



MEETING MINUTES
January 26, 2017

STATE OFFICE BUILDING
333 W. WILLOUGHBY AVE., 9TH FLOOR, CONFERENCE ROOM 'C'
JUNEAU

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

Item 1. Roll call/Call to order

Board members present: Commissioner Andrew Mack (acting chair), Capt. Hans Antonsen, Capt. David Artz, Mr. Richard Erickson and Mr. Tom Rueter. Ms. Shirley Marquardt attended telephonically.

Board members absent: Commissioner Chris Hladick (excused)

A quorum was present.

Marine Pilot Coordinator Charles Ward was in attendance and recorded minutes. Administrative Officer II Martha Hewlett from the Division of Corporations, Business and Professional Licensing and Assistant Attorney General Harriet Milks attended a portion of the meeting.

Frank Didier, Kathleen Flury, Barry Olver, Jeff Logan, Paul Merrill and Doug Sturm from Southeast Alaska Pilots' Association (SEAPA); Pete Gray and Michael O'Hara from Southwest Alaska Pilots' Association (SWAPA); Garry Messer from Pacific Reefer Logistics; Mike Tibbles from the Alaska Steamship Association (ASA); Jim Terrell; Keith Austin from Alaska Marine Pilots (AMP); Luke Hasenbank, Dan Blackmore, Bob Arts and Jim Lee from Alaska Maritime Agencies and Paul Axelson from North Pacific Maritime. Bill Gillespie (AMP), Rich Preston (SEAPA), Ed Sinclair (SEAPA) and Jenni Zielinski (SWAPA) attended telephonically.

Mack called the meeting to order at 0900.

Item 2. State Office Building Orientation

Ward provided a safety briefing and building orientation.

Item 3. Review Agenda

There were no additions or deletions from the agenda.

Motion by Antonsen to adopt the agenda as presented. Seconded by Rueter. There was no discussion. Passed unanimously.

There were no recusals or declarations.

Item 4. Review and approve minutes

Motion by Artz to approve the minutes of the 13 October 2016 meeting as drafted. Seconded by Erickson. There was no discussion. Motion passed unanimously.

Item 5. Discussion of Timelines for FPC exemptions

Mack invited **Axelson** as co-chair of the yacht subcommittee to address the Board.

Axelson: Said the committee's meeting led to lively discussion. He thanked Artz for moving the meeting in the right direction. He said the committee requested Ward pose a question to the Attorney General's office asking if an exemption can be issued if the yacht enters Alaskan waters less than 30 days after applying for the exemption.

Preston: Said he agreed with Axelson's recap. Said if a boat enters waters less than 30 days before applying for an exemption, it can take on a pilot.

Marquardt: Asked when the Legislature added the language requiring the application to be received 30 days before entering Alaska waters.

Axelson: Said he didn't know the date the exemption language was added, but it was added when the Legislature created the exemption process more than 10 years ago.

Rueter: Said he found it hard to believe if the approval process is completed by the Board, there would be a waiting period.

Artz: Said there had been a heated discussion on the topic. Said there won't be clarity until there's a legal opinion.

Mack called for a brief recess to wait for Milks to arrive.

Break at 0917.

The Board went back on the record at 0919.

Milks: Said the question presented to her orally by Ward was what action should the Board take if an application for a foreign pleasure craft was not received 30 or more days before entering Alaskan waters. Said the Board can deny an application for exemption if that application is not timely filed. Said she understood the practice of the Board is to approve those applications, and said that practice is not supported by statute.

Rueter: Asked if the Board was in violation of the statute, or if the Board has the ability to review, from time to time, applications that are not timely.

Milks: Said the Board always has the ability to take alternative action. Said the question is one of exposure. Said the question is also a matter of communication with the public. Said any variance from the statutory language should be for a reason. Said the Board could interpret the statute's "must be submitted" language. Said she would caution the Board the language is not particularly ambiguous. Said if the statute was creating a repeated problem, the question should be presented to the Legislature.

Antonsen: Asked if the language in the statute is ambiguous.

Milks: Said the statement in statute is not ambiguous. Said if there are circumstances that make it impractical or impossible to meet those requirements, the Board should address them. Said the Board should only make exceptions where exceptions are really needed. Asked why the Legislature would write unambiguous language if it didn't mean what it said. Said she didn't see a lot of room for adopting a policy or regulation interpreting the statute.

Antonsen: Said there was a provision for a boat to take on a pilot. Said safety is not an issue, but there is an economic issue.

Milks: Said the Board should make a policy statement if it wants to deviate from statute.

Antonsen: Said the Board can make a policy statement that it is going to abide by statute.

Milks: Said it's not good policy to have a policy or regulation to change the unambiguous language of a statute.

Milks: Said an attorney general's opinion is a formal process. Said she is giving advice from the Department of Law. Said the issue should be addressed with the Legislature.

Artz: Asked if a vessel operator were to submit an application and the Board, through its normal process gives an exemption, is the Board in conflict with statute if it grants the exemption that day, without making the Board wait?

Milks: Said it was a fair question. Said the statute says what it says. Said if you have the practice of issuing exemptions, that's contrary to the statute.

Artz: Said the Board was not trying to be vague in its decision-making process. Said solutions were not always easy.

Antonsen: Said the Board does not have a policy. Said the Board has not been in unanimity.

Milks: Said the practice of the Board is contrary to the statute. Said a policy cannot rewrite the statute.

Rueter: Said the statute and Board practice show the state of Alaska is open for business. Said although it is incumbent on applicants to understand the rules, not everyone has the foresight to look up each and every requirement, even with the Internet. Said his experience was there is a concerted effort to approve applications. Asked why someone should be inhibited who is trying to bring business to the state. Said he understood the statute is quite clear, but also says the Board has 10 business days to approve an application. Asked if the Board should get a formal opinion from the Attorney General's office.

Milks: Said the policy explanation was clear. Said the statute says the application must be submitted to the Board. Said that language is a precondition for the application to be submitted to the Board. Said the Board is under no obligation to respond to an application that doesn't meet that precondition. Said she could not advise the Board on what the Board's opinion should be. Said the statute was last amended in 2003, and the practice of foreign pleasure craft entering Alaska may have changed considerably since then. Said the statute says what it says. Said an Attorney General's opinion will not likely be any different than what I am telling you today. Said it seems the problem ultimately is the Legislature decided the application should be submitted at least 30 days before entry.

Rueter: Said the Board needs to find out what the legislative intent was. Asked if the Legislature wanted the statute to be restrictive. Said the marine pilot coordinator's position had evolved through a variety of personnel. Asked if the coordinator's interpretation had been flawed.

Milks: Said she didn't know an answer to that question. Said legislative history only becomes determinative or a guide if the language is ambiguous. Said if the statute is unambiguous, the letter of the statute is primary. Said it's possible the Legislature didn't zero in on the word "must." Said she can't speak to legislative intent. Said the language is not ambiguous.

Erickson: Asked what agents would need to tell applicants. Said the boat would take a pilot into the first port of call. Asked if there was no way to get an exemption at that point. Asked once the exemption is granted, does the boat still need to wait?

Artz: Said Erickson's question was his question.

Milks: Said that was up to the Board. Said the application is deficient.

Marquardt: Said Erickson asked the question I wanted to ask. Asked where the statute says a boat can't sail once the exemption is granted.

Milks: Said the application is deficient if it is not received more than 30 days before entry into Alaska waters.

Marquardt: Asked if someone wanted to come into Alaska waters, and filed timely, could they change their mind once receiving the exemption.

Milks: Said the statute requires the application to be submitted 30 days before entering Alaska waters, not 30 days before expected entry into Alaska waters.

Erickson: Asked to hear from yacht subcommittee.

Axelson: Said the way he was hearing the statute, there was no way for someone who enters the state without a pilotage exemption to get an exemption.

Artz: Said the Board was only discussing operating under an exemption. Said the boat could operate with a pilot.

Milks: Said you can always come into Alaska waters with a pilot.

Axelson: Asked if a boat came into Alaska waters with a pilot, could it then apply for an exemption without violating the statute.

Mack: Asked if the general rule was a boat needs to have a pilot.

Milks: Said that was the general rule.

Mack: Said that if a boat has a pilot, it is legal.

Milks: Said yes, assuming all other requirements are met.

Mack: Said it seems a plain reading of the statute indicates a vessel could not qualify for an exemption if it applies after entering Alaska waters, even if it entered Alaska waters under pilotage.

Axelson: Said the Board needs to be clear to agents. Said this is a change in the way Alaska has been doing business.

Preston: Said the data shows there's not a problem. In the past two years, 92 and 76 percent of boats complied with the timeline. Said the marine pilot coordinator should amp up outreach efforts.

Artz: Asked if, without defining them, there are any extenuating circumstances that would justify the Board's granting an exemption if the timeline wasn't followed. Asked if there was any limitation on the number of exemptions the Board could grant if there were extenuating circumstances.

Milks: Said there is no magic number of exemptions that would be a dealbreaker. Said the more exceptions the Board grants, the closer it comes to making a de facto regulation. Said the fewer the better.

Mack: Said the Board did not have a policy on this, but had a practice.

Rueter: Asked the marine pilot coordinator to find the number of exemptions that have been denied for failure to follow the timeline, since the statute was put in place.

Milks: Said knowing the number of times the Board has granted or denied an application for failing to apply more than 30 days before entering Alaska waters would be helpful. Said it might be helpful to the Board to understand what circumstances led to the Board granting an exemption under extenuating circumstances.

Rueter: Asked if ignorance of the statute might be viewed as an extenuating circumstance.

Milks: Said ignorance of the statute is not an extenuating circumstance. Said extenuating circumstances are fact dependent.

Antonsen: Said he didn't see anything wrong with trying to get it right. Said he couldn't vote yes on an application that comes to the Board less than 30 days before entry into Alaska waters. Said the first priority is to obey the statutes and regulations.

Rueter: Asked what happens if the vessel comes into state waters, then applies for an exemption. Asked if the vessel must leave the state to apply for an exemption.

Milks: Said if the vessel is already in state waters, it has lost the opportunity to apply. Said it can't get one after the fact.

Axelson: Asked for clear direction from the Board to agents. Said it's a change in procedure.

Mack: Asked for suggestions.

Antonsen: Said the marine pilot coordinator should be directed that an application is not complete unless received more than 30 days out, in accordance with statute.

Marquart: Said the marine pilot coordinator should tell an applicant right away if an application is not timely. Said the Board needed to start doing what the statute says. Asked if agents could get the word out.

Rueter: Said when the marine pilot coordinator receives an untimely application, he should inform the applicant of the earliest valid date.

Antonsen: Said the only aspect is if the boat applies for an exemption while in state waters.

Milks: Agreed with Antonsen.

Antonsen: Said the marine pilot coordinator should advise there is a 30-day period between application and exemption.

Rueter: Asked if a vessel has to leave the state if it applies for an exemption while under pilotage.

Milks: Said she would look at the question and get back to the Board. Said the answer she would give now is yes, but she would look at the issue and get back to the Board.

Rueter: Said agents have been asking for clarity from the Board.

Milks: Said there was greater opportunity for interpretation under those circumstances. Said there is more room here for the Board to interpret the language "enter the state."

Erickson: Said as it relates to trying to give guidance to agents and yachts, any vessel that doesn't apply timely will not be exempted. Asked if the Board wanted to go into the statute and look at changing it.

Antonsen: Said the Board doesn't deal with statutes. Said there was leeway for interpretation in the definition of what is meant by entering the state.

Erickson: Asked what date was considered the received by date.

Ward: Said the Division generally viewed a received by date as the date the Division received the application.

Artz: Said the Board had clear language in statute. Said the Board did not want to get into the mechanics of the financial hardship of applications.

Rueter: Said the Board should give clear direction to the marine pilot coordinator that upon receipt, the marine pilot coordinator quickly confirm to the applicant the application has either been timely or untimely received and, if not received timely, not forward the application to the Board.

Mack: Said the Board needed to be clear in its direction to the marine pilot coordinator.

Artz: Asked to take a break.

Break at 1028

The Board went back on the record at 1047.

When the Board returned from break, Marquardt was no longer available by telephone.

Mack: Said the Board had received advice from the assistant attorney general and there was general agreement.

Motion by Rueter the Board should instruct the marine pilot coordinator when a yacht exemption application is received, the marine pilot coordinator diligently review the application and respond as early as practical, confirming the completeness of the application, which includes the statutory requirement of applying 30 days in advance of entry into the state, and forward it to the Board for review and approval. Upon approval by the Board, the marine pilot coordinator shall issue an exemption dated 30 days after the date of the application.

Rueter withdrew the motion.

Artz: The Board should direct the marine pilot coordinator that, upon submission of an application for exemption, the marine pilot coordinator should confirm compliance with statute, including verifying the application was submitted at least 30 days before the vessel entered state waters, and respond promptly to the vessel and the Board.

Erickson: Asked if a vessel enters Alaska waters with a pilot, and wants to cruise with a pilot, may it apply for an exemption then cruise with a pilot until the exemption is granted?

Milks: Said she would answer that question with written advice.

Axelson: Said the answer to that question will give sufficient guidance.

Mack: Said the Board now had a question that could be answered by the Attorney General's office. Said once the question is answered, the marine pilot coordinator can craft a proposed direction to applicants.

Rueter: Said the 30-day statutory requirement may be missing from the application checklist, and the marine pilot coordinator should be directed to add that component to his checklist.

Milks: Said the issue will turn on the Board's interpretation.

Rueter: Asked if the Board could instruct the marine pilot coordinator to follow the advice given by the Attorney General's office.

Milks: Said it would be better for the Board to pass on advice.

Mack: Said the Board should have a telephonic meeting once the Attorney General's office gives advice.

Milks: Said the question she would be addressing is what happens if someone wants to apply for an exemption after entering the state under pilotage.

Antonsen: Said the marine pilot coordinator is to advise the Board when the written advice is given.

Ward: Asked if he should inform an applicant who files an untimely application their application is incomplete, or that their application is denied.

Rueter: Said the marine pilot coordinator should inform the applicant their application is incomplete, and provide an opportunity to amend the application with a timely date of entry into Alaska waters.

Antonsen: Agreed with Rueter.

Mack: Clarified the marine pilot coordinator will only send complete applications to the Board for review.

Antonsen: Said the marine pilot coordinator should inform the Board when Milks sends her written advice.

Mack: Clarified the Board will only review complete applications, and that an application must be timely to be considered complete.

Task: Ward to review applications for exemptions since statute came into effect to find the number of occurrences the Board has denied a request for exemption for failure to submit an application for same more than 30 days before entering Alaska waters.

Item 6. Financial Report

Ward: Said Hewlett was in room and available to address the Board, even though the financial report was later on in the agenda.

Mack: Asked if there was any objection to changing the Board's agenda to allow Hewlett to provide a financial report now. There was none.

Hewlett: Said she had reports for the fourth quarter of Fiscal Year 2016 and the first quarter of FY 2017. Said for the fourth quarter of FY 2016, a non-renewal year, the Board ended with licensing revenue of \$68,188. Said direct personnel services were \$62,067. Said direct personal services would include the services of the marine pilot coordinator and other personnel aiding with Board work on an as-needed basis. Said direct personnel services were low, because of the vacancy in the marine pilot coordinator position. Said travel costs were \$11,698. Said contractual costs were \$7,882. Said costs for business supplies were \$541. Said total direct expenses for FY 2016 were \$83,188, which is exceptionally low.

Artz: Asked if the Board was being charged for meeting in state-owned space.

Hewlett: Said no, and the Board was saving money by meeting in state space.

Antonsen: Said this was the first time since Fiscal Year 2010 the Board had a surplus in an even, non-renewal year. Asked Hewlett if she knew why that would be.

Hewlett: Said she would need to look at why the Board had a surplus. Said the surplus has been increasing for quite some time. Said the surplus was a combination of lower expenses and higher revenue.

Antonsen: Said the Board does not want an excess surplus, because that would mean our license fees were too high.

Hewlett: Said the Board's personal services costs are way down, because of a vacancy in the marine pilot coordinator position. Said the Division Director does a fee analysis on an annual basis.

Antonsen: Said what he was about to say was the end of a broken record. Said the savings are not saving the state a dime. Said the savings initiatives are hindering the Board in its ability to make decisions. We are not being given any ability to go outside the box. Said the room the Board was meeting in does not give the public enough room to participate.

Hewlett: Said she appreciated Antonsen's frustrations, and that Division management agrees with them. Said the Division struggles to explain to the Legislature the difference between receipt-supported services and general fund services. Said the Division was the exception to the rule. Said the bigger picture was that even though the funds are in the bank, the Division does not have the authority from the Legislature to spend them. Said the limit was akin to a daily limit at an ATM, even though there may be more funds in the bank.

Rueter: Asked if there were any programs that do not support themselves.

Hewlett: Said there were some boards carrying a deficit. Said the Director is being more aggressive in fee setting.

Hewlett: Said FY 2017 was a renewal year, but renewal fees would not be reflected in the first quarter report. Said the Board's revenue for the quarter was \$10,050. Said personnel services were only \$609, because the marine pilot coordinator position was vacant for the entire quarter. Said travel expenses were \$864 and contractual expenditures were \$2,467, mostly to pay an expert witness.

Mack: Said he had been called to a meeting at the Capitol, and needed to leave. He announced the Board would break until 1230.

Off record at 1129

The Board went back on the record at 1237. Marquardt rejoined the meeting telephonically.

Motion by Artz to enter executive session in accordance with AS 44.62.310(c)(4), to discuss government records not subject to public disclosure. Seconded by Antonsen. Motion passed unanimously.

Off record at 1238

The Board went back on the record at 1307

Item 7. Investigative report

Motion by Antonsen to approve the investigative report in 2016-000652. Seconded by Mack. Artz requested to be recused, and his request was unopposed. The motion passed unanimously.

Motion by Rueter to approve the consent agreement in Case No. 2016-001077, in the matter of the M/V A2. Seconded by Artz. Antonsen requested to be recused, and his request was unopposed. The motion passed unanimously.

Item 8. Public comment

None.

Item 9. Business items

Renewals

Ward: Said the Division had renewed 66 marine pilots' licenses and five vessel agent registrations through 12 January 2017. Said the average time between receipt of an initial application and his initial response was 22.68 days and the average time between receipt of an initial application and the mailing of a license was 30.97 days. Said 12 applicants did not receive a first contact within the 22.68-day timeframe and 18 applicants did not receive a license within the 30.97-day timeframe.

Rueter: Asked Ward to send lists detailing the renewed and unrenewed licenses to Board members.

Task: Ward to send lists detailing the renewed and unrenewed licenses to Board members.

Correspondence

Ward: Said he had received two letters from SWAPA: its annual report and a request for a regulation change. Said he understood SWAPA would address those letters during its report to the Board.

Review of Board actions since 13 October 2016

Date	Motion	Voting Tabulation	Action
11/30/16	Approve unrestricted marine pilot's license for Andrew Wakefield (117887)	Arzt (Y), Antonsen (Y), Hladick (Y), Erickson (Y), Rueter (Y), Marquardt (NR), Mack (NR)	Approved 5-0.
11/30/16	Approve VLCC endorsement for Marine Pilot Andrew Wakefield (117887)	Arzt (Y), Antonsen (Y), Hladick (Y), Erickson (Y), Rueter (Y), Marquardt (NR), Mack (NR)	Approved 5-0.
12/22/16	Approve training pilot endorsement for Marine Pilot Levi Benedict (MARM204)	Erickson (Y), Marquardt (Y), Antonsen (Y), Artz (Y), Rueter (NR), Hladick (NR), Mack (NR)	Approved 4-0.
1/6/17	Approve upgrade to 65KGT for Deputy Marine Pilot Carolyn Vermette (108261)	Hladick (Y), Artz (Y), Antonsen (Y), Rueter (Y), Marquardt (Y), Mack (NR), Erickson (NR)	Approved 5-0.

Delegation of authority to marine pilot coordinator

Ward: Said this would be a good time to address any delegations the Board wanted to make to the marine pilot coordinator, as this was the first Board meeting since the changeover in the position.

Rueter: Said he wanted to continue as is.

Antonsen: Agreed with Rueter.

Item 10. Regulations status report

Ward: Said the regulations regarding length overall had been signed by the lieutenant governor and would go into effect on 22 February 2017.

Ward: Said regulations had been drafted by the Division's regulations specialist regarding the changes requested by the Board to the location of the pilot station at Kiska Harbor and the creation of the pilot station at Bieli Rocks, and presented those to the Board.

Artz: Said the change to the Kiska Harbor location was incorrect, and needed to keep the station's location at 51 degrees, 58.5 minutes. Said the change from west longitude to east longitude was correct and needed to remain.

Motion by Rueter to change the draft regulation for the pilot station at Kiska Harbor to read 51 degrees, 58.5 minutes north latitude, 177 degrees, 36.5 minutes east longitude. Seconded by Artz. Approved unanimously.

Motion by Antonsen to approve the draft language for the pilot station at Bieli Rocks as written by the Division. Erickson seconded. Approved unanimously.

Task: Ward to prepare a regulations FAQ for both projects and present them to the Board for review and approval.

Item 11. Rate filing objections

Ward: Said ASA had filed an objection to SWAPA's proposed rates, then had withdrawn it after the two groups had worked out an arrangement. Said the objection would be treated as if it had never been filed.

Ward: Said ASA had filed an objection to SEAPA's proposed rates, and SEAPA had filed a timely response. Said the two groups were still in talks and hoped to resolve the issue without a hearing.

Rueter: Said SWAPA and ASA should be praised for resolving the issues. Said SEAPA and ASA should be praised for continuing to work to resolve their issues.

Item 12. Reports from pilot organizations

SEAPA

Merrill: Said SEAPA was in a position similar to its position at last report. Said SEAPA had 46 marine pilots, one deputy marine pilot who should be granted a 90,000 gross tonnage license in 2017, and seven trainees. Said one trainee would be looking to apply for a deputy marine pilot's license this summer. Said SEAPA was looking to add four trainees. Said SEAPA was gearing up for summer.

Rueter: Asked what the expected length of time to complete training was.

Merrill: Said the expectation was for deputy marine pilot trainees to complete training in two years, and for apprentice trainees to complete training in four years.

Rueter: Asked if the intake of new trainees met forecast needs for the near future.

Merrill discussed SEAPA's proposed bylaw changes.

Merrill: Said SEAPA changed its training program after the October 2016 Board meeting, and its bylaw changes are partnered with that change. Said the changes were done to clean up language.

Antonsen: Requested Merrill go through the changes one by one.

Merrill: Said the first change clarified trainee selection was based on test scores.

Antonsen: Asked if there would be occasion for SEAPA to approve a trainee in a given category regardless of test score.

Merrill: Said it was possible. Said if SEAPA had a short-term need, it would petition the Board.

Antonsen: Said a change now does not preclude a change later. Said the proposed change seems to meet SEAPA's needs.

Merrill: Said the bylaws need to reflect the present.

Merrill: Said the next change clarified trainees that come in from another region are not in the competitive category. Said two trainees had transferred from AMP to SEAPA.

Merrill: Said another change also dealt with transferees. Said another change dealt with due process.

Rueter: Asked if SEAPA's rules regarding required rest were more restrictive than federal or state law.

Merrill: Said they were not, as far as he was aware of. Said a pilot could turn down a job expected to last more than six hours, or a second pilot could be dispatched. Said there was a procedure for a pilot to report fatigue.

Rueter: Said the practice of only working six hours on the bridge was more restrictive than federal or state law.

Merrill: Said that was an option, not a requirement.

Motion by Antonsen to approve SEAPA's proposed bylaw changes. Seconded by Rueter. Approved unanimously.

SWAPA

O'Hara: Said SWAPA had 15 full members, all of whom were VLCC qualified. Said SWAPA had three deputy marine pilots, one who held a 90,000 gross ton license and two who held 65,000 gross ton

licenses. Said SWAPA had three trainees, one an apprentice and the other two who have passed their core exams.

O'Hara: Said the proposed regulation change came because there had been little ice in Region 2 during the last two winters. Said the AVTEC simulator had been vetted by pilots with ice experience. Said SWAPA was requesting the ability to use simulation to get up to one-half of the required ice dockings.

Rueter: Asked if the training pilot decides if there is ice present.

O'Hara: Said yes. Said if there's ice present, it is an ice docking.

O'Hara: Said AVTEC had the only Coast Guard-approved ice simulator.

Artz: Said improvements in AVTEC's technology has allowed this proposal to be brought forward.

Antonsen: Asked if the intent of the regulation was to be able to substitute up to two of four required ice movements with a simulator.

O'Hara: Said yes.

Motion by Antonsen to approve the proposed regulation change so that 12 AAC 56.028(b)(1)(A)(ii) reads: "four dockings and four undockings performed under ice conditions. A board approved ice simulator training course for this port may be substituted for 2 dockings and 2 undockings." Artz seconds. Passes unanimously.

Task: Ward to prepare a draft regulations FAQ with review by responsible parties.

AMP

Gillespie: Said AMP had eight marine pilots and one deputy marine pilot, and that the deputy was authorized to pilot ships up to 65,000 gross tons. Said Derek Nystrom is halfway through hands-on training. Said AMP had taken on two new trainees.

Rueter: Asked if AMP believed it had sufficient pilots with its current membership.

Gillespie: Said yes. Said that issue had been discussed at length at AMP's annual meeting.

Item 13. Other business

Next meeting

Artz: Proposed 18 April 2017 as the Board's next meeting date.

Mack: Said the Legislature went into session on 17 January, and the 90-day legislative limit would be reached around that time. Proposed a meeting for the first week of May.

Mack: Proposed 0900 on 20 April 2017 in Juneau for the next meeting time, date and place. The Board unanimously agreed to that date.

Rueter: Asked for a tentative schedule for the Board's fall meeting. Said it has usually been in the latter part of October.

Mack: Proposed 26 October 2017 in Anchorage as a tentative date and place for the Board's fall meeting. There was general agreement among the Board members.

Announcements

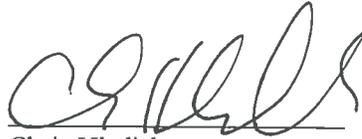
Antonsen: Said this was his last meeting as a Board member. Artz, Rueter and Erickson thanked Antonsen for his service.

Respectfully submitted:



Charles Ward
Marine Pilot Coordinator

Date: 4/20/17



Chris Hladick
Chair

Date: 4/21/17