



THE STATE
of **ALASKA**
GOVERNOR BIL WALKER

Department of Commerce, Community,
and Economic Development

BOARD OF MARINE PILOTS

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FINAC CWU

DRAFT MEETING MINUTES

17 January 2018

ROBERT G. ATWOOD BUILDING, ROOM 104
550 W. 7TH AVE., ANCHORAGE

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

Marine Pilot Coordinator Charles Ward called the roll at 0904.

Board members present: Mr. Tom Rueter, Capt. David Arzt, Capt. Ronald Ward, Mr. Rick Erickson, Ms. Peggy McLaughlin and Mr. Rick Harris.

A quorum was present.

Marine Pilot Coordinator Charles Ward was in attendance and recorded minutes. Janey McCullough, Director of the Alaska Division of Corporations, Business and Professional Licensing (CBPL) and Melissa Dumas, Administrative Officer II for CBPL, attended a portion of the meeting by telephone.

Captains Kathleen Flury, Frank Didier and Jeff Baken from Southeast Alaska Pilots Association (SEAPA); Capt. Peter Garay and Ms. Jenni Zielinski from Southwest Alaska Pilots Association (SWAPA); Captains Bill Gillespie and Clayton Christy from Alaska Marine Pilots (AMP); Lt. Bart Buessler from NOAA; Mr. Jim Lee and Mr. Bob Arts from Alaska Maritime Agency; Mr. Bill Sharp from Holland America Group; Mr. Mike Tibbles from Alaska Steamship Association (ASA); and Mr. Paul Axelson from North Pacific Maritime, Inc. were in attendance. There was no participation via teleconference.

Item 2. Review Agenda

Charles Ward requested three items be added to the business items portion of the agenda: a brief review of the pending sunset audit, a brief discussion of the yacht safety packet scheduled to be on the Board's April agenda, and Charles Ward's potential absence from his office. There were no objections.

There were no recusals or declarations.

Item 3. Election of board leadership

Charles Ward said, by statute, the governor can appoint a chairperson for the Board, but he had chosen not to do so for the Board of Marine Pilots. Said the Board is to elect its own chairperson and secretary. Said the duties of the secretary were not well defined in the statute. Said the secretary has whatever powers the Board wants to give it, within the limits of statute. Said that the secretaries are sometimes designated as the alternate chairperson of the Board. Said on one Board, the secretary actually keeps the Board's minutes, but did not think the secretary of the Board of Marine Pilots would want to do that.

Rueter asked if a Board member who is not present can be nominated.

Charles Ward said such a person could be nominated. Said the issue would be whether the nominee would accept the nomination or not.

Arzt asked Charles Ward if Navarre had interest in serving as chairperson of the Board. Charles Ward said he had not spoken to Navarre about that matter. Arzt said any action taken to elect Navarre as its chairperson could be rendered moot. Charles Ward said that was not necessarily the case, as the Board chose its own chairperson. Said if Navarre did not want to serve as chairperson, he could put the matter back on the Board's agenda for its April meeting.

Rueter moved Navarre be the Board's chairperson. Seconded by McLaughlin. There was no substantial discussion. The motion carried unanimously.

Arzt moved Ronald Ward be the Board's secretary. Seconded by Rueter.

Arzt asked about the duties of a secretary.

Charles Ward said the role of secretary was not well defined by statute. Said the Board could assign duties to the secretary. Said on many boards, the secretary does little. Said some boards designate the secretary as vice chairperson. Said one board actually assigns the production and keeping of minutes to the secretary, but said it was unlikely the Board of Marine Pilots' secretary would want to take on that duty. Said some board secretaries sign wall certificates, but the Board of Marine Pilots doesn't issue wall certificates.

Arzt asked who the last secretary of the board was. Charles Ward said he did not know. Said there had not been one for a while, as best he could determine.

The motion carried unanimously.

Item 4. Financial report

McCullough presented the financial report to the board.

McCullough introduced Dumas as the Division's new Administrative Officer II.

McCullough began presenting the Fiscal Year (FY) 2017 end-of-year report. Said FY '17 ended on 30 June 2017. Said it was a renewal year for the Board. Said Board had total revenues of \$281,640, which was up against \$277,450 from FY '15, the Board's last renewal year. Personal services were \$38,827, which was lower than normal. Said that was likely because there were fewer investigations or large regulation projects. Said personal services were represented in the 1000 series of direct expenses. Said travel expenses were \$10,371, which was also lower than normal, and was represented in the 2000 series of direct expenses. Said contractual expenses were down at \$8,988 and were represented in the 3000 series of direct expenses. Said supplies were \$587, on par with previous years, and were represented in the 4000 series of direct expenses. Said total direct expenditure was \$58,773, which was really good. Said indirect expenditures were \$19,436. Said indirect expenses were "trued up" at the end of the fiscal year,

and were represented by placeholders in the quarterly reports. Said total expenses were \$78,209, and the Board's surplus for FY '17 was \$203,431. Said the Board's total surplus was \$305,082. Said FY '18 was not a renewal year, and she anticipated the Board's expenses coming more in line with its revenue.

Said the Board's large surplus would possibly lead to a reduction in licensing fees.

Rueter asked when the review of licensing fees would begin, and asked how that process would begin.

McCullough said the Division would begin its fee analysis in early May. Said that analysis would include a consultation with the Board. Said the Division ultimately implements fee changes. Said any fee changes would take effect in FY '19, which was at the end of Calendar Year (CY) 2018. Said she did not know how much the fee reduction would be.

Rueter asked when the fee analysis would be completed.

McCullough said she would endeavor to complete the fee analysis by the Board's summer meeting. Said she would try to obtain as much current information as possible, but she would not wait for FY '18's financial report to be reconciled, as that could be as late as September, which was too late to begin the process.

Arzt asked how the fees would be approved, and what the timeline for approval would be.

McCullough said the approval process was about a six-month process. McCullough said the review would begin at the Division level, and Division personnel would consult with the Board, but the ultimate fee regulation proposal was the Division's to make. Said the Division would develop a fee regulation project that would be out for public comment for 30 days. Said she would review comments and finalize the project after taking the comments into consideration. Said the lieutenant governor would review and sign the regulations, with the fees becoming effective 30 days after his signature.

Arzt asked how licensees who were renewing starting 60 days before the end of CY '18 would be effected by the new fees. Said the Board would want any fee reduction implemented prior to the beginning of the renewal period.

Erickson reviewed the timeline. Said the fee regulation project was a six-month process which would begin in May. Asked if the Division would bring a report of fees to the Board as a recommendation.

McCullough said she would provide Board members with an Excel spreadsheet which would allow the Board to experiment with different fee amounts and make recommendations based on those experiments. Said she would get the spreadsheet to the Board as far in advance of the consultation meeting as possible.

Rueter said the Board had a lower expense in FY '17, because the Marine Pilot Coordinator position was not filled for a time during that year. Asked McCullough to note this in her calculations.

McCullough said that would be part of the Division's analysis.

Erickson said timing was of the essence, with the renewal period beginning 60 days prior to the end of CY '18. Said he hoped the timeline would allow for a rate to be in place by the October meeting.

McCullough said she hoped to have a rate regulation ready to go out for public comment by the Board's July meeting. Said the regulation would need to go through a 30-day comment period. Said she would then need to evaluate the comments and perhaps change the proposed regulation, which would then need to go to the lieutenant governor's office for approval. Said she understood the importance of

getting the information to the Board in a timely manner, and that the Board needed to be prepared to make a recommendation at its July meeting.

Erickson asked if there was any action required by the Board to begin the rate analysis. Charles Ward said the process would begin on its own, so the Board did not need to act at this time.

McCullough presented the financial report for the first quarter (Q1) of FY '18 (1 July – 30 September 2017). Said FY '18 was a non-renewal year. Revenue was \$8,550. Expenditures on personal services were \$14,307. Travel expenses were \$343. Contractual expenses were \$82. Supplies cost \$13 for the quarter. Total direct expenditures for Q1 of FY '18 were \$14,744. Said the indirect expenditure figure of \$4,859 was a placeholder number based on prior year indirect expenditures. Said an accurate number would be provided when the indirect expenditures were finalized at the end of the fiscal year. Said the Board's total expenses for Q1 of FY '18 were \$19,603. Said that the Board's expenses in a non-renewal year would slowly eat away at the Board's large surplus.

Rueter asked the Board could get comparisons of the quarterly reports with previous years quarterly reports.

McCullough said that would involve a lot of detail. Said the better comparison would not be Q1 of FY '17, but Q1 of FY '16, since FY '16 was a non-renewal year.

Rueter said that would be fine.

McCullough said complying with that request would be labor intensive. Said the Division had received approval from the Office of Management and Budget (OMB) to reclassify an Accounting Technician I position to an Accounting Technician III position. Said that position was not yet filled. Said when that position was filled, more detailed accounting might be available.

Rueter asked if the Marine Pilot Coordinator could provide reports from previous years, to alleviate the burden on the accounting staff.

McCullough said she could see the revenue from Q1 of FY '16 on her computer, and that revenue was \$9,060.

Rueter asked for details on expenses for previous years.

Rueter asked if moving forward, the past data could be provided.

Ronald Ward said expenditures in FY '17 were significantly lower than those in FY '16. Said he believed that was due to the vacancy in the Marine Pilot Coordinator position. Said it would be advantageous to have a percentage of personal services costs allocated to other boards.

Dumas said the personal services costs on the report were just figures for the Board of Marine Pilots. Said no other boards were represented on it. Said there could be costs beyond just those of the Marine Pilot Coordinator, such as the Regulations Specialist for regulation projects, or investigators for investigations.

McCullough said total direct expenditures in Q1 of FY '15 were \$15,486. Said indirect expenditures were \$5,877. Said those figures were "right in there" with current figures.

McCullough discussed where to find the direct expenditure breakdown for Q1 of FY '18.

Arzt asked about the status of House Bill (HB) 90, which would add an investigative fee to all professional licensees, while reducing each licensee's license fee by a commensurate amount.

McCullough said there were pros and cons to the measure, depending on the viewpoint of various licensing boards. Said she viewed the bill as a way of making expenses predictable for each board in terms of investigative expenses. Said some boards opposed it because they believed the bill made them pay for other boards' bad actors. Said the Division wanted all boards to weigh in on HB 90, to help the Legislature make a decision. Said the board could weigh in collectively, or individual board members could weigh in. Said board members could sign up on the Legislature's website to be notified of hearings on that bill. Said the bill could significantly reduce the risk of a spike in fees due to investigative costs. Said HB 90 was not likely to be resolved in time for the coming fee analysis. Said the Division would need to conduct its fee analysis for the Board as if the bill was not going to pass.

Arzt asked if HB 90 was still actively being discussed.

McCullough said it was still active, but that no hearings had been scheduled on it. Said the bill was being heard in committee in 2017 throughout the session, so it was still very active.

Erickson said the Board could keep an eye on the bill as the 2018 legislative session progressed.

Rueter asked if any boards had taken a formal position, pro or con, on HB 90. Asked if it was appropriate for the Board of Marine Pilots to do so.

McCullough said that would be an appropriate action for the Board to take. Said some boards had filed letters of support or opposition. Said most boards had not taken a position. Said HB 90 represented a solution that many boards that oversee small programs had long searched for. Said HB 90 could help protect small programs from large spikes in licensing fees due to one long and expensive investigation. Said the fee analysis for the Board would include a review of how much surplus is necessary so one "nasty" investigation doesn't dramatically increase licensing fees. Said HB 90 would take out much of the "crystal ball" part of the fee analysis.

Erickson said the Board knows HB 90 is out there, and the Board should follow it.

Item 5. Review and approve minutes

Charles Ward recommended two corrections to the draft minutes he presented to the Board for approval: correcting the spelling of Zielinski's name and adding Capt. Jeff Pierce as one of SWAPA's simulator instructors for the simulations conducted as part of the October Board meeting.

Harris questioned whether a reference to a dredging anchor in AMP's simulator training report should refer to dragging anchor. It was determined the reference to dredging anchor was correct.

Ronald Ward moved to approve the minutes from the 18-19 October 2017 Board meeting with the corrections noted by Charles Ward. Rueter seconded. There was no discussion. Motion passed unanimously.

Item 6. Public comment

None.

Item 7. Correspondence

Charles Ward said there were letters in the Board packet from the Governor’s Office appointing Rick Harris to a public seat through March 1, 2020, and appointing Les Cronk to an agent seat on the Board beginning March 1, 2018 through March 1, 2022. Said there was an email from the Governor’s Office reappointing Peggy McLaughlin to her public seat on the Board through March 1, 2022. Said he had not received a letter from the Governor’s office regarding McLaughlin’s reappointment when he put the Board packet together, but he had since received one.

Erickson thanked McLaughlin and Harris for their willingness to serve on the Board.

Item 8. Review of Board actions since 1 October 2017

Board actions – 1 October 2017 through 31 December 2017

Date	Motion	Voting Tabulation	Action
9 Nov 2017	Approve upgrade to 90KGT for Deputy Marine Pilot Carolyn Vermette.	Ward (Y), Arzt (Y), Hladick (Y), McLaughlin (Y), Erickson (Y).	Approved 5-0.
27 Nov 2017	Approve change to daily stipend paid to active SWAPA trainees	Ward (Y), Arzt (Y), McLaughlin (Y), Rueter (Y), Erickson (Y).	Approved 5-0.

Charles Ward said there would be a change in the mail ballot procedure going forward. Said Board members would be required to complete and electronically return a voting form in future mail ballots. Said the Division wanted to have a consistent way for members of all boards to register their votes.

Arzt said that could impact the Board’s turnaround time. Asked if the Marine Pilot Coordinator would make an electronic communication to Board members prior to ballots being sent out.

Charles Ward said the ballot doesn’t need to be a hard copy. Said he would attach the ballot to an email. Clarified the form could be emailed back in.

Item 9. Rate filing update

Charles Ward said the pilot associations had timely filed and published their rate schedules for 2018. Said SEAPA had filed an amendment to its rates for bulk dry cargo, also in a timely manner. Said ASA had filed a timely objection to SEAPA’s liquid cargo rates, and that SEAPA had filed a timely response to that objection. Said ASA and SEAPA are working to resolve the issue.

Flury said SEAPA and ASA would like to place the issue on the agenda for the Board’s April meeting.

Item 10. Investigative report

Charles Ward said there were three open investigations, two of which were with the Office of Special Prosecutions (OSP). One remained open, with a resolution pending. Said he had received two matters that were classified as intakes. Said one had been opened and closed, because there was no violation and no complaint. Said the other intake remains open, with a resolution pending.

Harris asked what the OSP was and where it was located.

Charles Ward said the office was in Anchorage, and may have its headquarters in the Atwood Building, but he was not certain. Said OSP was a branch of the Attorney General's Office. Said OSP dealt with things that were not normal criminal prosecutions, such as illegally moving a vessel without a pilot.

Harris asked if the Board was to conduct an investigation, or if the investigation was done by OSP.

Charles Ward said he had conducted an investigation, which had then been referred to a Board member for review. That Board member agreed the matter should be referred to OSP. Said he was limited after the referral to OSP in what he could do to further the investigation, other than track it and keep the Board updated.

Ronald Ward asked if there was any additional material for the Board to consider regarding the confidential Board materials that were sent out.

Charles Ward said outside of the confidential materials he had sent, he had no other requests for the Board for an executive session.

Erickson clarified that the confidential Board packet was the only material given to the Board. Charles Ward agreed with his clarification.

Charles Ward said the Division had hired a new Chief Investigator, Greg Francois, who was previously one of the Division's senior investigators. Said Francois was his boss. Said Francois had hoped to be at the meeting today, but he was interviewing candidates for another opening in the investigative unit.

Item 11. Informational items

Charles Ward said the Board is scheduled to sunset in CY 2019. Said there will be a legislative audit conducted in CY 2018. Said 99 percent of the audit would be him working with the legislative auditors. Said there may be occasion for him to reach out to Board members if the need arose. Said the Board will be up for renewal by the Legislature in 2019.

Charles Ward said he'd received some calls about the yacht packet. Said the Board is required by law to approve the yacht packet at its spring meeting. Said he would present the 2017 yacht packet as the 2018 yacht packet. Said if there were vessel agents that wished to add something to the 2018 yacht packet, they can send that material to him. Said once the spring meeting date is set, he can set the agenda deadline. Said he would send an email to all agents with the agenda deadline and request additions to the yacht packet be submitted by that date.

Erickson asked if it was the 600-page packet from last year.

Charles Ward said what he had done last year was put the 2017 packet and the 2016 packet together for comparison purposes. Said the packet was about 250 pages. Said the Board had the prerogative to exclude items. Said if an agent wanted to exclude items, he would bring it to the Board's attention.

Rueter asked if the entire yacht packet needed to be presented, or if an index of materials could be approved.

Erickson asked if a table of contents could be provided.

Charles Ward said he could send out a table of contents for the 2018 yacht packet, then provide a link to the actual yacht packet on the Board's website.

Charles Ward said he had a family member who was fairly seriously ill down South, and he may have to be called away from the office on short notice.

Erickson expressed his well wishes to Charles Ward.

Item 12. Regulation status report

Charles Ward said he had written a draft regulation, based on the Board's previous action. Said he had presented it to the Division's Regulations Specialist, who ensured it was in the proper format. Said that language was in the Board packet, and that language had been sent out for public comment. Said the proposed regulation was out for comment for 30 days, and the Board had chosen to receive written comments only. Said the Board had received one written comment. Said the Board needs to consider the financial impact, if any, on private persons.

Ronald Ward moved approval of the regulation as publicly noticed. Rueter seconded.

Harris asked for a brief explanation of the regulation change.

Erickson said the regulation currently allows a newly licensed deputy marine pilot to pilot a vessel of up to 25,000 gross tons. Said SEAPA asked the Board to increase that tonnage to 50,000 gross tons. Said the reason for that increase was that, especially in Southeast, not many ships requiring pilotage were under 25,000 gross tons. Said ships are becoming larger and have more tonnage. Said it was an opportunity to allow new deputy marine pilots to work on smaller cruise ships in Southeast that are more than 25,000 gross tons but still under 50,000 gross tons. Said a new deputy marine pilot would still need to serve as a pilot for 30 days before being eligible to upgrade to 65,000 gross tons.

Ronald Ward said the vessels in Southeast continue to become larger and larger, and there were fewer opportunities for new deputy marine pilots. Said in SWAPA's region, there was still sufficient traffic of vessels under 25,000 gross tons. Said new deputy pilots in SWAPA's region would not be dispatched to vessels larger than 25,000 gross tons until the pilots satisfied SWAPA's training criteria for new deputy pilots. Said SEAPA trainees, and SWAPA trainees, were training on ships much larger than 25,000 gross tons. Said SWAPA trainees would be restricted to ships no larger than 25,000 gross tons until they completed 30 movements on such ships.

Arzt said the change was only to the tonnage limit for initial licensees. Said training had progressed to the point where new deputy pilots could pilot ships of up to 50,000 gross tons.

No financial impact to private persons was mentioned.

The motion passed unanimously.

Charles Ward said the next steps would be for him to certify the Board has approved the regulation as publicly noticed, and submit it to the Lieutenant Governor's Office through the Division's Regulations Specialist. Said once the lieutenant governor signed the regulation, it became effective 30 days later.

Item 13. Pilot association reports

SEAPA

Flury said SEAPA has 43 pilot members. Said SEAPA had two deputies, one at 90,000 gross tons and one that would be at 50,000 gross tons. Said SEAPA has 17 trainees. Said the first licenses to come from the current trainees would be in spring of 2019.

Baken said a VLCS committee had been formed. Said the intent of the committee was to conduct simulator testing of the Norwegian Bliss (Bliss), which is the first of several VLCSes coming to Alaska in the near future.

Said the committee was prepared to present preliminary guidelines and recommendations. Said the ships are significantly larger than their predecessors. Said the Bliss' length was 1,100 feet, and her beam was 136 feet. Said her sail area is 162,900 square feet, or 3.8 acres of sail area. Said there would be an issue at shore of dealing with ships containing 6,700 passengers and crew.

Said the committee had logged more than 4,000 man-hours in the project. Said the pilots had built great relationships with Norwegian Cruise Lines (Norwegian) during the project. Said the guideline presented were a result of industry and pilots working together.

Said two pilots went on an observation trip on the Norwegian Escape (Escape). Said those pilots recorded more than 40 separate maneuvering measurements. Said they built a new computer model for the Bliss. Said they built databases for Tracy and Endicott arms. Said they conducted five days of simulator testing, followed by an open house where representatives of the Coast Guard, Marine Exchange of Alaska, four cruise companies, the American Pilots Association and the pilot associations from San Francisco, Hawaii, Puget Sound and British Columbia attended. Said open house included a demonstration of the testing process, an open discussion with all attendees. Said that discussion led to a great deal of anecdotal information from those operating areas. Said future plans were to conduct simulator training on the Bliss model, and dispatch committee members as the first pilots on the ships. Said the committee hoped to continue to make and record real-time observations on the ships to be applied to the model. Said the committee agreed to hold a post-season debrief session in the fall.

Said the simulations led to two major areas of concern. Said the first was steering difficulties with wind and current. Said the other concern was swept path.

Said the Bliss was surprisingly difficult to steer in certain wind conditions. Said the testing pilots developed a practice of giving constant rudder commands, instead of the normal practice of telling crew to steer a certain course. Said the only way to keep control of the ship was to constantly keep adjusting the rudder path. Said as the ship slowed, steering became even more difficult, with 20-30 degree rudder angles to maintain a heading. Said with constant rudder commands, even a single distraction, such as a radio call, was enough to distract a pilot and cause him to lose control of the ship.

Said there was concern about swept path prior to testing, and that did prove to be an issue. Said that, in the area between California and Idaho rocks in the Tongass Narrows, at a 10-degree drift angle, the beam of 41 meters became an effective beam of almost 100 meters. Said this decreased the safety margin on either side from 55 meters to 26 meters.

Said there were preliminary guidelines. Said the intent was to publish a report at the end of January or sometime in February.

Erickson asked what the simulated speed was.

Baken said the simulations were in 7-knot speed limit areas. Said they could not maneuver properly at 7 knots, and needed to increase speed to 9 knots.

Didier said that when going between California and Idaho rocks, speeds of up to 12 knots were necessary.

Ronald Ward said the maneuver could be done with a 20-knot southeast wind.

Didier said it was, and the maneuver could be done with a 20-knot southeast wind, but with no higher wind.

Ronald Ward asked if Norwegian had approved these guidelines. Baken said they had.

Ronald Ward asked if Norwegian had proposed guidelines ahead of the simulations. Baken said they did not, but the ship masters provided some anecdotal evidence.

Arzt asked if any of the ship masters who had transited Southeast Alaska had any anecdotal opinions or advice. Baken said he did not know. Said other cruise ship company masters had said there was a need to address conditions under which and how VLCSes could maneuver and operate in Southeast.

Baken said in Miami, pilots had set guidelines for VLCSes. Said they did not conduct a study. Said guidelines were based on those pilots' experience. Said cruise ship companies immediately disputed those guidelines. Said the masters of those cruise ships went to the companies and supported the pilots' guidelines.

Didier said there was an agreement with Norwegian these guidelines were the guidelines for Southeast.

Ronald Ward said Norwegian was not the only company bringing VLCSes into Alaska. Baken said they were so far.

Ronald Ward said Norwegian was the only company bringing a VLCS into Alaska this year, but in future years, there would be more and more companies doing so.

Baken said when discussing the limits, the pilots were actually more comfortable with certain risks than Norwegian was. Said Norwegian was very cooperative and easy to work with on this issue.

Baken said the simulations were conducted at the Pacific Maritime Institute in Seattle.

Baken said the guidelines advised against VLCSes entering Tracy Arm. Said the concerns were swept path and drifting. Said there was concern with anticipating where the ship would drift in relationship to the icebergs. Said the simulator could only simulate 30 icebergs, which was considered "light ice" conditions. Said even under light ice conditions, a VLCS entering Tracy Arm was considered too dangerous. Said it would be awful with medium or heavy ice. Said the committee advised no entry into Tracy Arm, and Norwegian agreed.

Ronald Ward asked what the bow shadow of the Bliss was. Baken said it was 91 meters on the centerline where the helmsman stood. Said at the pilot station, it was closer to 220 meters out.

Baken said Norwegian suggested that if wind conditions were not good at California and Idaho rocks the day before anticipated entry, the VLCS would change plan and go to the pilot station at Guard Island, and approach Ketchikan from the north.

Said SEAPA recommended a second pilot be on the bridge and on duty when a VLCS was navigating certain areas of the Tongass Narrows and Gastineau Channel, if for no other reason than to handle the radio traffic. Said this would allow the pilot at the conn to continue to issue rudder commands.

Said SEAPA was going to consider recommending to the Coast Guard restricting traffic to one way when VLCSes were navigating through certain points. Said SEAPA would highly recommend tractor tugs when sailing into Ketchikan, Juneau and Skagway. Said when you consider similarly sized containerships in Puget Sound, they're required to have four tractor tugs hooked up to the ship. Said there was only one tractor tug in Southeast, in Skagway. Said SEAPA would strongly advocate for tractor tugs. Said if there could be a group effort to try to obtain tractor tugs, SEAPA believed that would really help. Said tractor tugs were not to be just for the Bliss, but also for the two additional VLCSes that will be in Southeast in 2019. Said SEAPA recommended infrastructure improvements, such as stronger bollards and better leads for head and stern lines. Said that if a high wind caused a VLCS to break loose, it would wreck a dock and perhaps crash into another ship.

Erickson asked if the maximum safe wind mentioned in the discussion about passage at the California and Idaho rocks was a northwest or southeast wind. Baken said winds from either direction in excess of 20 knots were unsafe.

Erickson said that, since they would be northbound vessels, they would approach Guard Island instead of California and Idaho rocks in high wind conditions. Baken agreed.

Erickson asked if Baken was comfortable approaching Ketchikan from the starboard side in 20-25 knot winds. Baken said there were limits even to that approach.

Erickson asked what the limit was approaching by the starboard side at Ketchikan's Berth 3.

Baken said he believed the limit was 25 knots. Baken said that approach was without a tug. Said the only simulation that had used a tug was at the A-J Dock in Juneau. Said A-J was not approachable without a tug. Said the tug used was the Taku Wind, a 3,000-horsepower tug.

Erickson asked if the simulations were for the Bliss. Didier said yes. Said other VLCSes had not been simulated yet.

Erickson said in 2019, the Bliss would be on the Norwegian Pearl's current itinerary. Said each time, the Bliss would need to turn and approach Berth 3 by the starboard side until improvements were made at the dock, even though the Bliss would be southbound.

Erickson asked if SEAPA was comfortable with that approach.

Baken said it was. Said the Bliss had plenty of horsepower to maneuver and come alongside the dock. Said SEAPA was much more comfortable with that approach as opposed to transiting with a swept path.

Erickson asked if the captains of the Bliss expressed the same concerns about steering the ship. Didier said they did.

Arzt asked if Norwegian had issued a report based on the simulations. Baken said no. Said SEAPA's findings were presented to the Norwegian CEO.

Flury said SEAPA had conversations with ASA about its liquid cargo rates, and requested the matter be placed on the April agenda.

Erickson said her request had been noted.

Harris asked if the presentation was confidential.

Erickson said the presentation was not confidential. Said SEAPA and Norwegian would likely share the information with the proper interested parties.

Baken said the purpose of the open house was to let others know the information and explain the process used to obtain the information. Said SEAPA had done a demonstration of one of the maneuvers in PMI's simulators. Said the final report would be public.

Arzt said the process showed the professionalism the pilot associations and the industry share. Said the goal was to achieve a level of safety that was everyone's goal to maintain.

Baken said there was zero conflict between SEAPA and Norwegian on this committee.

Charles Ward said the Board meetings were public. Said the minutes would be publicly available. Said the meetings were recorded, and those recordings could be requested by members of the public.

Harris agreed the process showed a high degree of professionalism. Said this should help the public's confidence in the safety of VLCCs. Said he understood the public challenges. Said there was an opportunity to educate the public on the processes used to ensure ships moved safely in Alaska waters.

Erickson said any industry should strive to address the public's concerns in any area. Said the Marine Safety Task Force was another example of many different stakeholders working together. Said the pilot associations and cruise industry would continue to work together as larger ships come into Alaska to review and update guidelines.

Flury said SEAPA had shown this material to the lieutenant governor.

SWAPA

Zielinski said SWAPA had 15 VLCC-qualified pilots. Said SWAPA had three deputies, all licensed up to 90,000 gross tons. Said one deputy was working to get his VLCC training. Said SWAPA anticipated that deputy to get his unlimited marine pilot license and VLCC endorsement later this year. Said SWAPA had two trainees, both with about 50 percent of their maneuvers completed. Said SWAPA had three observers on the apprentice track.

AMP

Gillespie said AMP had nine licensed pilots. Said eight of those pilots were training pilots and container ship qualified. Said container ship qualification was an in-house qualification. Said AMP had one deputy marine pilot, who was waiting to complete one year with a 90,000-gross-ton license and a manned-model class to apply for his unlimited license. Said trainee Derek Nystrom was at the end of his supervised moves required by the state. Said AMP had added other maneuvers to his training plan to ensure he had adequate training in severe weather. Said AMP had two people in its

observer program, Nick Garay and Wesley Kuhns. Said they were both completing trips for federal pilotage. Said neither had taken the core exam. Said AMP believed it had an adequate number of pilots for the coming year.

Item 14. Other business

Ronald Ward said the consensus at the October meeting was to have the April meeting on 18 April in Juneau. Charles Ward said that was correct.

Erickson asked if that date still worked for all Board members. There was no objection to that date. Erickson asked if the Board wanted to set a date for its July meeting. No Board member wanted to set a date for that meeting.

Rueter asked to ensure the fee review be done in advance of the July meeting.

Rueter said the Board should issue a letter of commendation to Erickson for his eight years of service to the Board.

Item 15. Executive session

Arzt moved for the Board to enter an executive session for the purposes of discussing Case Nos. 2017-000789 and 2017-001195. Rueter seconded. There was no discussion. The motion passed unanimously.

The Board went off the record at 1057.

Arzt moved for the Board to close its executive session. Harris seconded. The motion passed unanimously.

The Board returned to its regular session at 1128.

Arzt moved the Board adopt the Voluntary Surrender of License of Capt. Peter Lie-Nielsen in Case No. 2017-000789. McLaughlin seconded. There was no discussion. The motion passed unanimously.


Ronald Ward moved the Board adopt the non-disciplinary Voluntary Surrender of License of Capt. Peter Cathcart in Case No. 2017-001195. Arzt seconded. There was no discussion. The motion passed unanimously.

Item 16. Adjournment

There being no further business, Ronald Ward moved to adjourn. Rueter seconded. There was no discussion. The motion passed unanimously.

The meeting adjourned at 1132.

Respectfully submitted:



Charles Ward
Marine Pilot Coordinator

Date: 18 April 2018



Chairperson

Date: 4/19/18

Approved at the 18 April 2018 Board of Marine Pilots meeting.