

STATE OF ALASKA, DEPARTMENT OF COMMERCE,
COMMUNITY AND ECONOMIC DEVELOPMENT
DIVISION OF CORPORATIONS, BUSINESS AND PROFESSIONAL LICENSING
BOARD OF MARINE PILOTS

MINUTES OF MEETING

November 9, 2011

Alaska Vocational Technical Center – Seward, Alaska

By the authority of AS 08.01.070(2), AS 08.62.030, and in compliance with the provisions of AS 44.62, Article 6, a meeting of the Board of Marine Pilots was held November 9, 2011 in Seward, Alaska.

November 9, 2011

Call to Order/Roll Call

The meeting was called to order at 0905 by Chairman Curtis Thayer. The Marine Pilot Coordinator (MPC) conducted roll call.

Members present constituting a quorum were:

Mr. Robert Arts	- Agent Member
Captain David Arzt	- Pilot Member
Mr. Rick Erickson	- Agent Member
Mr. Tylan Schrock	- Public Member
Mr. Curtis Thayer	- Commissioner's Designee

Members not in attendance:

Captain Dale Collins	- Pilot Member
Mr. Richard Richmond	- Public Member

Staff present were:

James McDermott	Marine Pilot Coordinator (MPC)
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Guests present were:

Captain William Kennedy	Southeast Alaska Pilots Association
Mr. Ron Hildebrandt	Trident Seafoods
Captain Jeff Pierce	Southwest Alaska Pilots Association
Mrs. Jenni Zielinski	Southwest Alaska Pilots Association

Mr. Tom Rueter	Alaska Maritime Agencies
Mr. Gary Messer	Eimskip PTI
Ms. Kate Tesar	Alaska Steamship Association
Captain Richard Gurry	Southeast Alaska Pilots Association
Captain Larry Pullin	Southeast Alaska Pilots Association
Mr. Paul Axelson	North Pacific Maritime/ASA
Captain Ron Ward	Southwest Alaska Pilots Association
Captain Larry Vose	Southeast Alaska Pilots Association
Captain Bill Gillespie	Alaska Marine Pilots
Captain Bob Winter	Southeast Alaska Pilots Association
Captain Peter Garay	Alaska Marine Pilots
Mr. Don Habeger	DCCED

Review / Set Agenda

On a motion by Captain Arzt, seconded by Mr. Schrock, and carried without dissent, it was:

RESOLVED to approve the agenda.

Declaration of Potential Conflicts of Interest / Recusals

No conflicts of interest were presented by Board members.

Agenda Item 1

Ethics Training

AAG Judy Bockmon conducted an ethics training session for the Board via a video-teleconference link from Anchorage. Training focused on the applicability of the Alaska Executive Branch Ethics Act to Board Members.

AAG Bockmon emphasized legislative action in 2007 discussing prohibited or questionable ethical situations, including:

- misuse of official position;
- improper gifts;
- improper use or disclosure of information;
- improper influence;
- improper representation;
- restrictions on employment after leaving state service;
- the disclosure process (disclosure statements); and
- the ethics complaint process.

AAG Bockmon encouraged the two absent Board members to access the Self-Guided Ethics Training on the State of Alaska's Department of Law website at: <http://law.alaska.gov/doclibrary/ethics.html>.

Ethics Training concluded at 1000 and the Board incurred a ten minute break before reconvening.

Agenda Item 2 Review / Approve Minutes

The Board reconvened at 1010.

On review of the April 6, 2011 minutes, Mr. Arts pointed out that Captain Jeff Pierce and Ms. Jenni Zielinski had been misrepresented as affiliates of the Southeast Alaska Pilots Association. Both Captain Pierce and Ms. Zielinski are with the Southwest Alaska Pilots Association. MPC was directed to make these corrections to the April 6, 2011 minutes.

On review of the October 19, 2011 Board meeting minutes, Mr. Thayer entertained the motion to approve the minutes for April 6 and October 19, 2011.

Captain Jeff Pierce asked Mr. Thayer if the October 19, 2011 meeting had been public noticed. Mr. Thayer responded that the meeting was public noticed on October 10, 2011.

On a motion by Mr. Erickson, seconded by Mr. Schrock, and carried without dissent, it was:

RESOLVED to approve the April 6, 2011 meeting minutes with amendments. Further, it was RESOLVED to approve the October 19, 2011 meeting minutes as presented.

Public Comment on non-agenda item

Mr. Thayer recognized Captain Bob Winter for Public Comment. Captain Winter deferred comment to a later agenda item regarding Foreign Pleasure Craft Exemptions.

Several guests in attendance requested that the pilot associations, as well as interested parties in the maritime industry, be extended courtesy notifications of upcoming Board meetings, as had been the practice in the past. MPC agreed to contact these entities separate from the public notice when a date and venue for the next Board meeting is determined.

Several in attendance noted that the subscription service offered on the Board of Marine Pilots website did not provide automated notifications of upcoming public noticed events. MPC will take this discrepancy in service for action.

Agenda Item 3

Business Items

a) Financial Report: Mr. Thayer commented that the Schedule of Revenues and Expenditures is dated August 31, 2011, and the schedule is on track with previous expenditures. Mr. Thayer noted that annual Personal Services should decrease with the hiring of new MPC; Travel expenses were trending lower than previous years; Contractual services are lower owing to fewer legal costs.

Mr. Thayer indicated that the Board is forecasting a surplus at the end of FY11, and that the fee adjustment for FY12 would be reviewed in the coming year.

b) Correspondence: Mr. Thayer noted two (2) revised rates for provision of pilot services from SEAPA and SWAPA, respectively. Also, a letter of appreciation from USCG Marine Safety Unit Valdez and a letter of appreciation from the Prince William Sound Regional Citizens' Advisory Council recognizing pilot vessel Emerald Island and crew for participation in the Marine Firefighting Symposium in Valdez on October 13, 2011.

c) Investigations Report: Mr. Thayer directed that the Investigations Report was deferred to Executive Session, noting that there would be an update to the status of open investigation cases in the GLS tracking system. Mr. Thayer indicated that there will be formal action at the next Board meeting to close to file those cases forwarded to the Board for approval.

Mr. Arts brought to the Board's attention that an active consent agreement had been included in Board Member packets and cautioned that the Board should not be privy to such information. Mr. Thayer directed that these materials included in the Board Member packets should be removed and collected by MPC.

d) Tentative Meeting/Exam Dates: The Board discussed proposed venues for the next Board meeting and decided to convene in Anchorage. The date for the next Board meeting will be determined after Board members consult their schedules.

Captain Arzt asked Mr. Thayer if the Board could set the 2012 Board meeting schedule in advance, citing difficulties in individual member's scheduling.

Agenda Item 4

Proposed Regulations

1030

Mr. Thayer recognized Mr. Don Habeger, Director of the Division of Corporations, Business and Professional Licensing (CBPL). Mr. Habeger provided public testimony regarding CBPL's proposed amendments to 12 AAC 56.115 Pleasure craft exemptions. Mr. Habeger explained these proposed

amendments to regulations are intended to streamline the pilot exemption process and promote a more business-friendly relationship between the State of Alaska and foreign pleasure craft subject to pilot regulations.

Background: Proposed amendments address foreign pleasure craft that come into Alaska coastal communities without pilot exemptions, and then choose to depart rather than obtain an exemption or take on a state-licensed marine pilot. Mr. Habeger requested that the Board consider these amendments and approve that they go forward for public comment.

(transcriber note: the following proposed regulations are in quotations (“”); words in **boldface** indicate language being added; words [CAPITALIZED AND BRACKETED] indicate language being deleted.)

1. 12 AAC 56.115(a)(3)(H) is amended to read:

(H) “if the vessel is required under AS 46.04 to provide proof of financial responsibility, a [CURRENT] copy of the vessel's **current** certificate of financial responsibility **or copy of the current application with the Department of Environmental Conservation for the vessel’s certificate of financial responsibility; a copy of the current certificate or application** must also be submitted with the application under this section; [.]”

Proposed amendment addresses how a required Certificate of Financial Responsibility (COFR) is processed by CBPL. Department of Environmental Conservation (DEC) requires certain vessels over 400 GRT to apply for a COFR. Amendment proposes that applicant vessels may provide a copy of the DEC COFR application at the time they are applying for pilot exemption.

Discussion: Foreign yachts entering coastal communities may not be aware of all state requirements or they may be working through a (vessel) agent. This proposed amendment streamlines the process to allow these yachts into state waters because CBPL will only require a copy of the official COFR application in order to process the pilot exemption application. The vessel owner will be required to sign the COFR application, have it notarized, and it must be approved before receiving a pilot exemption.

2. 12 AAC 56.115(a) is amended by adding a new paragraph to read:

“(4) submit a copy of the vessel’s registry to the marine pilot coordinator at time of application; the length overall (LOA) of the vessel identified on the vessel’s registry shall be used to calculate the fee set out in AS 08.62.140(b).”

Discussion: Amendment proposes a standardized means of verifying the LOA of a pleasure craft seeking pilot exemption using a copy of the vessel's registration. LOA is used by MPC as the standard for the assessment of fees.

3. 12 AAC 56.115(b) is amended to read:

“(b) If a pleasure craft of foreign registry of more than 65 feet overall length enters compulsory pilotage waters without a pilot or a pilotage exemption under AS 08.62.180(b) - (e), the operator of the pleasure craft will not be granted a subsequent pilotage exemption until the operator

“[(1)] provides the marine pilot coordinator satisfactory documentation detailing the pleasure craft's entry into compulsory pilotage waters and all subsequent voyages in violation of AS 08.62 and this chapter [; AND

“(2) PAYS THE APPROPRIATE CHARGES FOR PILOTAGE SERVICES IN ACCORDANCE WITH 12 AAC 56.205(a), (b), (c), or (d)].”

Discussion: Proposed amendment intends to standardize the imposition of fines. The Board has authority to levy fines against pleasure craft in violation of state statutes. Proposed sanctions may be correlated to specific violations in a matrix format; implementation of this mechanism could save investigative hours and streamline the process for assessing sanctions to infractions.

Mr. Habeger cited numerous occasions in the past where foreign pleasure craft had been delayed in the exemption application process because they had violated the regulation, which requires Board resolution before the exemption application may be processed. If there were a standardized mechanism in place that correlates the infraction to the authorized minimum and maximum sanctions, such as a matrix, then MPC may begin processing the violation sooner.

Mr. Habeger asserted that other boards use standardized mechanisms to impose sanctions against violations under DCCED's Centralized Licensing Statutes, AS 08.01. With such a matrix, the Board may match the violation with the appropriate sanction, and MPC processes the imposition certificate for the Chairman's signature.

4. 12 AAC 56.115(c) is amended to read:

“(c) The captain or master aboard a pleasure craft seeking a pilotage exemption must hold a current mariner's license **that meets all United States Coast Guard requirements** [FOR THE VESSEL'S TONNAGE]. A copy of the mariner's license must be submitted with the application submitted under this section. [ON A PLEASURE CRAFT GREATER THAN 200 GROSS TONS,

THE MASTER MUST HOLD A VALID UNLIMITED RADAR OBSERVER ENDORSEMENT.]”

Discussion: Amendment is in response to an instance that occurred this past summer, where a foreign yacht came into a coastal community and there was ambiguity in recognizing the master’s mariner credentials. MPC denied the master a pilotage exemption, causing the vessel to leave state waters. This amendment gives CBPL a broader scope to evaluate mariner credentials.

Mr. Habeger reiterated that these proposed amendments to pleasure craft regulations are driven by business efficiency and stimulating economic activity in the state’s coastal communities.

Mr. Thayer opened the opportunity for Board members to ask questions regarding Mr. Habeger’s proposed regulations.

Board response to proposed regulations

1045

Captain Arzt referenced 12 AAC 56.115(b) and commented that he interprets the proposed deleted language, “PAYS THE APPROPRIATE CHARGES FOR PILOTAGE SERVICES IN ACCORDANCE WITH 12 AAC 56.205(a), (b), (c), or (d)”, as a benefit to violators and actually takes away some of the things that the state has entrusted to the pilotage organizations to fulfill. Captain Arzt argued that a vessel coming into state waters without meeting the pilotage regulation is separate from the civil crime.

Mr. Habeger responded that this amendment does take away that mechanism that would allow the pilot organizations to benefit from this activity. However, the amendment redirects that power back to the Board, where CBPL believes that authority belongs. The Board already has the statutory power to fine a violator up to \$10,000. This amendment will give the Board the standardized tools to deliberate. For example, if the Board wanted to connect the violation to the length of time the vessel is in state waters, the Board may do so. Proposed amendment does not take away subsection (1): the master of the foreign pleasure craft will have to provide details of his violation before an exemption is processed – in effect acknowledging the violation. From there the Board can decide the appropriate sanction.

Captain Arzt responded that he was not looking at loss of benefit to a pilot organization. He referenced 12 AAC 56.205 Availability of pilots, and that in order for any pilot organization to provide services it must determine how many pilots are needed based on traffic. This proposed amendment tolerates vessels that are not comporting with regulations. Violators may choose to ignore the regulation, opting instead to pay the fine. This scenario is detrimental to the organizations’ ability to provide pilot services. Capt Arzt stated: “There are two

separate components introduced here, one being the state's ability to fine – which is a separate regulation – and two, the pilot organization's need to dispatch a pilot to a vessel and what it can recover for those services. Even just having the membership for those services is a cost, whether they've started a dispatch or not." Captain Arzt noted a possible conflict with his pilot member Board status.

Mr. Habeger replied that CBPL is only asking whether the Board wants to go forward for public comment.

Mr. Thayer spoke to the larger perspective being contemplated by legislators and the administration that the Investigative Staff serves approximately twenty boards, and those fines go into the general fund. One of the Legislature's options is redirecting these funds back to support the cost of investigations, which in turn will lower the cost of investigations to the boards they serve. Then the fees paid by licensees and vessel agents may be lessened. Mr. Thayer noted that the Board of Marine Pilots has a small membership and very high fees.

Captain Arzt questioned whether the Board already had that provision under AS 08.62.190 Penalties, where assessed fines go back into the general fund. Captain Arzt challenged the streamlining component with the deletion of 12 AAC 56.115(b)(2).

Mr. Habeger reiterated that this amendment does not remove any of the original requirements for pilotage; that this amendment is a tool for CBPL and the Board to use; and that under this proposal the State of Alaska is imposing the fine, where currently a vessel may leave state waters with unpaid pilotage charges – as was the case this past summer.

Mr. Schrock asked if the development of a matrix to correlate with the proposed amendments in 12 AAC 56.115(b) will occur prior to public comment process.

Mr. Habeger replied that the matrix does not exist; that it would be coordinated between CBPL and the Board. MPC would work with the Board to determine the appropriate parameters. CBPL has suggestions that may be deliberated and developed by the Board. Mr. Habeger advised that there is a 30-day public comment; that the Board still has to deliberate on what it is going to accept – which could be a 60-day, 90-day, or longer window. The Board can take up to a year to decide how to handle the imposition of sanctions while public comment is out there.

Mr. Thayer said he would entertain appointing a subcommittee with a public member, an agent member, and a pilot member to develop this matrix.

Mr. Thayer queried the Board for any further comment. Hearing none, Mr. Thayer opened the discussion to the attending public and advised that comments should be kept to three minutes.

Captain Bob Winter, SEAPA, provided the following comments with regard to CBPL's proposed regulations:

1) With regard to Captain Arzt's comments on 12 AAC 56.205 Availability of pilots, a vessel may come into state waters without a pilot and with the intention of disregarding the regulation. A charter vessel came into state waters two years ago that had been chartered for £195,000 a week, for seven weeks, and was fined was \$3,500. The vessel operator paid no pilotage fees. Captain Winter argued that if foreign yachts are required to pay to have a pilot, part of that money should be going to the pilotage groups, as well as "communities and every place else". If subparagraph 12 AAC 56.115(b)(2) is deleted from the regulation, then in effect the message to the foreign pleasure craft operator is: "Go do whatever you want; you are not going to have to pay the pilotage fee." Captain Winter cited M/V Lady Lola: several years ago the vessel was active in state waters for two weeks; the owner told SEAPA that he did not want a pilot onboard, that he was willing to pay whatever fines. Captain Winter determined where the vessel had cruised, and SEAPA charged the vessel owner for what it would have cost to have a pilot onboard. Captain Winter recalled Captain Arzt's comments regarding membership in the organization being affected by volume of vessel traffic and the demand to provide pilotage services, and stated that if foreign pleasure craft owners opt to pay the fine because it is less costly than pilotage fees, that is a problem.

2) 12 AAC 56.115(c) will have the unintended consequence of allowing foreign pleasure craft to enter state waters with no requirement for mariner credentials because there are no United States Coast Guard requirements to be met. The Coast Pilot amplifies the current regulatory requirements for pilotage exemption; any competent mariner would ensure he understood the requirements. The Coast Pilot is one of the documents that a subject vessel entering state waters is required to have onboard. Captain Winter argued that amending the requirements for master competency is unreasonable and unsafe.

3) This past summer (2011) a foreign pleasure craft did not want to display the vessel's name in AIS, a condition for pilotage exemption. SEAPA contacted the vessel operator on several occasions regarding this issue. The operator replied that his flag-state did not require his vessel to display its name; the operator refused to comply. SEAPA reported the vessel to the MPC and no further action was taken. The pilotage exemption form states that if the vessel operator does not comply with the conditions for exemption the vessel loses its exemption. Captain Winter argued that subscribers to AIS need to be able to identify other AIS subscribers as a matter of safe navigation.

Captain Winter concluded that these three issues compromise safety. That taking away the license requirement for a 175' yacht is not a good idea. The Coast Guard requirement for RADAR is that if the vessel is over 100 tons the operator needs an unlimited RADAR endorsement. Captain Winter said, "A vessel that big is certainly over 200 tons. He should have the ability to use the RADAR."

Captain Jeff Pierce, SWAPA, provided the following testimony: By statute, the Board is obligated to the people of this state to protect its waters, as are the pilot organizations, which are recognized by the Board. Captain Pierce stated, "(these proposals) basically take the teeth out of our methodology of providing pilotage."

Mr. Thayer restated that the Board is not doing anything at this time; the desire is to go out to public comment. Mr. Thayer asked if there are any other attendees wishing to testify at this time.

Captain Winter provided additional testimony to the requirement where vessel agents must provide vessels coming into state waters with safety information. SEAPA provides vessel agents with a thumbdrive (storage device) covering all Southeast Alaska waters. The vessels agents must provide regional information. The problem is that once a vessel checks in with one region, receives information from the vessel agent, there is no requirement for the vessel to check in with other pilotage regions. Captain Winter suggested that this problem needs to be resolved by the Board, and that the MPC might be the appropriate entity that ensures vessels entering state waters have access to regional information.

Mr. Thayer queried the attending public for further comment. Hearing none, Mr. Thayer entertained the motion to put the proposed regulations out for 30-day public comment period, followed by dissemination of the public comments to the Board members to be discussed as an agenda item at the next Board meeting.

Mr. Schrock stated that he would be prepared to make such a motion for the purpose of getting the public involved in the process. Mr. Schrock requested the opportunity to get brief comments on the issue of the Coast Guard requirement (12 AAC 56.115(c)) as was brought up in public testimony. Mr. Schrock voiced the concern that this particular amendment would have no effect at all if there were no Coast Guard requirements. Mr. Schrock stated that before sending the proposed regulations out for public comment this issue should be addressed.

Mr. Habeger replied that the MPC had researched the issue and Captain Winter was correct that the Coast Guard requirement recognizes the master's flag-state requirements. However, despite the additional burden on staff it streamlines the pilotage exemption process.

The MPC had met with the Officer-in-Charge of Marine Inspections (OCMI) for Sector Juneau to discuss this particular matter. OCMI's review of 12 AAC 56.115(c) concluded that either the staff would have to become familiar with master requirements for each flag-state, or there are no master's requirements applicable to foreign pleasure craft operating in state waters.

Mr. Schrock said he was still prepared to make a motion that the proposed regulations go out for public comment because 12 AAC 56.115(c) was an obvious issue that would be more than adequately addressed through the process.

Captain Arzt addressed Mr. Thayer expressing doubt that 12 AAC 56.115(c) was an obvious issue. Mr. Habeger testified to one call from one yacht owner, which did not sound like an obvious issue. This amendment deletes language that specifies the vessel's tonnage, where current language addresses Coast Guard requirements that directly address the tonnage of the subject vessel. Captain Arzt stated it was premature to go out for public comment when the Board is not certain what it is asking for in this proposed amendment.

1100 Mr. Thayer suggested that a possible solution to the 12 AAC 56.115(c) amendment would be a motion, seconded, and then a friendly amendment struck to the issue, while going out (to public comment) with the other matters.

On a motion by Mr. Schrock, seconded by Mr. Arts, Mr. Thayer asked if there were any additional discussion before a roll call vote.

Captain Arzt requested that proposed amendments 12 AAC 56.115(b) and (c) be struck as friendly amendments from public comment.

Mr. Schrock stated that he would accept 12 AAC 56.115(c) as a friendly amendment, citing its ambiguity. Mr. Schrock declined to accept 12 AAC 56.115(b) as a friendly amendment.

A motion by Captain Arzt to strike 12 AAC 56.115(b) and (c) as friendly amendments failed.

Mr. Thayer closed Board discussion and MPC carried out a roll call vote for the proposed regulations to go out for public comment:

Mr. Arts	Yes
Captain Arzt	No
Mr. Erickson	Yes
Mr. Schrock	Yes
Mr. Thayer	Yes

On the matter of going forward with the proposed regulations for foreign pleasure craft, on a vote of four to one, with two Board members not present, it was

RESOLVED to go out for 30-day public comment on the proposed regulations.

Agenda Item 5

Wrangell Narrows Pilot Station

1105

Captain Richard Gurry, SEAPA President, briefed that SEAPA and North Pacific Maritime/Yacht Services of Alaska (YSA) had an agreement regarding commercial and recreational vessel transits through the Wrangell Narrows. Earlier in 2011, with MPC's approval, SEAPA and YSA had negotiated terms for a Trial Pilot Station at the south entrance to the Wrangell Narrows in order to accommodate the seasonal volume of recreational vessel traffic requiring pilot services. The documentation Captain Gurry provided to the Board was relevant to the 2011 summer yacht season. Mr. Paul Axelson (YSA) provided testimony that this arrangement had not only provided for efficient pilot services to YSA clients, but also benefited the community of Petersburg. The agreement was only valid from May 16 to August 31, 2011.

SEAPA and YSA intend to pursue the same course of action for the 2012 yacht season, and acknowledged that under 12 AAC 56.120 Pilot stations or pickup points, their agreement needs to be renewed. Captain Gurry also acknowledged that SEAPA/YSA had the understanding that the master of a subject yacht must hold the appropriate license for the tonnage of the vessel. In light of public comments regarding 12 AAC 56.115 proposed amendments, this aspect of their agreement will have to be more than an understanding.

Mr. Thayer advised that the Board needs an updated letter, and that this item will be included in the agenda for the next Board meeting. As a pending agenda item, the Board will sponsor a future trial pilot station with a similar arrangement, provided it has no regulatory conflicts.

Agenda Item 6

SEAPA Bylaws and Operating Rules

1110

Captain Gurry addressed the Board regarding proposed amendments to SEAPA's Bylaws and Operating Rules.

Concerning SEAPA's Bylaws, the following changes were of prominence:

- a) Article II, (former) Section 8. Seniority is stricken from the bylaws. There is no seniority among pilot members (PM). SEAPA currently has forty eight PMs;

b) Article III, Section 4. Ballots. All ballots, postal or otherwise, will be noticed electronically on the day of availability;

c) Article VII, Section 3. Expenses. Lessens the overhead costs to Deputy Pilots, while increasing these costs to the Pilot Members.

On a motion by Mr. Arts, and seconded by Mr. Erickson, it was unanimously

RESOLVED to approve SEAPA's bylaw amendments as presented.

Captain Gurry presented amendments to SEAPA's Operating Rules to the Board. Of prominence was the procedural application for a Temporary Leave of Absence.

On a motion by Mr. Arts, and seconded by Mr. Erickson, it was unanimously

RESOLVED to approve SEAPA's operating rules amendments as presented.

Agenda Item 7

Training Summaries

1125

a) AMP: Captain Bill Gillespie briefed the status of trainee James Boyer. Mr. Boyer has successfully completed AMP's training program; his request for Regional Exam has been submitted to MPC; AMP anticipates that Mr. Boyer will test prior to the next Board meeting. Mr. Boyer's apprenticeship program ends in April 2012, at which time he should receive his Deputy Marine Pilot's license.

b) SEAPA: Captain Larry Vose briefed the status of four trainees and eight Deputy Marine Pilots. Trainee Bill Kennedy passed his Local Knowledge Exam and will be taking his oral exam to get his Deputy Marine Pilot's license. The three remaining trainees are conducting supervised maneuvers. Of the eight deputies, four are at the not-more-than 65,000 (GT) level, and four at the not-more-than 90,000 (GT) level. By 2013, six of these trainees will be fully licensed pilots; by 2014, three additional fully licensed pilots; one in 2015, and two in 2016.

c) SWAPA: Captain Jeff Pierce briefed that SWAPA has advanced two deputies to fully VLCC licensed Marine Pilots. There are now two riders in SWAPA's training program and the organization is advertising for applicants.

Mr. Thayer noted the time at 1135. The Board stood at recess, to reconvene at 1300.

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1300 On a motion by Mr. Erickson, seconded by Mr. Schrock, the Board unanimously decided to move into Executive Session at 1304 to conduct oral examinations for Deputy Pilot candidate Bill Kennedy and confer on the status of investigations.

At 1340 the Board came out of Executive Session. Mr. Thayer set the post-Executive Session agenda to vote for Bill Kennedy's advancement to Deputy Marine Pilot.

On a motion by Captain Arzt, seconded by Mr. Erickson, the Board voted unanimously to award Captain Kennedy with his Deputy Marine Pilot's license (#207).

Mr. Thayer announced the next meeting will be in Anchorage, the April meeting will be in Ketchikan, and the fall meeting will take place in Anchorage. The summer meeting will be determined based on need, and may be a telephonic meeting. MPC will circulate prospective dates for all three meetings.

On a motion by Mr. Arts, seconded by Captain Arzt, and carried unanimously, it was

RESOLVED to adjourn the meeting.

Meeting of the Board of Marine Pilots adjourned at 1345.

Respectfully submitted:



James McDermott
Marine Pilot Coordinator



Curtis W. Thayer, Chairman
AK Board of Marine Pilots