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

September 24, 2019

Minute No.	Event/Action
	General
	Chairman Campo convened the meeting of the Board of Pilot Commissioners
	Minutes
(PB-2019-0924-01)	Approve the Minutes of the Board of Pilot Commissioners Meeting – July 29, 2019
	Pilot Matters
(PB-2019-0924-02)	Staff Report – Selected agenda items – Marcus Woodring, Chief Port Security and Emergency Operations Officer
(PB-2019-0924-03)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Donald W. Childress
(PB-2019-0924-04)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Justin W. Conway
(PB-2019-0924-05)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Christopher L. Gould
(PB-2019-0924-06)	Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Darris O. Jefferson, Jr.
(PB-2019-0924-07)	Deliberation, public comment, and possible actions regarding Senate Bills 1915 and 2223 as enacted by the 86th Legislature, Regular Session
	Adjourn Meeting

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

**Houston, Texas
September 24, 2019**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the "Pilot Board") was convened on September 24, 2019 at 12:28 p.m., at the Port of Houston Authority Executive Office, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029. The following Commissioners, staff, and counsel were present:

Ric Campo, Chairman
Theldon R. Branch, III, Commissioner
Wendy Cloonan, Commissioner
Stephen H. DonCarlos, Commissioner
Clyde E. Fitzgerald, Commissioner
Roy D. Mease, Commissioner
Roger Guenther, Executive Director
Erik Eriksson, Secretary and General Counsel
Tom Heidt, Chief Operating Officer
J. Kent Friedman, outside counsel

Chairman Campo convened the meeting of the Pilot Board.

(PB-2019-0924-01) Minutes

Chairman Campo called for a motion to approve the minutes of the July 29, 2019 Pilot Board meeting. Commissioner DonCarlos moved for approval, seconded by Commissioner Mease. The minutes were approved as written.

Chairman Campo announced there were no public comments and moved to staff reports.

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

(PB-2019-0924-02) Chairman Campo recognized Marcus Woodring, Chief Port Security and Emergency Operations Officer, to provide a report of selected agenda items.

Mr. Woodring advised of four agenda items: new Deputy Pilots coming out of the Pilot Pool to enter a 3-year training program with the Houston Pilots. The RPBAs requested advance permission to issue Deputy Pilot certificates after completion of testing and charts. One of the pilots had already completed testing and charts while the remaining three were expected to complete those requirements in the next couple of weeks. Mr. Woodring recommended that Mr. Eriksson, as Secretary of the Pilot Board, lead the discussion of Item F1.

Chairman Campo called for a motion to approve Items F2 through F5.

(PB-2019-0924-03) RPBA F2 was presented, moved by Commissioner Mease for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Cloonan, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F2 PASSED.

(PB-2019-0924-04) RPBA F3 was presented, moved by Commissioner Mease for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Cloonan, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F3 PASSED.

(PB-2019-0924-05) RPBA F4 was presented, moved by Commissioner Mease for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Cloonan, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F4 PASSED.

(PB-2019-0924-06) RPBA F5 was presented, moved by Commissioner Mease for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Cloonan, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F5 PASSED.

(PB-2019-0924-07) Chairman Campo returned to Item F-1 on the agenda, "Deliberation, public comment, and possible actions regarding Senate Bills 1915 and 2223 as enacted by the 86th Legislature, Regular Session."

Mr. Eriksson advised of his belief that Senate Bill 1915 included a number of ambiguities. The most significant was that while the legislation provided for appointment of new pilot board members, and specifically addressed that current and future Port Commissioners could not be appointed as Pilot Board members, it did not address the status for sitting Port Commissioners, unlike the bill language regarding the Port Authority implemented in 2013 after the Sunset Review. In his legal opinion, the best reading of the statute was that current Pilot Commissioners could continue to serve until the end of their terms and could not be reappointed.

Mr. Eriksson also advised that Texas case law provides that legislation cannot imply – without explicit provision – that a term was being cut short, while other case law suggested that terms cannot be cut short at all.

Mr. Eriksson advised however that the appointing agencies appeared to be taking a more conservative course on this matter; as a result, the City of Pasadena recently appointed Brenda Hellyer, Chancellor, San Jacinto College, as Pilot Commissioner, and the Harris County Mayors' and Councils' Association also made a backup appointment for

Pilot Commissioner. He noted that while both appointments had been made, the appointees remained ineligible for service as they had not been sworn in, and there were also other various statutory requirements to be undertaken. He shared his thought for each commissioner to consider: the current commissioner would have to formally resign his or her position in order for new appointees to take that place.

Mr. Eriksson noted that the City of Houston was going to make appointments in the coming weeks and it was likely that Harris County would as well.

Entities were making appointments during this time frame based on a conservative reading of the statute that provided that if appointments were not made within 45 days, another entity would have the power to do so. In most cases, Harris County would be the second appointing entity, but if the county did not make its own appointment within 45 days, the City of Houston could do so, and if no entity did anything, after 90 days the Governor would have the power to name the six local appointees.

However, while the process applied to the six commissioners, the statute did not contemplate the same process for the chairman. Rather, it stated that the county and city must meet and if they could not make up their minds they could meet again, and if there was a tie vote, the governor could make an appointment. However, there was no time frame for the chairman to be appointed.

Mr. Eriksson advised that his description of the process came from a legal perspective, and how he read the bill. However, he noted that while what an appointing agency determined to do may be justified by one legal read or another, it is ultimately a process driven by the appointing agencies and the current commissioners.

In response to Commissioner DonCarlos' inquiry, Mr. Eriksson advised that Harris County declined to obtain a Texas Attorney General opinion. Chairman Campo commented that he had spoken with several of the city and county appointors and both advised they may appoint possible alternatives to ensure there was no issue with gubernatorial appointees. He noted that Harris County had originally planned to obtain an Attorney General opinion and then changed course, adding that he had communicated with various parties that the Port Authority was seeking guidance from the county.

Following Commissioner Branch's inquiry, Mr. Eriksson confirmed that by statute the Port Authority cannot ask for an Attorney General opinion on its own. Chairman Campo added that he had a conversation with the Coalition for a Fair and Open Port to ensure they understood that the Port Authority was taking direction from its appointors and that it was not a Port Authority or Pilot Commission issue until someone with authority advises as to what the Port Authority or Pilot Commission should be doing.

He added that with respect to Senate Bill 1915, the Port Authority would keep the continuity of the Pilot Commission, as well as ensure that its commissioners performed their duties and moved forward. Whatever happens, when someone with authority provided advice as to moving forward, there would be a transition period to ensure continuity between the old and new commissioners. Chairman Campo added that there will not be a situation, once decisions have been made, where the Pilot Commission was not operating as it had in the past; transition issues would ultimately be dealt with, and once transition of the commissioners was determined, the rest of the transition would be handled.

Mr. Eriksson commented that it was important that licensing continued to be carried out in an impartial and transparent way, and tariff regulation was another very important job that the Pilot Commission would continue to have. In the same vein, recalling a significant incident that occurred in May in the Houston Ship Channel, he noted that the PBIRC had investigated that matter at the end of August and its recommendations (after allowing for the Pilot Affected's right to ask for reconsideration) would be brought to the Pilot Board in October.

Mr. Eriksson also recalled, as the National Transportation Safety Board pointed out several years ago, because the federal government does not have plenary authority over the activities of a pilot acting under his state license, that was the job of a state pilot authority. In this case, that authority was the Pilot Commission, which had regulatory authority going all the way to recommending that the Governor take away a pilot's license.

Following Commissioner Mease's inquiry, Mr. Eriksson responded that a city cannot ask for an Attorney General opinion and confirmed he would follow up on Commissioner DonCarlos' comment that a state representative may be able to.

Chairman Campo moved on to discuss Senate Bill 2223 and deferred to Commissioner Fitzgerald to raise his comments and questions. Commissioner Fitzgerald asked Captain Mark Mitchem, Presiding Officer of the Houston Pilots, to come before the committee to address his questions. Commissioner Fitzgerald first wanted to ensure Captain Mitchem understood the reasoning behind his questioning and stressed that he was not suggesting that the Houston Pilots had done anything that was unsafe or illegal. He commented that the Houston Pilots and Port Authority have always maintained a great working relationship and added that he has publicly voiced on several occasions that the flexibility that the Houston Pilots provide to the channel is unmatched.

In response to Commissioner Fitzgerald's question of how a ship four inches too wide or four inches too long could enter the channel, Captain Mitchem advised that the determination included (i) asking if, under the statute, such ship could meet all the other ships, and (ii) holding two Pilot Board public hearings. He added that while there was not an absolute ban, there were hoops to go through.

Commissioner Fitzgerald provided another example of a ship that was 16 inches too long and already loaded with Houston-bound cargo, where it would cost hundreds of thousands of dollars to transfer the loaded cargo to another ship. He commented that it would be good to find a way to help customers who use the Port of Houston in those situations and inquired if two public hearings were needed every time a similar situation came up, or whether the two public hearings could be held once to set guidelines that the pilots could live with going forward. Captain Mitchem responded that he believed that once a ship was approved to enter the channel that was, for example, 1,100 feet and 4 inches, it was considered a blanket approval going forward; he did not think that two public hearings needed to be held for each ship.

Mr. Eriksson commented that part of the question came to what was safe and efficient, i.e. as the statute states, "efficient two-way traffic." He added that there was no legal definition of "efficient two-way traffic," and he believed the reasons why it could be considered "efficient" could differ. He recalled that at the end of April the ship channel accommodated two-way traffic for vessels over 1,100 feet based on what the pilots had then been willing to do. Accordingly, one pathway forward would be for the pilots to agree to those exceptions to the 1,100-foot ban that could still be considered efficient (and safe).

A brief discussion regarding public hearings, oversized ships, and pilot votes ensued, and Mr. Guenther suggested, for example, that if 80% of the pilots came to an agreement that a ship 16 inches over 1,100 feet would be allowed to meet all traffic, and there were two public hearings, such agreement could be permanently carried out. Captain Mitchem confirmed that and added the 1,100-foot limitation was not an absolute ban, to answer Commissioner Fitzgerald's initial inquiry.

In response to Chairman Campo, Captain Mitchem advised that the pilots had drawn the line at 1,100 feet and determined one-way traffic above that, as generally ships over 1,100 feet were 150 feet wide. He explained that an 1,105-foot ship that was 150 feet wide displaces almost as much water as two loaded Aframax tankers that are 800 feet by 130 feet and added that the pilots were looking at the location of the safety margins as experience was gained. Chairman Campo remarked that it would be hard to gain experience without any vessels exceeding 1,100 feet, and Captain Mitchem conceded that it made it more difficult.

Commissioner Fitzgerald advised Captain Mitchem to give the matter more thought and that he would be encouraging Chairman Campo to move forward in that direction.

Captain Mitchem also advised the pilots had become more conscious of current flows in the Houston Ship Channel that affected everyone and noted that definitive answers were needed on what the currents were. He theorized that as the bayous in town were

channelized, the “sponge” that once was Houston had been lost, and waters channeled into bayous ended up in the Houston Ship Channel.

Captain Mitchem also advised that traffic had been restricted in the upper channel to daylight hours for approximately four days due to hard currents. He added that guestimates were being made regarding currents, provided an example of conditions at the Interstate 610 bridge, and suggested that current flow meters in several strategic places would make the Houston Ship Channel a safer place.

Mr. Woodring advised the Port Authority had an agreement with the National Oceanic and Atmospheric Administration (“NOAA”) to sponsor a program placing weather stations up and down the ship channel. He added that he would be coming before the Port Commission next month with an amendment to that agreement that included installing a current flow meter under the Interstate 610 bridge, to be paid for out of reserved funds, and added that this was the number one priority of the working group that he and Captain Mitchem sat on.

In response to Mr. Guenther’s question, Mr. Woodring advised that other groups that have sensors under the Interstate 10 bridge and San Jacinto River were looking to amend those agreements in a different fashion. He also advised there were 13 other places in addition to the Interstate 610 bridge that needed current flow meters, but again the Interstate 610 bridge was the number one priority for the NOAA system.

The current meter installation cost would total \$124,000, including laser beams extending to the middle of the channel and connecting back to the system, as well as connectivity and maintenance.

Captain Mitchem also advised that the Coastal Water Authority controlled flow out of the Lake Houston Reservoir, and operate with no notification. Mr. Guenther commented that he was unaware that the issue was that imminent and expressed that he was glad it is being worked on, although a current meter in that location would also be important, which Captain Mitchem confirmed as well.

Mr. Woodring advised that he could provide a copy of the slides that discussed the 13 different areas, based on information from a representative of the National Weather Service, a hydrologist in its Galveston office. He explained that an hour-long discussion took place on the hydrology of the 13 areas and noted affordability and priorities would need to be discussed. Mr. Woodring advised that the cost for some current meters was relatively inexpensive (a current meter for Greens Bayou was \$20,000, including installation and minor maintenance fees).

Captain Mitchem remarked that he thinks current flow meters should be addressed as flood events become more common.

Chairman Campo asked if there were any questions; there were none.

At 1:23 p.m., Chairman Campo adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the September 24, 2019 meeting of the Pilot Board of the Port of Houston Authority.

A handwritten signature in black ink, appearing to be 'Ric Campo', written over a horizontal line.

Ric Campo, Chairman

A handwritten signature in black ink, appearing to be 'Erik A. Eriksson', written over a horizontal line.

Erik A. Eriksson, Secretary

F. PILOT MATTERS

Subject	1. Deliberation, public comment, and possible actions regarding Senate Bills 1915 and 2223 as enacted by the 86th Legislature, Regular Session.
Meeting	Sep 24, 2019 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS
Access	Public
Type	Action
Recommended Action	The Pilot Board, at its September 24, 2019 meeting, deliberate, hear public comment, and take possible actions regarding Senate Bills 1915 and 2223 as enacted by the 86th Legislature, Regular Session, and further authorize the Secretary to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:
General

Department:
Executive

Staff Contact:
Erik Eriksson

Background:

The Houston Pilots announced several working rules last year for handling vessels over 1,100 feet in length. Those measures limited these larger ships to daylight passage and one-way traffic, beginning north from Buoy 18, where the channel narrows to 530 feet at the intracoastal waterway.

Notwithstanding stakeholder measures to address the impact of these working rules, Senate Bills 1915 and 2223 were enacted by the 86th Legislature to additionally address these matters. In addition, both measures will have other impacts on the Pilot Board. The measures took effect September 1, 2019.

Staff Evaluation/Justification:

Staff now requests that the Pilot Board deliberate, hear public comment, and consider actions regarding Senate Bill 1915 and Senate Bill 2223, as enacted by the 86th Legislature.

F. PILOT MATTERS

Subject	2. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Donald W. Childress.
Meeting	Sep 24, 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 September 24, 2019 meeting, approve the appointment of Captain Donald W. Childress, 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 Donald W. Childress 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 Stephen Hill expressing his willingness to appoint Captain Donald W. Childress as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Childress' 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 Donald W. Childress 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 Donald W. Childress 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	3. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Justin W. Conway.
Meeting	Sep 24, 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 September 24, 2019 meeting, approve the appointment of Captain Justin W. Conway, 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 W. Conway 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 Stephen Jewell expressing his willingness to appoint Captain Justin W. Conway as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Conway'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 W. Conway 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 W. Conway 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	4. Recommendation for Deputy Branch Pilot Certificate as a Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar: Captain Christopher L. Gould.
Meeting	Sep 24, 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 September 24, 2019 meeting, approve the appointment of Captain Christopher L. Gould, 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 Christopher L. Gould 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 Newingham expressing his willingness to appoint Captain Christopher L. Gould as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Gould'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 Christopher L. Gould 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 Christopher L. Gould 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 Darris O. Jefferson, Jr.
Meeting	Sep 24, 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 September 24, 2019 meeting, approve the appointment of Captain Darris O. Jefferson, Jr., 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 Darris O. Jefferson, Jr. 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 John M. Bratcher expressing his willingness to appoint Captain Darris O. Jefferson, Jr. as Deputy Branch Pilot and to act as his Master for the proposed deputyship of three years, and evidence of Captain Jefferson'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 Darris O. Jefferson, Jr. 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 Darris O. Jefferson, Jr. for Deputy Branch Pilot for the Houston Ship Channel and Galveston Bar, after meeting full requirements. Such commission is for a three-year term.