

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

MINUTES OF MEETING

May 01, 2014

**Prospector Hotel
375 Whittier St.
Juneau, Alaska**

These minutes have been prepared by the staff of the Division of Corporations, Business and Professional Licensing and approved by the Board of Marine Pilots on October 30, 2014.

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 Alaska Board of Marine Pilots was held on May 01, 2014 at the Prospector Hotel.

May 01, 2014

Call to Order/Roll Call

The meeting was called to order at 1:03 PM by Chairman Curtis Thayer. The Marine Pilot Coordinator (MPC) conducted roll call.

Members present constituting a quorum were:

Hans Antonsen	- Pilot Member
David Arzt	- Pilot Member
Richard Erickson	- Agent Member
Robert Richmond	- Public Member
Tom Rueter	- Agent Member
Tylan Schrock	- Public Member
Curtis Thayer, Chair	- Commissioner's Designee

Staff present:

Crystal Dooley	Marine Pilot Coordinator (MPC)
Sara Chambers	Corporations, Business, and Professional Licensing Director
Martha Hewlett	Admin Officer II

Members of the public present:

Ed Sinclair	Southeast Alaska Pilot Association (SEAPA)
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Joan Sizemore	SEAPA
Doug Strum	SEAPA
Les Cronk	North Pacific Maritime
Paul Axelson	North Pacific Maritime
Jim Lee	Alaska Maritime Agencies
Bob Arts	Alaska Maritime Agencies
Luke Hasenbank	Alaska Maritime Agencies
Mike Tibbles	Alaska Steamship Association
Ron Hildebrandt	Trident Seafoods
Rich Preston	SEAPA
Susan Terrill	Original Productions
Pat Drayer	U.S. Coast Guard
Pat Lemmason	U.S. Coast Guard
CDR James Houck	U.S. Coast Guard
David Seris	U.S. Coast Guard
Bob Trainor	U.S. Coast Guard (headquarters)
LT Tim Smith	NOAA
Mike Tencza	U.S. Army Corps of Engineers
Anne Dollard	U.S. Army Corps of Engineers
Clay Christie	Alaska Marine Pilots (AMP)

Jenni Zielinski from Southwest Alaska Pilot Association (SWAPA) subscribed telephonically.

Agenda Item 1 Review and Set Agenda

Hearing no objections to the set agenda, it was:

RESOLVED to approve the agenda.

The Chair said there were two additions to the agenda; the approval of two foreign yachts for pilotage exemption that were emailed out but hadn't received enough votes yet and a training pilot vote for SWAPA.

Agenda Item 2 Review/Approve Minutes

On review of the April 03, 2014 teleconference meeting minutes, there were no objections to the content or convey of Board minutes.

Motion: Approve April 03, 2014 teleconference minutes

Moved by: Captain Arzt
Seconded by: Captain Antonsen

Board APPROVED the minutes unanimously. The Chair said the regulation change voted at that meeting was at the Governor's office and would be approved after 30 days and be in effect for this cruise season.

Agenda Item 3

Public Comment

The Chair recognized Ms. Susan Terrill, a representative from Original Productions. Ms. Terrill stated that Original Productions had been developing a documentary about Alaska pilots and that she understood many of the concerns and reluctance pilots had expressed to her. Ms. Terrill wanted to present the idea to the Board and that she was available for questions and concerns. She said the series would represent the work itself and would not be a sensationalist reality TV. She said Deadliest Catch, Ice Road Truckers, and Axemen show a lot of conflict; however her organization was not interested in "bait and switch" tactics where people would sign up to participate in a documentary, but be asked to yell at one another. She stated that, for Original Productions to be successful, the business would need multiple seasons and so that a right to review would be in place, possibly extending to the APA or the individual pilot organizations. She stated that the idea may not be feasible, but Original Productions thought the profession and landscape was inherently interesting. She stated that there was interest from Destination America, a small branch of Discovery Channel. She thought it would be a great place for this show since Destination America could create a show at a slower pace with less sensationalism. She stated there is a show called Railroad Alaska that shows the work process such as removing snow from tracks. She said that Railroad Alaska has more emphasis of danger than would be shown in an Alaska piloting documentary, but that the show is a documentary series with segments about people who are impacted by the railroad. Ms. Terrill stated she is available for questions any time. The Chair stated that he had appreciated her previous emails and that it wasn't at purview of the Board to approve or not approve. The Chair asked if this show was for Alaska only and what conversations had occurred with pilot organizations, vessel agents, and the actual owners of the cruise ship. Ms. Terrill said that the show was just for Alaska and that it was Original Production's responsibility to gain access to the ships, talk to ship owners, and that it would be very difficult. She stated that she would not approach vessel owners unless there was interest from pilots. She believed that smaller companies would be targeted for the first season so that Original Productions could prove they want to show companies and pilots in the best light. The Chair asked the Board if there were any questions.

Mr. Richmond stated he was familiar with Flying Wild Alaska and would like to talk to the FAA in that he believed that Flying Wild Alaska broke federal law and regulations. Mr. Richmond also said he was familiar with Deadliest Catch vessels and that Original Productions had asked the vessels to complete tasks that they would normally never do, such as racing to catch crab when they have a quota to

begin with. Mr. Richmond expressed concern that Original Productions would place the pilots in a similar position and that someone would go to the Board if they broke state law.

Ms. Terrill said that the right to review would be for that purpose so that the final edit would not damage or discredit reputations. She said she was willing to extend the right to review broadly to an unprecedented level. Mr. Richmond asked if the owners of the Deadliest Catch vessels were able to remove footage from the final edit. Ms. Terrill said owners could remove anything that would result in a fine.

Captain Antonsen said that he had heard concerns from pilots about reality TV shows. He reiterated that Ms. Terrill's intent was to produce a documentary and this discussion was informational to the Board. He stated that the Board was interested in how the profession was portrayed to the public but that this was a courtesy. Captain Antonsen said that the Board's questions were not as important as the questions from pilots and ship owners that could grant access. Captain Antonsen said that Ms. Terrill should come before the Board at intervals to report on progress.

Mr. Schrock asked if there was any contact with pilot organizations and the interest expressed. Ms. Terrill stated she had met with almost all of the members of AMP in Arizona to discuss the project at length and subsequent meetings over the phone. She believed that it would be interesting to broaden the project all over Alaska, although AMP was the starting point and the main focus. Ms. Terrill said, if there was interest to extend it to other pilot organizations it would further complicate things but Original Productions thought it was worth it.

The Chair asked if Original Productions would be interested in filming in Alaska if the film credits did not exist. Ms. Terrill said that the film credits didn't matter to Original Productions since they were a large company. The Chair asked for further questions or comments and there were none.

The Chair asked if there were any further public comments and there were none.

Agenda Item 4

Business Items

a.) Correspondence: The Chair directed the Board's attention to letters from different pilot organizations and cruise ship organizations concerning bridge resource management techniques. He stated that there was nothing for the Board to act upon, various cruise line agencies have different opinions and this was to preserve an accurate record. The Chair reiterated there was nothing for the Board to act upon. The Board asked for questions from the Board members and there were none.

b.) Board Schedule of Revenue and Expenditure, third quarter: Ms. Chambers requested permission to address the Board to discuss the third quarter report. Ms. Chambers stated she was the director of Corporations, Business, and Professional Licensing and that the last time she had met the Board was as the Operations Manager last October before assuming the director position. She stated there was one change to the format of the revenue and expenditure report in that there was a new column to indicate a cumulative look through the year, not ending at the third quarter. She stated backup documentation was also included to support the actual schedule and that she hoped the Board found the documentation useful. She stated the Board was in a good financial position. She referenced the document and explained that money looked thin as the Board was in the final throes before renewal later this year, and that renewal is one of the primary areas of revenue the Board receives. She said the Board should anticipate revenue from pleasure craft and renewals, which would move the Board financially forward. Ms. Chambers stated contractual costs were similar to last year and contractual costs are legal expenditures and hearing costs. She stated the Board had quite a bit of legal interaction; however it was on track with FY 13. Ms. Chambers asked if the Board had any questions.

Chair asked how the Marine Pilot Coordinator's time was billed out in that she was used in different aspects within the department and wanted to make sure the time wasn't billed to the Board of Marine Pilots. Ms. Chambers stated that positive time keeping practices were used within the division so that programs were billed depending on the time spent on them. Ms. Chambers stated that the only exception was at executive levels such as herself and the Chief Investigator since they spend time on projects that encompass all programs. She stated the MPC maintained positive time keeping and that her work was reflected in two collocation codes: the Board of Marine Pilots and foreign pleasure craft. General Administration has been added to her timesheet when the MPC was working on division-wide projects or a specific project for a different board requiring critical assistance. Ms. Chambers pointed out to the Board that personal services costs had decreased compared to FY 12, and that FY 13 was an anomaly in that the position was vacant for a large period of time. Ms. Chambers said there was savings to the Board since the MPC's time was billed to other programs.

Captain Arzt asked Ms. Chambers if there were any further discussion within the department concerning blending licensee fees for statewide licensing. He believed that last year some boards had higher costs due to legal fees than others, and that there was discussion about leveling out those fees to other boards within the state. Ms. Chambers said she believed Captain Arzt was referring to House Bill 187 (HB 187). Ms. Chambers said it was introduced last session but was not successful, but she was encouraged that there was an opportunity to refine the larger issues the bill addressed due to interest from the Legislature Audit and

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Budget Committee. Ms. Chambers stated that a member of the committee had stated at least six times that she was excited to work Ms. Chambers this summer and possibly create another solution by this year. She summed up that there was no progress in HB 187, however there could be greater progress because of the interest shown.

Captain Arzt asked as a Board member and a licensee, how would this benefit the Board financially and how much say did the Board have in the dialogue? Ms. Chambers stated that the Board was different than other boards, and that some boards have a large dynamic swing between investigative fees and hearings due to large activity or small amounts of licensees. Ms. Chambers said that activity was not seen with this board since there had been fewer investigations and fewer hearings. Ms. Chambers said she didn't believe that the failure of HB 187 to pass would have a dramatic impact on the board, but it might be a blank slate for what the future would be. Captain Antonsen asked if licensee fees continued to fund the Board's activities.

Captain Antonsen said that there was a difference in how travel was conducted in the past, and that Southeast Board members were not reimbursed in that the lowest coach fare priced out months in advance was not covering what the Board members were paying. Captain Antonsen asked if it would be possible to amend travel regulations for this board since it was fully funded by licensees. Chair Thayer said that travel reimbursement was a concern, and that he worked with the Commissioner's Office and Corporations so that the issue would not be a concern for the Board. Chair Thayer stated that, since the Board was self-funded, the Board paid for the costs and that there have been no fee increases in four years since the Board is good at budgeting. The Chair stated the Board was in even better financial shape due to how the MPC was billing out her time and that the travel complications were in error and would not happen again.

Captain Antonsen asked Ms. Chambers if she knew how licensee fees would be impacted by HB 187. Ms. Chambers stated that state fees would continue to be analyzed and assessed as per state statutes, nothing would change, and a fee analysis would be conducted this summer in preparation for renewal and the Board would be informed as required by statute. She reiterated that nothing was going to change for the Board.

Chair Thayer stated that for all 40 boards under CBPL, he believed that this Board was one of the best ran boards with the lowest fluctuation in costs. He stated that the bill was to address boards that fluctuate a million dollars in a given year, and how to pay for that. The Chair stated that some boards have more investigations than the Board does, and the Board would discuss how investigations are done. The Chair stated that the Board paid someone (referring to the MPC) to conduct investigations instead of billing the investigations department.

Captain Arzt asked if HB 187 was passed and a similar board went through financial spikes, what would be the impact on a board that was efficiently ran and if licensee fees would need to increase by this process? Captain Arzt said he understood it was speculative. Ms. Chambers thought it would decrease licensing fees. She stated that two features of the bill would remove investigator costs; however the Board would not see that cost in that investigator time was already billed for the position of MPC. She stated that the other feature would invite the public to share in the cost of enforcement and the public protection piece of what the Marine Pilotage Act does. She said currently all costs are paid by licensing fees and no costs are shared by the general public. She thought a potential benefit would encourage the public's participation and that investigative costs could be paid by the General Fund. She stated that the net impact would be a decrease in licensee fees. She stated there were more dynamics that create licensing fees, however she was hoping that fees would not increase.

Captain Antonsen said he thought having the public share their costs would be much different than encouraging public participation. The Chair stated that HB 187 did not become law, there was another Legislature coming, and that the bill would not look the same after it was introduced to that Legislature. The Chair stated that there were boards with fundamental challenges with thousands of members; however this was one of the smallest boards and one of the only boards that paid a full time coordinator. The Chair reiterated that the bill was to address other boards, not the Board of Marine Pilots, and that the public may be more concerned with boards such as the Medical Board.

Captain Arzt asked how Board licensing fees compare to other licensing fees across other boards. The Chair confirmed that the fees were higher because there was a full time person and few pilots, and that their budget of \$300,000 was funded by 100 licensees. The Chair asked for other questions and there was none.

The Chair drew the Board's attention to correspondence regarding a bridge resource management issue discussed between the Alaska Steamship Association and multiple pilot organizations. The Chair stated that the Board was not recommended to take action, however the Board should be aware of the various cruise lines have a different opinion from the pilot organizations. The Chair asked for any questions and there was none.

c.) MPC investigations flowchart: The Chair drew the Board's attention to the MPC investigations to show where the MPC fell in the investigation process for further discussion in the fall. The Chair stated he requested the MPC to reach out to various pilot and agents to find out how the Board became to where it is today, some of the issues, and the make-up of the Board. The Chair stated that the Board was created in the 1990's when there were 20-25 open investigations and

currently the only pending investigation involves Greenpeace. He stated the Board had come a long way in that time period, but the flowchart was designed for discussion.

The MPC stated that she went through multiple yearly reports to see what the Board was doing as the Marine Pilot Act was created. She stated that the document *Improving Alaska's Marine Pilotage System* was written in 1990, published by the Office of the Governor, and captured a time when there was a lot of casualties and investigations occurring in Alaska. She stated that the Exxon Valdez accident had happened a few years prior to the Marine Pilot Act and that the Marine Pilot Coordinator position was an idea out of the *Improving Alaska's Marine Pilotage System*. The MPC stated that there were so many investigations backlogged in Anchorage at the time, and that the Anchorage investigators were unable to keep up with the amount of investigations. She stated that Legislature decided a full time position was needed and created the Marine Pilot Coordinator. The MPC said the original thought from talking to those involved in creating the position was that the MPC would be a position that could be deployed for cases and casualties like the Exxon Valdez and be able to hire people to get the State's interests represented quickly. The MPC stated that she believed that many casualties were probably the result of the lack of good training, which has since been tightened up.

Mr. Schrock asked if the proposed MPC investigator flowchart was the current set-up or if something was changing. The Chair stated it was the current set-up. Mr. Schrock continued that the proposed MPC investigations flowchart was moving investigative powers back from the department and centralizing them with the Board. The Chair said he was correct. The Chair stated that if Commerce completed the investigation, the Board was billed for that time and the Board paid for a Marine Pilot Coordinator that could complete the simpler cases. The Chair said he thought it would be timelier if it was completed at the MPC and Board level instead of sitting in a queue within the department. Mr. Schrock stated that it definitely appeared that the Board's role was more significant in the proposed MPC investigation, the flowchart was compelling, and thought this was a good discussion to pursue. Captain Arzt said that he agreed that this was a good discussion and there would be opportunities to revise the document and allows the Board to be more efficient. Captain Arzt said he didn't see a place in the proposed MPC investigator flowchart in how to use department investigator resources or training. Captain Arzt asked what training department investigators had so that so that the MPC could undergo training to better fulfill requirements with in-house personnel. The Chair said that he agreed that the Board always had the back-up option of using a professional investigator. Captain Antonsen said he also agreed that this was a good discussion and would enhance qualifications for both the Board and for the MPC. He stated that it was good for the Board to know when the Board was involved and when it wasn't to protect the Board, and he was

looking forward to this discussion in the fall. Captain Antonsen said that the MPC had always done the heavy lifting within investigations, but there is a time when it could be dished off to investigators and use an investigator for specific portions. Captain Antonsen stated that it would be a good symbiotic relationship, would keep costs down, and would also use experts. The Chair also stated that cases were closed that were pending for 18 months in a computer system, and that there were no investigations at this time to go forward with due process. The Chair thanked the MPC for her efforts.

d.) Annual Report and Pilot Exemption Brief: The Chair requested the Board examine the FY 2013 Annual Report, which is required by Legislature. The MPC said that the Annual Report was published in July as a record of the year's accomplishments and licensing data. The MPC called the Board's attention to last year's goals and stated she would forward out a draft of this before it was published so there was lots of Board input. The Chair stated that the Annual Report was a synopsis of when and where they met, membership information, investigative information, drug and alcohol education, rate filing, continuing education, and any pending issues that the Board might have that were outside of normal meetings. The Chair said there were budget recommendations, which for the Board were fairly standard in comparison to other boards. Captain Antonsen asked the MPC if there were any changes to the Board's goals and objectives for last year. The MPC said there were not. The Chair stated that if the Board saw any to start the conversation. The Chair noted that Mr. Erickson had been re-appointed to the Board, thus the expiration date in the FY 2013 Annual Report was incorrect. The Chair asked if there were any questions and there were none.

The Chair invited the MPC to give the pilotage exemption brief. The MPC said that two exemptions were completed, others would be addressed within the meeting, and there were four pending. The MPC stated that it takes time for the agents and the MPC to have all the correct information and that an exemption can take days to overnight to complete. The MPC said that there were returning vessels, such as the ICE BEAR, and that she had edited the application so that it was clearer to those applying. The MPC said that, specifically, she had edited COFR information and strengthened the partnership between the MPC and the Department of Environmental Conversation. The Chair stated that there were two pilot exemption packets to vote on.

The Chair stated that the Board had received the exemption packets yesterday via email; however they had not received enough votes to pass. The Chair requested a roll-call vote for the M/V EVVIVA. The Chair stated that this vessel did require a COFR. The Chair asked for the motion to approve the pilotage exemption for the M/V EVVIVA.

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Captain Arzt asked if the changes to regulation 12 AAC 56.115(d) were in effect yet and the MPC replied they were not. Captain Arzt said it was interesting that the EVVIVA's deviation table would expire in June during their voyage, and that he had to look into the regulations to see how that fit. The Chair said that regulations were on the tail-end of a 30 day hold at the Governor's office and that he expected them to be into effect in mid-May. Captain Antonsen said that the language brought up by Captain Arzt wasn't addressed during a previous regulation change at a Board meeting; however the MPC had shown him in the regulations that compass deviation tables had to be current one year from application of the voyage, not to when they enter Alaska waters. Captain Antonsen said the deviation table didn't have to be current through the whole voyage. He stated the EVVIVA's compass deviation table was within a year of the application date, however would expire by the time they entered Alaska waters in June. Captain Arzt said that he could approve the exemption because it did comply with the regulations. Captain Antonsen said that the EVVIVA had had come into Alaska waters last year, had checked the length, and was comfortable voting. The Chair asked for discussion and there was none.

Motion: Approve pilotage exemption for M/V EVVIVA.

Moved by: Mr. Erickson

Seconded by: Mr. Rueter

Captain Antonsen	yes
Captain Arzt	yes
Mr. Richmond	yes
Mr. Erickson	yes
Mr. Rueter	yes
Mr. Schrock	yes
Mr. Thayer	yes

The Chair called for a roll-call vote and the Board APPROVED the motion 7-0.

The Chair requested the Board's attention on a pilotage exemption for M/V SEVEN J'S, home ported in Florida. The Chair said that the vessel did not require a COFR and is 156-ft in length. The Chair stated that this was the vessel's first trip to Alaska; however the crew had done trips to Alaska before. The Chair asked for a motion to approve. Mr. Schrock motioned and Captain Arzt seconded the motion. The Chair asked for discussion.

Captain Antonsen said he was unable to find information confirming the length of the vessel and requested time to check other websites for correlating information and requested to abstain from the vote. Captain Arzt asked if there was any

confirmation on the data and length. The MPC stated she also looked at mega-yacht websites and she was unable to find much information. The MPC stated she often compared ship's particulars and discussed yacht length with her counterparts in other states and countries. She stated that, last summer, a vessel claimed a different length to the State of Oregon and to the State of Alaska. The Chair asked for a copy of the registry and it was determined it was not in the packet. Captain Antonsen said that the registry gave the length used for fees, however the actual length overall, even if the MPC takes a tape measure to the dock, gives the actual length that determines if the vessel needs a pilot. The Chair stated that he wanted to use the length listed in the registry. The Chair stated that one year there was a "unicorn" that had a certain length and the bowsprit was an extra thirty feet. However: that was a special circumstance and the vessel had been identified. The Chair stated he was hesitant to approve the packet without the registry. Mr. Schrock pulled his motion and requested the MPC to send the yacht registry to the Board for further action. Captain Arzt pulled his second to the motion. The Chair stated the packet was incomplete and it would be completed via email.

Agenda Item 5

Pilot Organization Reports

a.) SEAPA : Captain Ed Sinclair, president of SEAPA, addressed the Board and stated he had nothing to report. The Chair asked for questions and there were none.

b.) SWAPA: Jenni Zielinski, from SWAPA, said the organization had one apprentice, Ian Maury, who had returned to Alaska for the summer. Ms. Zielinski stated Carolyn Vermette had most of her Federal areas completed. Ms. Zielinski stated that Adam Dixon would also be back this summer to train, Matt Michalski was also training, and Adam Wakefield was now a deputy marine pilot.

The Chair asked if there was a training pilot that needed Board approval and Ms. Zielinski confirmed that there was. The Chair asked if Board members would examine a packet of information to grant a training pilot endorsement to Captain Joseph Martin. The Chair asked for a motion and discussion. There was no discussion.

Motion: Approve training pilot endorsement for Captain Joseph Martin for the Southwest Alaska region.

Moved by: Captain Antonsen

Seconded by: Captain Arzt

Board APPROVED the motion unanimously.

c.) AMP: Captain Clay Christie, representing AMP, stated that all was well in their region and there was nothing more to pass.

Agenda Item 6

U.S. Coast Guard Presentation on Automatic Identification System (AIS) Aids to Navigation (ATON)

Mr. David Seris introduced guests from the Army Corps of Engineers and NOAA. Mr. Seris there would be a listening session after the Board of Marine Pilots meetings on electronic survey information and AIS for anyone who was interested. The Chair asked for how long the presentation was and Mr. Seris said approximately 20 minutes. The Chair requested the presentation since the Board meeting was ahead of schedule and thought the audience would not be interested in a listening session since it was so nice outside.

Bob Trainor, the presenter, said he was from the Office of Navigation Systems, the Visual Navigation Division, in the Marine Transportation System directory in Coast Guard headquarters in the Washington DC. He stated that he was discussing 21st century waterways and that it was designed to take all different streams of information provided by Federal agencies such as the Coast Guard, NOAA, and the Corps of Engineers, coordinate information, and find better ways to display it to the mariner in real time. Mr. Trainor stated that the primary object of the United States Coast Guard's aids to navigation, the visual aids like buoys and beacons, will remain the same. He stated that the goal was to mitigate transit risks and continue the safe, efficient movement of vessel traffic. He stated that the slide show presentation would show that aids were a large component of the marine transportation system, and there are 25,000 miles of navigable water ways in Alaska with 97,000 aids to navigation. Over half are private aids and the other half are ran by the Coast Guard. He displayed other data to show the importance of the marine transportation system and acknowledged the major challenges to the marine navigation system. Mr. Trainor stated that ships are getting bigger, drafts are getting deeper, beams are getting wider, and airdrafts are getting taller. However, the waterways remain the same. He stated that there are more ships in more restrictive waterways, and the Coast Guard is finding ways to get information to the mariner in a more efficient and timely manner. He stated there are many ways Federal agencies communicate with the mariner, such as NOAA with hydrographic charts, chart booklets, and the Coast Guard with AIS and DGPS system. Mr. Trainor said, in the Lower 48, the Coast Guard is starting to use the NAIS system to receive NAIS information and convey marine safety information in real time to mariners. He stated that Alaska does not have an NAIS infrastructure, however they were in conversations with Marine Exchange since Marine Exchange had the AIS infrastructure. He believed that there were 95 stations in Alaska and that some stations can receive and that six can transmit ATON information to the mariner. He stated that information can also be sent using the VTS system; however there is only one VTS in Valdez and that it's a

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line of sight method to convey information to vessels. He stated that there can be overlap in the sites and that one area could be covered by multiple sites. As an example, Mr. Trainor used an outage of a navigation aid in Cook Inlet that would be typically addressed by a Broadcast Notice to Mariners on the radio and a local notice to mariners in paper copy of the outage. Through AIS, the Coast Guard could have it come up on the ECDIS, PPU, Laptop, or an iPad. This technology could also be used for temporary restrictive areas or whale sightings. Mr. Trainor said, typically, normal channels for marine safety information broadcasts are email, voicemail, or radio, but now the information could come up on a charting screen and where the issue is in reference to the position of the mariner would be available. Mr. Trainor said there were three types of AIS ATON, and it was not to be confused with weather data. He stated that ATON is basically like a buoy or a beacon. He described virtual ATON as where information is pushed out to a certain location where there is no ATON physically in that location but there would be a buoy with information that would be produced from a remote station. Mr. Trainor said the second type of ATON was a synthetic AIS ATON, where if buoys are swept underwater there could still be a signal to show where buoy #1 and buoy #2 would be on a laptop or PPU with range and bearing on the ECDIS system. He stated the third type of AIS ATON was called real ATON, and that's where an actual unit that is capable of conveying information from the actual aids to navigation. He stated that the real ATON is more expensive and could have issues with weather such as icing. Mr. Trainor showed slide of San Francisco Bay. He stated that there are 18 virtual ATONs in San Francisco Bay while no buoys are physically there. He stated that the buoys show up on ECDIS and can be used for range and bearing, just like a physical buoy. He stated that the buoys cost \$25,000-\$30,000 each. He also stated that synthetic AIS buoys in San Francisco Bay cost about \$35K and are transmitting information. He demonstrated a particular example of how AIS can help safety information by showing how an obstruction in San Francisco Bay was identified through AIS. He demonstrated that RACON buoys on a chart could be confused with the obstruction and that RACON can block targets that the radar is picking up. He showed that AIS symbols would be shown on the radar and that the synthetic AIS would be visualized on the radar screen. He stated that the 21st Century Waterway Initiative creates ways to mitigate transit risks and needs waterway user input. He stated that this allows for two way dialogue and asked for questions.

CDR Houck said that the room was available from 4pm – 5pm for the listening session and asked for questions from those who weren't staying after the meeting. He stated that no buoys would be removed but aids would be added to places like Cook Inlet. He said there are places where currents move too quickly for aids to remain on station, such as the Kuskokwim River. He said the Coast Guard cutters must transit 1,600 miles to place a buoy in the Spring and then remove the buoy in the fall before ice destroys it. CDR Houck stated that this hurts the Coast Guard

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budget. He identified members from NOAA and the Army Corps of Engineers that were available for questioning.

An audience member asked how accurate the virtual buoys were. CDR Houck replied that the buoys would be a lot like DGPS. He stated that there is a surveyed location within 2 cm and AIS transponders would be placed in that location. He said the transponder would receive a signal from the GPS to correct for its location and project that location to within 40 NM of itself. Therefore, the buoy would be within 2 cm of its position on the chart.

An audience member asked if the signal originated at the site. CDR Houck said no, it originated at the transponder station.

An audience member asked if geographic coordinates were used to place buoys. CDR Houck said yes, but the virtual buoy was not anchored to an NRC or raster chart. He stated that no matter what datum was picked or if the was ECDIS was acting up, there would still be a corrected buoy at that position.

An audience member asked if the eventual goal as technology got cheaper would be to mark corridors electronically. CDR Houck said he had met with pilots for the waterway management system in Delaware Bay and the Chesapeake area when stationed there and asked for feedback from waterway users. He said that pilots have stated that there are too many buoys and they are unable to maneuver. CDR Houck said that pilots cannot agree which buoys should be removed. The buoys are anchored to the chart that's projected onto the ECDIS; mariners could create a magenta lane on their chart like the IMO representation on the chart itself if they chose to.

Mr. Seris said there would always be physical buoys and beacons and this was designed to augment the system, not take out buoys. CDR Houck stated that a specific San Francisco buoy gets ran over 18 times a year and costs \$35,000 per accident. Mr. Seris asked if that physical aid needed to be there and that if pilots and stakeholders agreed that the buoy got in the way, the buoy could be removed and replaced with an AIS signal. CDR Houck stated that, in Hawaii, entrance buoys have sunk and information was gone. In some cases, physical buoys may not be needed. CDR Houck stated that, for example, every fourth buoy would not be removed marking a channel, but that buoys would be evaluated separately. The Coast Guard is still trying to mitigate transit risks and looking for the best and most economical way to mark the waterway.

An audience member asked how much this will cost. Mr. Seris said that once the system is in the place there would be six transponders in Alaska. He didn't know what the cost was but the current system was expensive in terms of man hours. He said that once the transponders were placed, information would be sent over

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transponders and can be received over 40 miles instead of the normal line of sight distance of 14 miles. Mr. Seris stated that AIS receivers already cover half of 33,000 miles of Alaska coast and it is much cheaper than sending one out of the five buoy tenders to service buoys once every two years.

An audience member asked what the real difference with AIS aids to navigation and can the AIS aids to navigation be personally marked on charts. CDR Houck stated that if the correct datum and GPS are calibrated on the charting computer system, there would be no different. However, if the charting computer system had an error, the personal mark would be anchored to the chart, not by datum, but by the latitude and longitude the aid was transmitting. Also, mariners could take range and bearing from the AIS aid.

An audience member said this would add more information to a radar overlay. He understood that there were layers to the electronic charting programs but he didn't think he would ever turn an AIS buoy layer on. CDR Houck said he may choose to never turn the layer on, and if it were really foggy, the vessels wouldn't transit.

The audience member replied that if he heard a buoy was missing it would be nice to turn on the AIS buoy layer on the electronic chart to verify where the shallow part of a waterway was. However, he thought the layer would be clutter between the other AIS feeds. CDR Houck said that other experienced mariners had similar complaints, and that he had mentored junior officers to look out the window instead of relying on technology. He stated that marine pilots are "belt and suspenders" people, in that a belt is used to keep pants up and the suspenders are back-up options. He stated that the biggest purpose of AIS is that it could be useful information no matter what the user's skill level was at sorting through datum and setting up raster charts.

Mr. Seris stated that these were just the Coast Guard's ideas to scratch the realm of possibilities. He stated the Coast Guard didn't want to create a tool that wouldn't be used or unnecessary. He said that they are currently experimenting in San Francisco and New York. The Coast Guard wanted to know what was needed in Alaska, such as weather information, better aids, or Core of Engineers attention.

An audience member asked if the virtual aids would appear on ECDIS and PPU screens as they were transmitting out, as opposed to a raster chart where there were physical updates to the computer program. He asked if the buoys would be placed in real time as the mariner came in contact with them. CDR Houck confirmed that this was correct.

An audience member stated that, intellectually, the idea made sense but the Coast Guard should go slow in implementation. The audience member was nervous that

buoys would disappear in that paper charts have disappeared and he's noticed that mates are unable to place fixes on paper charts. He said that the switch from paper charts to electronic charts was confusing, even though he recognized it as the future of pilotage. He stated that he did not believe the benefit of the saving money should speed up the process and urged the Coast Guard again to go slow on implementation. CDR Houck said that electronic aids were not designed to eliminate buoys or looking out the window, but to augment the system. CDR Houck said he appreciated the feedback and thanked the Chair for the time.

CDR Houck introduced Michael Sense, an Army Corps of Engineers representative and was working for the Coast Guard and with hydrographic surveys. Mr. Sense stated that there were many construction projects around Aurora Harbor and that the Corps of Engineers was prioritizing surveys and getting work done. He stated he would be available after the Board meeting for questions.

CDR Houck introduced Tim Smith, the Navigation Manager for Alaska. CDR Houck stated that Mr. Smith was a NOAA officer that had replaced Matt Forney approximately three weeks ago. He stated that Mr. Smith had a presentation of the latest NOAA products such as tide and current information for after the Board meeting.

Agenda Item 7

Next Meeting

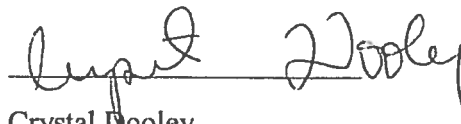
The Chair called the meeting back to order. He requested that the next meeting, unless a meeting was needed at Chair discretion, be the fall meeting and recommended October 23. Captain Antonsen requested October 30 to fit with an APA convention. The Chair stated he was not available October 15. It was stated the Board would prefer the October 30 in Anchorage, with the time to be determined.

The Chair stated that there was no reason for Executive Session. He said that there was one monitoring situation involving a pilot but the pilot had met the requirements. Captain Arzt asked if there were any internal notification systems and the MPC confirmed that there was and the pilot had been notified. The Chair stated that the Board responded to Greenpeace and that Greenpeace has yet to respond or pay their fine. The Chair requested a motion to adjourn.

On the motion by Mr. Schrock, seconded by Mr. Erickson, and carried without dissent, the Board RESOLVED to adjourn at 3:00PM.

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Respectfully submitted:

A handwritten signature in black ink, appearing to read "Crystal Dooley", written over a horizontal line.

Crystal Dooley

Marine Pilot Coordinator

A handwritten signature in black ink, appearing to read "Curtis Thayer", written over a horizontal line.

Curtis Thayer

Chairman