

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

**Houston, Texas
March 10, 2022**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the “Pilot Board”) was convened on March 10, 2022 at 10:02 a.m. at the offices of the Houston Pilot Board, 203 Ivy Avenue, Deer Park, Texas 77536, as well as virtually via Zoom webinar. The following commissioners and others were present:

Captain Reginald McKamie, Chairman
Roland Garcia, Vice Chair
Frances Castañeda Dyess, Treasurer
Jon Keeney, Executive Committee (present virtually)
Michel Bechtel, Commissioner
Brad Hance, Commissioner
Darrell Morrison, Commissioner
Bruce Oakley, Commissioner
Parris Beverly, Commissioner
Captain M. Tyler Gavis – Executive Director and Secretary
David McNeal – General Counsel

Chairman McKamie convened the meeting of the Pilot Board by asking Captain Gavis to call roll. Captain Gavis called the roll and noted that all were present with the exception of Commissioner Morrison, whom he noted was on a phone call and would be joining the meeting shortly. Captain Gavis noted that the Pilot Board had established a quorum with 8 out of 9 Commissioners present, including Commissioner Keeney joining virtually via Zoom. Chairman McKamie stated that he had no remarks other than that he would like to make the meeting as brief as possible.

(PB-2022-0310-01) Recognitions

Chairman McKamie stated that he had no recognitions.

(PB-2022-0310-02) Appearances

Chairman McKamie asked for Captain Gavis to seek public comment. Captain Gavis noted that he was not aware of any public comments and asked if anyone would like to provide public comment, to which there was no response.

(PB-2022-0310-03) Minutes

Chairman McKamie called for a motion to approve the minutes of the December 9, 2021 Pilot Board meeting. Commissioner Bechtel moved for approval, seconded by Commissioner Hance. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-04) Executive Director Report

Captain Gavis stated that he was happy to report that all 4 commissioners with expiring terms on February 1, 2022, which he detailed as Commissioner Dyess, Commissioner Bechtel, Commissioner Beverly, and Commissioner Oakley, had been reappointed. Captain Gavis stated he was happy to be able to keep such a great group together. Captain Gavis then stated that he had Captain Mike Usher, whose company was approved to provide hourly administrative and investigative support at the December 9, 2021 Pilot Board meeting, in to bring him up to speed. Captain Gavis stated that Captain Usher provided an excellent contingency should something happen to him, or the Board become unusually busy and require additional support.

Chairman McKamie then asked Captain Usher to come up and introduce himself to the Board. Captain Usher thanked the Board and stated that he retired from the Port of Houston Authority as the Manager of Pilot Administration. He then stated that Captain Gavis had relieved him at the port and added that he was grateful and honored to be able to support this very important work. Chairman McKamie then asked Captain Usher to further detail his background, to which Captain Usher stated he had prior naval service, a captain's license and pilot's license for the Houston Ship Channel, and 9 years of supporting both the ARC and the PBIRC. Chairman McKamie thanked Captain Usher and stated that he was well accomplished and provided excellent backfill support.

Chairman McKamie next thanked the commissioners who were reappointed for their continued commitment and stated he was glad to have them remain onboard. Captain Gavis closed by stating he was happy to report that the pilot who was mentioned at the December 9, 2021 meeting as being out due to a serious medical condition had been deemed fit for duty and was back on the channel.

Vice Chair Garcia then stated he saw Mr. Niels Aalund, who had recently retired from WGMA, and would like to thank Niels Aalund for all his contributions to the Pilot Board Transition Committee. Chairman McKamie echoed what the Vice Chair stated and asked Mr. Aalund to update the Board on his new role.

Mr. Aalund stated he had retired from WGMA and would now be working with Bay Houston Towing in Government Affairs and Public Relations. He closed by stating he looked forward to attending meetings and supporting the Board in any way he could.

(PB-2022-0310-05) Pilot Board Committee Updates

(a) Chairman McKamie stated that he visited the Panama Canal Pilots and thanked Commissioner Dyess for recommending commissioners complete port visits when visiting port cities. He stated the Panama Canal Pilots were very gracious and held the

Houston Pilots in very high regard. Chairman McKamie then added that the Houston Pilots were looking to complete some of their training in Panama, where he explained he had a chance to visit the training facility. Chairman McKamie then went on to describe several videos played via Zoom displaying the training program at the Panama Canal Pilots training facility, including simulating common piloting scenarios with manned models, simulating piloting scenarios with a vessel simulator, and utilizing model tugboats. Chairman McKamie stated that it was an awesome trip and encouraged other commissioners to visit other ports if given the opportunity.

Commissioner Bechtel asked what the terrain was like surrounding the Panama Canal, to which Chairman McKamie replied it was mountainous. Vice Chair Garcia then asked how this facility compared to where the Houston Pilots completed training, to which Chairman McKamie stated that the Houston Pilots would be completing some of their training at this facility. Chairman McKamie then asked Captain Thompson to speak on the Houston Pilots completing training at the facility.

Captain Robert Thompson, Houston Pilots Presiding Officer, stated that Panama provided the Houston Pilots with another great training avenue, detailing that the simulator was a 360° bridge (as opposed to the simulator at San Jacinto Maritime not offering a full 360°).

Chairman McKamie closed by stating that when the Board hears of the Houston Pilots taking training, they can rest assured that it is very worthwhile and is not just a vacation.

(b) Chairman McKamie recognized Pilot Board Legislative Committee Chairman Bechtel.

Commissioner Bechtel stated that he had a few updates and began by detailing that in S.B. 11 (which he added is the port's area) it looked like Mayes Middleton was the leading vote getter. However, he added that there were some concerns about eligibility, and he did not know how it would pan out. He then went onto detail who was running for H.B. 23 (which he stated was Mayes Middleton's old district).

Commissioner Bechtel moved on to providing an update on the Gulf Coast Protection District. Commissioner Bechtel stated that they met the day prior and were starting to see a shift from focusing on housekeeping/ initial setup more so to their mission of storm surge protection.

Commissioner Bechtel next detailed that they were focusing on the Orange and Jefferson County projects and detailed the S2G (Sabine to Galveston) project. He then added that they were starting to move dirt in Jefferson County, while Orange County was

delayed for various reasons. Commissioner Bechtel stated that the Gulf Coast Protection District was going to take over protection for these two areas as the local nonfederal sponsor (and added that they will bring a bigger tax base). He then detailed the next steps in progressing the projects in those areas. Conversation then ensued about how the project would affect the Sabine Pilots and the Ports of Orange and Jefferson Counties as a whole (including the need to acquire real estate surrounding the port).

Commissioner Bechtel then detailed that the district was looking for technical support and proceeded to move to providing updates on the Galveston area.

Commissioner Bechtel stated that on March 16th the district would be hosting the Assistant Secretary of the Army, along with all top hands of the Army Corps of Engineers, in Galveston. He then stated that they are moving forward with authorization of the Ike Dike with the WRDA 2022 bill and explained that things were rolling ahead.

Commissioner Bechtel added that the district was invited to attend the I-Storm group meeting in June in Rotterdam (which includes all international organizations that operate storm surge structures), as well as accepted to become a member of the group. He then added that they would be meeting with the Dutch government while attending the group meeting.

Commissioner Bechtel next described that the district had a meeting with the Houston and Galveston pilots and ports discussing concerns over the gate design and anchorage issues. He added that the district discussed possibly teaming up with the pilots for the costs of studies of the gate design.

Commissioner Bechtel then moved on to stating that he and Pilot Board General Counsel David McNeal had discussed the effort for the Pilot Board to obtain subpoena power. Commissioner Bechtel next described that he had spoken with representatives Dennis Paul and Briscoe Cain and that they wanted Commissioner Bechtel to look into if other Pilot Boards have subpoena power. Chairman McKamie then added that he thought it was important that the Board obtain subpoena power because the USCG did not always look at matters with damage under \$75,000 and operated on a longer time frame. He added that it would then be important for the Board to be able to question vessel crewmembers. Chairman McKamie next explained that he felt it was important for the Board to have the information they needed to be able to implement lessons learned to keep incidents from happening again. He ended by stating he wanted to be able to investigate these incidents without having to rely on the Federal Government and that he believed no other pilot boards in Texas currently had subpoena power.

Conversation then ensued between Mr. Jim Brown, Counsel for the Houston Pilots, and several commissioners over how things would change if the Board had the

ability to issue subpoenas. At 10:43 Commissioner Morrison joined the meeting. Commissioner Oakley then asked if the Houston Pilots had a position over the Board obtaining subpoena power, to which Mr. Brown responded not really. Mr. Brown then added that he felt the change would create a lot of litigation and possibly slow things down. Conversation then ensued amongst commissioners as to subpoena power providing the Board with a good tool for investigations.

(c) Chairman McKamie recognized Pilot Board Navigation Chairman Hance.

Commissioner Hance stated that he was not able to attend the last Lone Star Harbor Safety Committee meeting and deferred to Commissioner Beverly. Commissioner Beverly stated that the Lone Star Harbor Safety Committee completed an impressive amount of work and added he felt it was important for the Board to understand the scope and timing of many of the things being worked on. Commissioner Beverly then proposed having Captain J.J. Plunkett, Chief Operations Officer of the Houston Pilots, update the Board on happenings from the Lone Star Harbor Safety Committee. Commissioner Beverly suggested having Captain Plunkett itemize matters he felt the Board would be interested in and added he particularly felt the timing of dredge operations was very beneficial.

Chairman McKamie stated he felt it should be added to the meeting agendas to have a spot for Captain Plunkett to provide such an update.

(d) Pilot Board USCG Liaison Chairman Morrison stated there was no activity to report.

(e) Pilot Board Diversity Committee Chairman Garcia stated there was no activity to report.

(f) Chairman McKamie recognized Pilot Board Professional Development Committee Chairman Beverly.

Commissioner Beverly stated that he had nothing to report on the development process and asked Captain Gavis to describe the potential of hosting an intern. Captain Gavis explained that an individual who was active duty in the U.S. Coast Guard had reached out to him expressing her interest in completing industry training with the Pilot Board. Captain Gavis further explained that she was currently stationed in Boston but would be transferring to U.S. Coast Guard Sector Houston- Galveston at the conclusion of the proposed industry training. He then stated that Port Houston previously hosted individuals through such program and thought it would be good for relations with the U.S.C.G.

Chairman McKamie stated he supported this idea but wanted to ensure the proper waiver was in place. Captain Gavis then explained that it was looking like the program would take place mid-August through early November and added there was time to ensure such protection was put in place.

(g) Chairman McKamie recognized the Pilot Board Ad Hoc Rules, Policies and Procedures Committee.

Captain Gavis stated that he had been working with General Counsel David McNeal on reviewing a documentation retention policy. He stated that Port Houston had such a policy in place and that they were not quite finished with their review but would continue on with it. He also stated that it remained at the top of the list to update the Pilot Board Rules and Regulations. He explained he was looking to consolidate all of the amendments and remove Port of Houston Authority where it was listed. He stated he would work with Pilot Board and Houston Pilots Counsel, along with the Board Ad Hoc Rules, Policies and Procedures Committee.

(PB-2022-0310-06) Financial Report

(a) Chairman McKamie recognized Pilot Board Treasurer Commissioner Dyess.

Commissioner Dyess stated that an RFP was posted for annual financial audit services and that only one proposal was submitted. She added that proposal was from Belt Harris Pechacek and that the audit would soon commence.

Captain Gavis then displayed via Zoom the January and February Pilot Board Budget with Variances and Commissioner Dyess stated that the Board was in good shape financially with an available balance of \$65,876.

Chairman McKamie asked if the transfer from the Houston Pilots was going ok, to which Commissioner Dyess affirmed it was.

(PB-2022-0310-07) Houston Pilots Association Report

(a) Chairman McKamie recognized Captain Robert Thompson, Houston Pilots Presiding Officer.

Captain Thompson greeted the Pilot Board and stated that the Houston Pilots had provided the commissioners with a handout. He then stated that as of today the Houston Pilots had 85 Branch Pilots and 7 Deputy Branch Pilots. He then added that there were no retirements in January, but a mandatory retirement was upcoming in August (due to the

pilot turning 68). Captain Thompson next explained a graph displaying ship counts in 2021 and 2022 and stated the ship counts were remaining fairly consistent. He then added that they were down 2.4% year over year in 2020 and 2021 and detailed that containerships were down 11.5%, tankers 2.6%, and gas ships 4.0%. Captain Thompson then explained that even though Port Houston was reporting a record year, it was because the ships were larger, and that ship count was down. Captain Thompson next stated he expected project 11 dredging to commence around the end of March from around buoy 18 (Bolivar) to buoys 51/52 (Redfish) and went into detail about how having so many dredges in one area would be unprecedented. He stated that coordinating two way traffic around the dredges would be a challenge and explained that the Houston Pilots require a 5 mile separation. He then added that working around the dredges would create longer transit times for the pilots.

Chairman McKamie asked where the dredge materials were being taken to, to which Captain Thompson explained that they would be dumped far offshore. Conversation then ensued between Chairman McKamie and Captain Thompson regarding the challenges surrounding U.S.C.G. Aids to Navigation being removed and virtual aids to navigation being implemented, which Captain Thompson stated was unprecedented

Captain Thompson next explained that the Houston Pilots try to remain vigilant on their safety and rest and that they hired a company called Circadian Technologies to study their rest. He then explained that the company utilized their software to analyze the Houston Pilots work/rest balance and that the Houston Pilots were in better shape in the most recent study (two months prior) than they were in 2013. Captain Thompson then explained that the Houston Pilots were in great shape on the fatigue study and were weary of world events affecting their ship count (specifically mentioning the Russian embargo on oil and continued pandemic).

Captain Thompson next detailed the upcoming Maritime & Logistics Youth Expo on April 29, 2022 at San Jacinto Maritime college and added that they were sponsoring two tables at the upcoming Women's Leadership Luncheon.

Chairman McKamie then asked if it was possible to break down the number of pilots that were approaching retirement, to which Captain Thompson stated it was. Vice Chair Garcia then asked if it could also be broken down by diversity, to which Captain Plunkett affirmed it could.

(PB-2022-0310-08) ARC & PBIRC Reports

(a) Chairman McKamie recognized Captain Stephen Polk, Chairman of the Pilot Board Application Review Committee (ARC).

Captain Gavis stated that both the ARC and PBIRC chairs were out of town for business and that he would be providing updates in their place. Captain Gavis stated that the ARC met on January 11, 2022 and approved one original branch pilot application (which would seek Pilot Board approval as agenda item 11c.) and four pilot pool applications. He then added that the ARC met on February 8, 2022 and approved 1 branch pilot renewal application (which would seek Pilot Board approval as agenda item 11b.) and three pilot pool applications.

(PB-2022-0310-09) Chairman McKamie moved to agenda item 11b., "Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Sheldon J. Ginsberg" and agenda item 11c., "Recommendation for original Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Ian S. Manthey". Chairman McKamie asked for a motion to approve. Commissioner Morrison moved to approve, seconded by Commissioner Bechtel. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-10) Chairman McKamie moved to agenda item 11d., "Approve the Application Review Committee's (ARC) recommendation to raise the minimum USCG licensing requirement from Third Mate Unlimited to Second Mate Unlimited". He asked if there was a need for any discussion. Captain Gavis reminded the Commissioners that there was a memo from the ARC in their briefing books, as well as for the public in the public books, explaining the reasoning behind the ARC's recommendation. Chairman McKamie asked for a motion to approve. Commissioner Beverly moved to approve, Seconded by Commissioner Keeney. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(b) Chairman McKamie recognized Captain David Foret, Chairman of the Pilot Board Investigation and Recommendation Committee (PBIRC).

Captain Gavis stated that the PBIRC Advisory Subcommittee had met on January 31, 2022 and closed two matters to file (one involving the pilot previously mentioned with a serious medical issue running aground and the other involving mooring lines slipping off of a bollard from a passing ship). He stated that they also reviewed new evidence received in the M/V GOLDEN GLORY matter and determined that the new evidence warranted a rehearing. He stated that the rehearing would be in the same room as the Pilot Board meeting at 09:00 on March 16, 2022.

(PB-2022-0310-11) Chairman McKamie moved to agenda item 11f., "Consideration and possible action regarding the PBIRC's proposed findings and recommendations regarding the M/T ATLANTIC GRACE collision with the T/V TIMOTHY C. ALLEN near buoys 69/70 on August 21, 2020, in the Houston Ship

Channel”. Chairman McKamie asked if everyone had a chance to review the materials provided and asked for a motion to approve. Commissioner Bechtel moved to approve, seconded by Commissioner Keeney. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-12) Chairman McKamie moved to agenda item 11g., “Consideration and possible action regarding the PBIRC’s proposed findings and recommendations regarding the M/T BOW FLORA allision with M/T EAGLE KINABALU at Houston Fuel Oil #1 on February 2, 2021, in the Houston Ship Channel”. Chairman McKamie asked if everyone had a chance to review the materials provided and asked for a motion to approve. Commissioner Dyess moved to approve, seconded by Commissioner Hance. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-13) Executive Session

Chairman McKamie stated there was no need for an Executive Session and requested to take a five minute break at 11:10 a.m.

(PB-2022-0310-14) General Matters

At 11:18 a.m. Chairman McKamie moved to agenda item 14a.i., “Pilot Board deliberation and possible action regarding the amended Houston Pilots Navigation Safety Guidelines approved by the Houston Pilots on December 1, 2021, which added: no vessel 660 ft LOA or longer when required to turn at Brady Island Turning Basin will arrive/depart City Dock 20 - City Dock 32 when there is a vessel docked or encroached in City Dock 27 or City Dock 28. (See redlined changes to Section VIII. VT-5 D. (pg. 11) of the attached Navigation Safety Guidelines)”. Chairman McKamie asked Captain Gavis to explain. Captain Gavis stated that the updated Navigation Safety Guidelines were included in the Commissioner and public books and proceeded to read the proposed change. Chairman McKamie asked if it was something the Houston Pilots wanted, to which Captain Thompson affirmed. Chairman McKamie asked for a motion to approve. Commissioner Oakley asked if there was a background on the requested change. Houston Pilots 2nd Officer Captain Clint Winegear explained that this issue came to light because the city docks had been very busy and made things very tight at the turning basin. Chairman McKamie asked if this would improve safety, to which Captain Winegear affirmed that it would. Commissioner Bechtel moved to approve, seconded by Commissioner Hance. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-15) Chairman McKamie moved to agenda item 14a.ii., “Pilot Board deliberation and possible action regarding the amended Houston Pilots Navigation

Safety Guidelines approved by the Houston Pilots on February 9, 2022, which would amend VT-5 D. to state: no vessel 660 ft LOA or longer when required to turn at Brady Island Turning Basin will arrive/depart City Dock 20 - City Dock 32 when there is a vessel docked or encroached in City Dock 27 or docked at City Dock 28, increase the maximum ship dimensions at ITC Pasadena dock #2 (East) from 751' X 106' to 751' X 125', and increase the combined LOA from 2030' or greater to 2080' or greater for two vessels meeting above B-18. (See redlined changes to Section VIII. VT-5 D. (pg. 11), Section IX. DK-11 (pg. 12), and X. WB-11 (pg. 14) of the attached Navigation Safety Guidelines)". Chairman McKamie asked Captain Winegar to explain. Captain Winegar stated that this would allow for slightly larger vessels to meet. Captain Thompson explained that more experience handling larger vessels led the pilots to feel comfortable to accommodate slightly more commerce. Chairman McKamie asked if this had been studied on the simulator, to which Captain Thompson affirmed that it had. Chairman McKamie asked for a motion to approve. Commissioner Hance moved to approve, seconded by Vice Chair Garcia. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-16) Chairman McKamie moved to agenda item 14b., " Pilot Board deliberation and possible action regarding increasing the number of authorized full Branch Pilots up from 93". Chairman McKamie stated that he understood the pilots felt they had the right number of pilots and expressed his concern of the pilots being prepared for upcoming retirements and possible attrition. Conversation then ensued between Chairman McKamie and Captain Thompson over whether or not the number of authorized Branch Pilots should be increased. Chairman McKamie then stated he felt the matter should be tabled since the pilots did not see a need to increase the number of authorized full Branch Pilots.

(PB-2022-0310-17) Chairman McKamie moved to agenda item 14c., " Pilot Board deliberation and possible action regarding a response to the September 16, 2021 letter received from the United States Coast Guard Captain of the Port (see attached letters)". Chairman McKamie stated that he had responded to the Captain of the Port's response letter and summarized that the U.S.C.G. wanted to remove their non-voting advisory member from the PBIRC, though the Pilot Board and PBIRC would like to have them remain. Chairman McKamie then stated he felt this only further highlighted the need for the Board to obtain subpoena power. Conversation then ensued between Chairman McKamie and Vice Chair Garcia further summarizing the Captain of the Port's response letter. Chairman McKamie concluded by stating the U.S.C.G. would continue to provide investigation materials to the PBIRC and encouraged the PBIRC to have the ability to investigate matters quicker than the U.S.C.G. to be able to get lessons learned in place in a timelier manner. Chairman McKamie then stated he felt no further actions were needed with this matter.

(PB-2022-0310-18) Chairman McKamie moved to agenda item 14d., “ Pilot Board deliberation and possible action regarding amending Section 13.B. 6) and 13.B. 7) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and Turning Basin to remove the vote tally requirement (see attached proposed amendment)”. Chairman McKamie asked Captain Gavis to explain this recommendation. Captain Gavis stated that the recommendation was made to have the PBIRC act as one body and that the majority vote is what would be recorded instead of the detailed vote count. Chairman McKamie said that he supported this proposal as he thought the PBIRC should act as one body. Vice Chair Garcia asked why such a change was necessary, to which Chairman McKamie stated he thought the vote should come from the committee and not individual votes. Commissioner Morrison asked if the PBIRC meetings were considered public meetings, to which conversation ensued that the PBIRC was not governed under the Open Meetings Act (as the Pilot Board is) but did treat the meetings as public meetings. Further conversation then ensued amongst the Commissioners as to whether or not the change was necessary. Commissioner Morrison then asked to table the matter, to which Chairman McKamie concurred.

(PB-2022-0310-19) Chairman McKamie moved to agenda item 14e., “ Pilot Board deliberation and possible action regarding amending Section 14 of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and Turning Basin to include procedures for reviewing new evidence received after the Board adopts PBIRC recommendations from a PBIRC investigation (see attached proposed amendment)”. The amendment read as follows:

Rules and Regulations Governing Pilots and Pilotage

On the Houston Ship Channel Between the Galveston Bar and Turning

BasinSection 14

Revised March 20, 2022

I. Should new evidence become available within 12 months after a PBIRC recommendation has been forwarded to and adopted by the Board of Pilot Commissioners, the PBIRC Advisory Subcommittee or The Board of Pilot Commissioners may review such new evidence to determine whether the prior recommendation was consistent with the goal of maintaining a safe ship channel. Should the PBIRC Advisory Subcommittee or The Board of Pilot Commissioners determine that a PBIRC recommendation was inconsistent with the goal of maintaining a safe ship channel based on the newly obtained evidence, then the matter shall be reheard according to the Hearing procedures outlined within the Pilot Board Rules and Regulations.

Chairman McKamie explained that this recommendation came to be as a result of the aforementioned PBIRC rehearing. He further explained that he felt the pilots should have a timeframe in which they know that decisions made by the Pilot Board are final. Further conversation then ensued amongst the commissioners. Captain Thompson then expressed that he believed that the finality should come after the Pilot Board approves the PBIRC recommendation, as he added that the NTSB and USCG do not govern the Houston Pilots. He then went into detail how he felt there was much more experience on the PBIRC than the NTSB and USCG. Chairman McKamie then stated he understood Captain Thompson's position but felt there needed to be a mechanism in place that would allow the PBIRC to review material facts should they become available after an initial decision had been made. Vice Chair Garcia then added he felt it was a fair compromise to allow a one year limit on new evidence. Commissioner Oakley then asked Chairman McKamie to write the Captain of the Port notifying him of the outcome of the PBIRC rehearing and requesting that material facts continue to be shared. Commissioner Hance then asked what would become available after an investigation had been closed, to which Chairman McKamie detailed the timing problem that occurred with the M/V GOLDEN GLORY investigation. Further conversation then ensued about the differences of procedures and timing between the U.S.C.G. and PBIRC investigations. Chairman McKamie then asked for a motion to approve. Vice Chair Garcia moved to approve, seconded by Commissioner Oakley. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

(PB-2022-0310-20) Chairman McKamie moved to agenda item 14f., "Pilot Board deliberation and possible action regarding amending the Executive Director contract to increase allotted vacation time". Chairman McKamie stated that he and Commissioner Beverly had discussed this matter and felt it was something that should be done. Commissioner Beverly said he felt that two weeks of vacation was too low for the expectation of the Executive Director position. Chairman McKamie asked Commissioner Beverly what period he felt would be appropriate, to which Commissioner Beverly stated three weeks. Chairman McKamie asked for a motion to approve. Vice Chair Garcia moved to approve amending the allotted Executive Director vacation time from two weeks to three weeks. Conversation then ensued about how the vacation time and sick time could be combined into total paid time off. Commissioner Dyess also added that the allotted sick time of 12 days was much higher than the 2 days allotted at her organization. Commissioner Morrison then added that was a good recommendation should the Board hire employees. However, what was being proposed was simply for Captain Gavis' contract. Captain Gavis next added that his contract very closely mirrored the contract of the Executive Director at Port Houston. Chairman McKamie asked for a second. Seconded by Commissioner Morrison. Chairman McKamie asked for all in favor to say aye. All were in favor. There were no negative votes. MOTION PASSED.

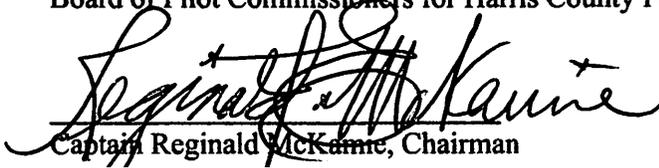
Captain Gavis thanked Commissioner Beverly for his recommendation and stated he was simply happy to be in the position he is.

(PB-2022-0310-21) Other Matters

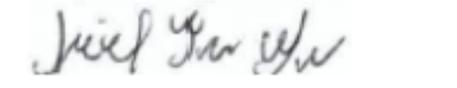
Chairman McKamie stated that there was no activity under other matters.

At 11:48 p.m., Chairman McKamie thanked everyone and wished Commissioner Keeney a full recovery. Chairman McKamie then proceeded to adjourn the meeting.

The above is a correct copy of the Minutes of the March 10, 2022 meeting of the Board of Pilot Commissioners for Harris County Ports.



Captain Reginald McKamie, Chairman



Captain M. Tyler Gavis, Secretary