regulation proposal, to Mr. Henderson to insert in a manner to fit the new regulations.

Agenda Item 15

Dockings/Undockings Not Signed for When Tonnage is Increased from 20,000 to 40,000 Gross Tons

The board approved a regulation amendment at the November meeting. An amendment should be in effect soon that will require dockings, undockings to be signed for when tonnage is increased from 20,000 to 40,000 gross tons.

Break: Off the record at 3:40 p.m.

On the record at 3:47 p.m.

Agenda Item 17

Captain Joseph Homer Application to Increase Tonnage from 20,000 Gross Tons to Unlimited

Captain O'Hara reviewed Captain Homer's application. Captain O'Hara noted that he did not see a wide range of experience or extensive local knowledge listed on the docking/undocking form.

Captain Elsensohn advised that Captain Homer does not qualify for Unlimited under 12 AAC 56.030. Under 12 AAC 56.045(a)(1), (2), and (3), he does not qualify for upgrade to step 2 because if a movement is entering or leaving a port, he only

shows 5 instead of 20, and they were done while he was working under his channel pilot license in 1987. Four of his undockings and five of his dockings were done on the East Coast.

Captain Homer feels that he is being shut out.

It was noted that a ship owner has the right to hire a pilot or not.

Captain Homer does not qualify for the upgrade from 20,000 to 40,000 Gross Tons.

On a motion duly made by Mr. Lorch, seconded and approved by six members, with Mr. Burns abstaining, it was

RESOLVED that we deny Captain Homer's application for the Unlimited pilot's license.

Agenda Item 18

Report of the Pilotage Study Group

This is a federal group which was formed after the Exxon Valdez grounding. The feds would like a pilot station at Seal Rock. If the state does not make this change, then the federal people will.

Agenda Item 19

Public Comment Period

The public attending the meeting were given time to speak as each agenda item was discussed. There were no additional comments.

Agenda Items 30 and 31

Annual Report FY '91

This report is due August 1, 1990. The chairman designated Mark Foster and Bill Lorch to prepare this report.

Agenda Item 22

Review Correspondence on Valdez/Whittier Pilot Station Amendment for Nontanker Traffic

The Licensing Examiner gave members additional correspondence received during the past several weeks from L.E. Porter, Richard Cochinois, and John Kelsey.

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Agenda Item 26 Correspondence from Captain Joseph Homer -
Pilotage Tariff Rate Discounts

The board reviewed the response by Randall Burns dated March 9, 1990 and noted that the response was adequate.

Agenda Item 20 Recess

The board recessed at 4:38 p.m.

April 16, 1990

All members were present. The board was meeting at the University of Alaska Southeast, Ketchikan Campus, in the Paul Building, Room Forum A.

The meeting was called to order at 8:45 a.m.

Agenda Item 21 Valdez/Whittier Pilot Station Amendment for
Nontanker Traffic Public Hearing

A teleconference public hearing was held with sites arranged for Valdez, Kodiak, Cordova, Homer, Anchorage, Juneau and Ketchikan. Display ads in these locations were published this week.

No one was present for the hearing in Kodiak, Cordova, Homer or Anchorage. Mr. Henderson, our Regulations Specialist, was at the Juneau site, and Tom McAllister, port operator, was at the Valdez site. The board and 11 interested parties were at the Ketchikan site.

Mr. McAllister, port operator in Valdez, supported the change for nontanker traffic. The cruise ship industry on Prince William Sound is very competitive. New equipment was required to service the area when the pilot station was moved. It costs each ship approximately \$2,000 more than at the previous pilot station (round trip). Small refrigerator ships and pipe ships are highly competitive between Valdez and Seward. This additional cost is a significant amount of money for the smaller vessels.

Bill Sharp, with Southeast Stevedoring, represents the foreign operators of trampers in Prince William Sound. Mr. Sharp was in favor of returning the Valdez station for nontanker traffic. Burdensome financially for this portion of the industry.

Captain Ed Murphy, president of SWAPA, advised that the pilots are neutral on this change. They do not believe that is a safety-related issue. The Exxon Valdez was three miles off course. Moving the pilot station was political, and safety implications are nil. The current location of the pilot station required new pilot boats be built that cost \$4 1/2 million. They are specially designed for winter heavy weather and ice conditions. A surcharge is levied on the vessels that are served.

Captain O'Hara advised that cruise ship traffic runs May - September with 18 hours of daylight. They have the best weather during these months. The ships are twin screw and twin rudder, much more maneuverable than the tankers. Usually two watch officers are on the bridge.

Mr. Henderson's concern was that this amendment will treat some groups differently.

The teleconference was closed at 9:07 p.m.

Break to put teleconference equipment away.

Off record at 9:07 a.m.

On the record at 9:12 a.m.

Agenda Item 23

Decision on Valdez/Whittier Pilot Station
Amendment for Nontanker Traffic

On a motion duly made by Mr. Sell, seconded, disapproved by Mr. Burns, approved by all other members, it was

RESOLVED to adopt the regulation amendment 12 AAC 56.120(10)(A) and (B) as published with amendments.

Agenda Item 25

New Tariff Rate for Valdez Pilot Station

Chairman Taylor read the SWAPA letter into the record dated October 16, 1989 requesting a new rate for the Bligh Reef Station. The board reviewed this letter at the November 1989 meeting.

Captain Murphy advised that 90% of traffic into Valdez is associated with oil tankers.

Captain Murphy reported that industry has concurred with the new rates.

The board has not received the letters concurring with the new rates. FAX copies were received from the following:

ARCO Marine, Inc. dated December 22, 1989.

Exxon Shipping Co. dated January 16, 1990

BP Oil dated December 26, 1989.

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

RESOLVED that we acknowledge the rates that have been established by industry and Southwest pilots for the new Bligh Reef pilot station rate of \$1,271.00 each way.

Break: Off the record at 9:30 a.m.

On the record at 9:55 a.m.

Addition to
Agenda

Define Trip and Movement

Captain Elsensohn advised that some people are putting down every watch they took as a trip. That is not a trip. A trip is: in port, out of port, anchorage to a berth, or pilot station to a berth. We have not defined a trip in the regulations.

Captain Murphy advised that movements come in under increasing tonnage. Need 20 movements to go from 20,000 to 40,000. A pilotage movement is completion of a job or observer trip.

The board gave Captain Elsensohn permission to contact Captain Jim Hodgman for help in defining trips and movements. Board consensus was that a trip and a movement are the same.

Addition to
Agenda

Alaska Oil Spill Commission Letter

Received by Chairman Taylor on March 28, 1990. This letter is from the Senate Special Committee. A letter was drafted by Mr. Taylor, Captain O'Hara and Captain Elsensohn.

Chairman Taylor will have the letter retyped and circulated to the board and presidents of the associations.

Mr. Burns advised that action to approve the Valdez Pilot Station goes through the usual process and may take three to six months before it becomes effective.

Agenda Item 29

New Goals and Objectives FY 91

The board reviewed the list for FY 90. Goals completed are item 4A and 6.

The new/revised goals are as follows:

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."

- o. Continuing education

2. Monitor the progress of procedures to expedite investigations and hearings.

- A. Contract or investigator qualifications.
 - B. Increase individual pilot fees.

3. Proposed necessary legislation.
 - A. Sunset review FY 91.
 - B. Provide for a second meeting per year.
 - C. Exclude accident reports from admission into evidence.
 - D. Comprehensive view at industry; review accident reports.
4. Continue to update and implement new regulation projects.
 - A. Revise VLCC regulations to include local knowledge.
5. Monitor questions of pilot competency and pilot availability.
6. Propose more stringent initial entry requirements and renewal requirements.
7. More frequency of meetings. Three meetings per year (SE, SW, Aleutians).
8. Nome/Kotzebue pilotage areas, Cominco.
9. Activity between Nome and Siberia. Soviet Maritime.

Agenda Item 33

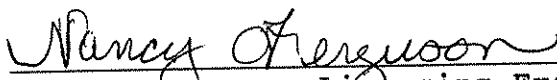
Adjournment

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


RESOLVED that the meeting adjourn until
November 8, 1990.

Off the record at 10:48 p.m.

Respectfully submitted,



Nancy Ferguson, Licensing Examiner



M. Paul Taylor, Chairman