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THE BOARD OF PILOT COMMISSIONERS OF THE PORTS OF HARRIS COUNTY, TEXAS

January 29, 2019

Minute No.

Event/Action

General

Chairman Longoria convened the meeting of the Board of Pilot Commissioners

Minutes

(PB-2019-0129-01) Approve the Minutes of the Board of Pilot Commissioners Meeting – December 12, 2018

Staff Reports

(PB-2019-0129-02) Erik Eriksson, Secretary and General Counsel and Roger Guenther, Executive Director, reported on activity of the working group directed to be formed at the meeting of October 30, 2019

Appearances

(PB-2019-0129-03)(a) Chairman Longoria recognized Todd Stewart, Gulf Winds, who addressed the Pilot Board

(PB-2019-0129-03)(b) Chairman Longoria recognized Lisa Sursavage, Jetco Delivery, who addressed the Pilot Board

(PB-2019-0129-03)(c) Chairman Longoria recognized Shareen Larmond, West Gulf Maritime Association, who addressed the Pilot Board

Pilot Matters

(PB-2019-0129-04) Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Julian T. Platon

(PB-2019-0129-05) Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Robert M. Shearon

<i>Minute No.</i>	<i>Event/Action</i>
(PB-2019-0129-06)	Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Brian G. Saba
(PB-2019-0129-07)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Bryan A. English
(PB-2019-0129-08)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Justin R. Eusepi
(PB-2019-0129-09)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Ian S. Manthey
(PB-2019-0129-10)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Mark E. Scott II

Adjourn Meeting

**Board of Pilot Commissioners for Harris County Ports
Public Meeting**

**Houston, Texas
January 29, 2019**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the “Pilot Board”) was convened on January 29, 2019 at 9:52 a.m., at the Port of Houston Authority Executive Offices, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029. The following Commissioners, staff, and counsel were present:

Janiece Longoria, Chairman
Theldon R. Branch, III, Commissioner
Dean E. Corgey, Commissioner
Stephen H. DonCarlos, Commissioner
Clyde E. Fitzgerald, Commissioner
John D. Kennedy, Commissioner
Roy D. Mease, Commissioner
Roger Guenther, Executive Director
Erik Eriksson, Secretary and General Counsel
J. Kent Friedman, outside counsel

Chairman Longoria convened the meeting of the Pilot Board.

(2019-0129-01) Minutes

Chairman Longoria called for a motion to approve the minutes of the December 12, 2018 Port Commission meeting. Commissioner DonCarlos moved for approval, seconded by Commissioner Fitzgerald. The minutes were approved as written.

(2019-0129-02) Staff Reports

Messrs. Eriksson and Guenther reported on activity of the “working group” that the Pilot Board directed to be formed at its meeting of October 30, 2018.

Mr. Eriksson announced there had been three more working group meetings, held on December 14, 2018, January 4, 2019, and January 11, 2019. He reported that most significantly, on January 18th the Houston Pilots distributed an updated protocol for scheduling 1,100-foot and larger container vessel traffic, an initiative discussed at length in the working group meeting.

Mr. Eriksson stated that two windows would be set aside for arrival/departure of those larger vessels, one at “first light” and the other at “last light.” Arriving large vessels would be boarded before daylight, so they could be brought to the “Texas City Y” at daylight, which would also increase the efficiency of those movements.

Mr. Eriksson noted that each meeting includes long discussions about the particular circumstances of the arrivals/departures, allowing all to understand the factors that impact

them, as well as the Pilot protocols that govern the safety of those movements. He noted that other impacts to ship movements are berth and tug availability.

Mr. Eriksson reported that Mr. Guenther and the container representative polled the container industry and no more than four large vessels are expected in the coming quarter. The impacts of those vessels are expected to be minimal, and as the Houston Pilots become more familiar handling the large vessels, it was anticipated that those operations will be even more efficient. Mr. Eriksson concluded by commenting that there had been a vigorous debate regarding whether other measures should be taken by this body, and he then asked Mr. Guenther to speak to that.

Mr. Guenther agreed with Mr. Eriksson's comments regarding the many discussions and the Port Authority's commitment to work with industry. He noted there is one carrier that is causing one-way traffic, and that the Houston Pilots have adjusted their protocols to further minimize the impact. Mr. Guenther stated there is a commitment from the container carrier group that there was no expectation of any additional larger ships for the next six months.

Mr. Guenther stressed that the priority was to continue to work together with the industry, not only through this issue, but to join forces and pull resources together to get a wider channel in the most expeditious way possible. He added that as the Houston Pilots bring in more ships they will get more experience, and reminded everyone of the importance to our region of the cargoes the container carriers bring in and take out. In conclusion, Mr. Guenther restated the Port Authority's continued commitment to the process.

Chairman Longoria observed that the Port of Houston is a federal channel and is open to water-borne commerce, whether container vessels or tanker traffic. She remarked that stakeholders have always been able to work together to coordinate those activities for everybody's benefit. Chairman Longoria noted the commitment to coordinate those activities with the Houston Pilots and she thanked Capt. Mitchem for all his help to that end. She stated that large container vessels being brought in at first light to arrive at Bayport by 0900 opens the channel for petrochemical exports or other commerce throughout the rest of the day without restriction or delay.

Chairman Longoria reiterated that all are aware that the key to this is widening the channel and all have been diligently working on that for the last three and a half to four years, including getting the Mega Study and permit, in hopes of getting the federal government to finance the project. She stated that if the federal government did not finance widening the channel, stakeholders would have to come up with a creative way to get that done. Chairman Longoria commented that she suspected there would be many partners

who were willing to work with the Port Authority to do this because it was in everybody's interest to have a wider channel.

Chairman Longoria asked everyone to remember that the one-way restriction would be lifted at some point when Capt. Mitchem and the Houston Pilots get more comfortable with moving these larger container vessels. She stated that in the interim, so long as we work together to coordinate those activities, there was room for everybody in this channel, and we were committed to avoid any delay of any commercial activity in the channel. Chairman Longoria expressed her gratitude to the Pilot Board for its support of that commitment.

Commissioner Corgey commented that he has been working this waterfront for a long time and that stakeholders have always worked together through these types of issues and he was very confident that by working together we could minimize, if not eliminate, delays.

(PB-2019-0129-03) Appearances

(a) Chairman Longoria recognized Todd Stewart, President, Gulf Winds International, who addressed the Pilot Board.

Mr. Stewart stated that his company began with one customer, one location, and now handles over 200,000 container movements a year with its trucks in Houston, Dallas, and Mobile. He recalled that when he started, the Port Authority moved around a million containers and was now up to 2.7 million a year.

Mr. Stewart referenced the Port Authority's mission and its vision as America's distribution hub for the next generation. He commented that a distribution hub requires larger vessels in the channel and we need to do whatever we can to make sure those large container ships can continue to come in and move out efficiently. Mr. Stewart remarked there was a tremendous amount of jobs, not only within his company, but also a huge transition within the region, experienced by most.

Mr. Stewart stated that on the petrochemical side, as export resin begins to grow, there has been a mass impact on the community, which is a lot of the large retail clients. Many of those clients traditionally ran their freight through the west coast into Dallas. We are now seeing a lot of all-water service into Houston out of Asia, so we have been able to capture some of the freight that we lost in the past. We do not want to lose that for our region, rather we want to continue to see distribution centers being put up in our region, and we continue to see those opportunities.

Mr. Stewart noted that prior to these larger ships, and their efficiencies, we did not have that opportunity. Ocean freight rates, because of the widening of the Panama Canal and because of the ability of these large retailers to now ship freight economically into our port, has allowed much growth in our area. His organization experiences a direct benefit, but all the brokers and importers and the major resin exporters are also major beneficiaries because we need containers in our region in order to meet the export needs, so it all works together.

Mr. Stewart thanked the Pilot Board for the opportunity to communicate the need to service these larger container vessels. He concluded his remarks by noting that all of the crane activity and all the investment has been leading to that, and the opportunity is great to continue to grow that for our region.

Chairman Longoria thanked Mr. Stewart for speaking to the topic she raised earlier which is the important broadening of all of those benefits to our economy because a lot of people are touched by the growth in warehousing, distribution centers, trucking, all the jobs affiliated with labor, logistics, etc.

(b) Chairman Longoria recognized Lisa Sursavage, Director of Marketing and Public Relations, Jetco Delivery, who addressed the Pilot Board.

Ms. Sursavage greeted the commission and spoke on behalf of Brian Fielkow, Jetco's CEO who was unable to attend. She read the following

Jetco Delivery is a diversified trucking company servicing the international trade community in Houston. We transport a variety of cargos including containerized cargo and breakbulk.

As Houston ports have grown we fully understand that the ship channel congestion is a significant issue. We applaud Port Houston for the investments necessary to accommodate increasingly large container ships. The investment recognizes our region's tremendous growth. The investment is also based on market changes. Steamship lines are migrating to larger vessels and we need to accommodate larger ships to remain competitive. We are aware that some port constituents have been calling for 1,100-foot vessels from entering the port to no more than once a week. We believe that this proposal is misguided. We wish to express our opposition for the following reasons:

(1) Port Houston belongs to everyone; no special interests should be allowed to direct traffic flow or prohibit ships from using federal waterways;

(2) the proposed restrictions will deter steamship lines from calling on our ports; with one vessel per week limit, we fail to see how the port can dictate which steamship lines may and may not access the container terminals. We can't have a system which forces the port to pick the winners and the losers;

(3) the argument has been made that steamship lines should simply use smaller vessels, that is the same as saying that energy exporters could use smaller tanks. To a large part, the market will determine the size ships that desire to call on our ports and in true Houston spirit we must be flexible and creative to accommodate these changes and support growth from all of our sectors;

(4) our economy is fueled by energy, breakbulk, and containerized cargo; no group should proclaim that its cargo is more important than someone else's. I'm speaking on behalf of hundreds of my customers whose livelihood depends on the safe and efficient container and breakbulk transport and who would be impacted by proposed onerous restrictions;

(5) a parochial approach to ship channel access will divide the shipping community; the Houston international trade community must stay united, we must work together with the end goal of widening the ship channel.

Finally, I realize that the ship channel expansion will not happen overnight, in the interim our trust rests with those best able to manage ship traffic, Port Houston and the Houston ship pilots. Congestion is a serious issue and I encourage you to take the necessary time to carefully weigh options. We have time; because a very small number of 1,100-foot container ships are scheduled to call on Port Houston this year. We urge you to continue your great work on behalf of your entire constituency. Thank you very much for your time and consideration."

Ms. Sursavage concluded by saying that Mr. Fielkow asked her to mention he looks forward to seeing you all very soon.

Chairman Longoria thanked Ms. Sursavage.

(c) Chairman Longoria recognized Shareen Larmond, West Gulf Maritime Association (WGMA), President, who addressed the Pilot Board.

Ms. Larmond began by noting that WGMA is a maritime trade association representing the interest of almost two hundred companies in the maritime community,

from Brownsville, Texas to Lake Charles, Louisiana and is the second largest port association of its kind in the country. She added that Port Houston is the largest gulf coast container port, handling an estimated 2.4 million containers in 2018, and accounting for almost 70% of the U.S. Gulf Coast container traffic. It is the largest Texas port with 96% market share in containers.

Ms. Larmond spoke on behalf of those container carriers calling on Port Houston. Her remarks addressed a growing concern regarding the recent proposal made by the energy companies' coalition to limit container vessels over 1,100-feet to one vessel per week. The container carriers appreciate the commission understands the importance of the Houston Ship Channel to the U.S. economy to the tune of \$617 billion per year. The Port Authority has spent hundreds of millions in infrastructure improvements including three \$35 million cranes to accommodate these larger containers, that bring in not only consumer goods but also export plastic resin, a petroleum byproduct which benefits both container and energy companies.

She continued by stating that restricting these larger container vessels would have a detrimental impact on the over 2.5 million-man hours of labor productivity, as well as severely disrupting the retail logistical supply chain, potentially increasing the cost of goods to consumers. Vessels of over 1,100-feet or greater make up approximately 30% of fleet vessels for most major container lines. Restricting these vessels not only impact current ships but any future ships, diverting much needed harbor maintenance tax dollars that are used to maintain the channel to other ports such as New York, Norfolk, Savannah or Miami. These ports similarly faced the issue of one-way traffic but utilized traffic mechanisms which served to continue the flow of commerce to their areas.

Ms. Larmond concluded by stressing that the Houston Ship Channel is federally managed and should be available for all users. One cannot restrict another as we are all one industry, the maritime industry. We looked forward to having a collaborative dialog and a compromise to move our industry forward.

Chairman Longoria thanked Ms. Larmond and remarked that coordination is the key and it works.

The Pilot Board considered each Request for Pilot Board Action ("RPBA") attached to these minutes as Exhibit "A."

(PB-2019-0129-04) RPBA F1 was presented, moved by Commissioner Corgey for approval, seconded by Commissioner Fitzgerald. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F1 PASSED.

(PB-2019-0129-05) RPBA F2 was presented, moved by Chairman Longoria for approval, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F2 PASSED.

(PB-2019-0129-06) RPBA F3 was presented, moved by Commissioner Branch for approval, seconded by Commissioner Mease. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F3 PASSED.

(PB-2019-0129-07) RPBA F4 was presented, moved by Commissioner Mease, seconded by Commissioner Branch. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F4 PASSED.

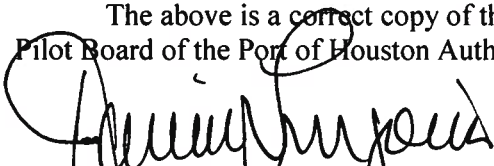
(PB-2019-0129-08) RPBA F5 was presented, moved by Commissioner Branch, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F5 PASSED.

(PB-2019-0129-09) RPBA F6 was presented, moved by Commissioner Fitzgerald, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F6 PASSED.

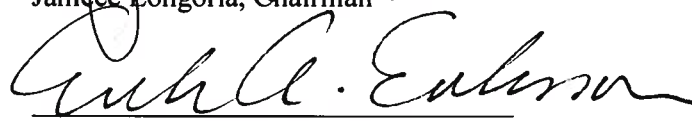
(PB-2019-0129-10) RPBA F7 was presented, moved by Commissioner Corgey, seconded by Commissioner Kennedy. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F7 PASSED.

At 10:12 a.m., Chairman Longoria adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the January 29, 2019 meeting of the Pilot Board of the Port of Houston Authority.



Janiece Longoria, Chairman



Erik A. Eriksson, Secretary

F. PILOT MATTERS

Subject **1. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Julian T. Platon.**

Meeting Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access Public

Type Action

Recommended Action The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, recommend to the governor the commission renewal of Captain Julian T. Platon as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective March 25, 2019, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
Pilot Matters

Department:
Pilot Administration

Staff Contact:
Erik Eriksson

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Julian T. Platon has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Electronic Chart Display Information Systems (ECDIS), Emergency Shiphandling for Pilots, Radar Observer (recertification), Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Collision Regulations for Pilots (COLREGS), Raven Electronic Navigation Systems, Legal Aspects of Piloting, Manned Model Shiphandling, Restricted Visibility Navigation for Pilots, Brownwater/Bluewater Coordination Course, Fatigue Management for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Julian T. Platon meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Julian T. Platon for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

F. PILOT MATTERS

Subject	2. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Robert M. Shearon.
Meeting	Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS
Access	Public
Type	Action
Recommended Action	The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, recommend to the governor the commission renewal of Captain Robert M. Shearon as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective March 31, 2019, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
Pilot Matters

Department:
Pilot Administration

Staff Contact:
Erik Eriksson

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Robert M. Shearon has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Legal Aspects of Piloting, Manned Model Shiphandling, Emergency Shiphandling for Pilots, Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Robert M. Shearon meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Robert M. Shearon for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

F. PILOT MATTERS

Subject **3. Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Brian G. Saba.**

Meeting Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access Public

Type Action

Recommended Action The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, recommend to the governor the original commission of Captain Brian G. Saba as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective March 23, 2019, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
Pilot Matters

Department:
Pilot Administration

Staff Contact:
Erik Eriksson

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Brian G. Saba has applied for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Manned Model Shiphandling, Radar Observer (Recertification), Bayport Flare Turn Using Manned Model, Raven Electronic Navigation Systems, Automatic Radar Plotting Aids (ARPA), Restricted Visibility Navigation for Pilots, Fatigue Management for Pilots, Bridge Resource Management for Pilots (BRM-P), Tractor Tug Operations Training, Legal Aspects of Piloting, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Brian G. Saba meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.033, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Brian G. Saba for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

F. PILOT MATTERS

Subject 4. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Bryan A. English.

Meeting Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access Public

Type Action

Recommended Action The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, approve the appointment of Captain Bryan A. English, after meeting full requirements, as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar for a three-year term, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
Pilot Matters

Department:
Pilot Administration

Staff Contact:
Erik Eriksson

Background:
The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:
Captain Bryan A. English has applied for certificate as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar. The application includes a letter from Master Houston Branch Pilot Captain Jeffery B. Locke expressing his willingness to appoint Captain Bryan A. English as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain English's ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that, upon U.S. Coast Guard issuance of his First Class Pilot's License, which is expected shortly, Captain Bryan A. English will meet the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.034, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Bryan A. English for Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar, after meeting full requirements. Such commission is for a three-year term.

F. PILOT MATTERS

Subject **5. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Justin R. Eusepi.**

Meeting Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access Public

Type Action

Recommended Action The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, approve the appointment of Captain Justin R. Eusepi, after meeting full requirements, as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar for a three-year term, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
Pilot Matters

Department:
Pilot Administration

Staff Contact:
Erik Eriksson

Background:
The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:
Captain Justin R. Eusepi has applied for certificate as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar. The application includes a letter from Master Houston Branch Pilot Captain Sheldon J. Ginsberg expressing his willingness to appoint Captain Justin R. Eusepi as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Eusepi's ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that, upon U.S. Coast Guard issuance of his First Class Pilot's License, which is expected shortly, Captain Justin R. Eusepi will meet the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.034, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Justin R. Eusepi for Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar, after meeting full requirements. Such commission is for a three-year term.

F. PILOT MATTERS

Subject **6. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Ian S. Manthey.**

Meeting Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access Public

Type Action

Recommended Action The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, approve the appointment of Captain Ian S. Manthey, after meeting full requirements, as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar for a three-year term, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

Erik Eriksson

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Ian S. Manthey has applied for certificate as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar. The application includes a letter from Master Houston Branch Pilot Captain Michael T. Riggle expressing his willingness to appoint Captain Ian S. Manthey as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Manthey's ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that, upon U.S. Coast Guard issuance of his First Class Pilot's License, which is expected shortly, Captain Ian S. Manthey will meet the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.034, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Ian S. Manthey for Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar, after meeting full requirements. Such commission is for a three-year term.

F. PILOT MATTERS

Subject	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Mark E. Scott II.
Meeting	Jan 29, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS
Access	Public
Type	Action
Recommended Action	The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its January 29, 2019 meeting, approve the appointment of Captain Mark E. Scott II, after meeting full requirements, as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar for a three-year term, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

Erik Eriksson

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Mark E. Scott II has applied for certificate as Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar. The application includes a letter from Master Houston Branch Pilot Captain Matthew H. Glass expressing his willingness to appoint Captain Mark E. Scott II as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Scott's ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that, upon U.S. Coast Guard issuance of his First Class Pilot's License, which is expected shortly, Captain Mark E. Scott II will meet the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.034, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Mark E. Scott II for Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar, after meeting full requirements. Such commission is for a three-year term.