

I N D E X

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

September 26, 2017

<i>Minute No.</i>	<i>Event/Action</i>
	General
	Chairman Longoria convened the meeting of the Board of Pilot Commissioners
	Minutes
(PB-2017-0926-01)	Approve the Minutes of the Board of Pilot Commissioners Meeting – July 25, 2017
	Appearances (none)
	Pilot Matters
(PB-2017-0926-02)	Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Michael A. Curtiss
(PB-2017-0926-03)	Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Daniel J. Doty
(PB-2017-0926-04)	Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Randall E. Medard
(PB-2017-0926-05)	Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Robert L. Thompson
(PB-2017-0926-06)	Approve the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V GLOBAL LEADER allision with City Dock #27 fendering system on December 23, 2016, in the Houston Ship Channel
(PB-2017-0926-07)	Approve the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/T STOLT INVENTION allision with VOPAK Dock #4 on February 15, 2017, in the Houston Ship Channel
	Adjourn Meeting

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

**Houston, Texas
September 26, 2017**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the "Pilot Board") was convened on September 26, 2017 at 10:23 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
Stephen H. DonCarlos, Commissioner
Clyde E. Fitzgerald, Commissioner
John D. Kennedy, Commissioner
Roy D. Mease, Commissioner
Roger Guenther, Secretary
Erik Eriksson, General Counsel
J. Kent Friedman, Orrick, Herrington & Sutcliffe LLP

Chairman Longoria convened the meeting of the Pilot Board.

(PB-2017-0926-01) Chairman Longoria called for a motion to approve the minutes of the July 25, 2016 Pilot Board meeting. Commissioner Mease moved for approval, seconded by Commissioner Fitzgerald. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. The minutes were approved as written.

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

(PB-2017-0926-02) RPBA F1 was presented, moved by Commissioner Mease, seconded by Commissioner DonCarlos. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F1 PASSED.

(PB-2017-0926-03) RPBA F2 was presented, moved by Commissioner Branch, seconded by Commissioner Kennedy. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F2 PASSED.

(PB-2017-0926-04) RPBA F3 was presented, moved by Commissioner DonCarlos, seconded by Commissioner Mease. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F3 PASSED.

(PB-2017-0926-05) RPBA F4 was presented, moved and seconded unanimously. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F4 PASSED.

(PB-2017-0926-06) RPBA F5 was presented.

Chairman Longoria called for consideration and possible action regarding the proposed findings and recommendations of the Pilot Board Investigation and Recommendation Committee ("PBIRC") regarding the M/V GLOBAL LEADER allision with City Dock #27 fendering system on December 23, 2016, in the Houston Ship Channel.

Captain Marcus Woodring, Chairman, PBIRC, reported that Captain Jonathan Samuell was piloting the M/V GLOBAL LEADER at the Turning Basin headed out to sea, and in order to head outward, he had to make a turn. As he was backing towards the city docks, he was receiving distance range reports from the stern lookouts.

Captain Woodring stated that the last report Captain Samuell received at that point was 15 meters and closing, and therefore he stopped the ship and moved forward. The next report Captain Samuell received was for 20 meters and opening.

Captain Woodring noted it was not until Captain Samuell had proceeded south on the ship channel that he was notified by Port Police that he had hit the dock. Captain Woodring stated that according to Captain Samuell's testimony, he did not realize he hit the dock and never got a report from the lookouts regarding the incident.

Captain Woodring reported that following its deliberations, by a vote of 6 to 1, the PBIRC proposed that this incident ocured due to poor communication from the bridge and stern lookouts to the pilot, and as a result Captain Samuell was not well-informed, nor was he provided with the necessary awareness to know the actual distance from the dock. Captain Woodring further clarified that the lookouts are crewmembers of the ship.

Chairman Longoria noted that the recommendation stated to take no action, but that Captain Samuell would be directed to share his lessons learned, and corrective actions, with the pilots of the Houston Pilots Association.

Chairman Longoria asked Captain Woodring about his recusal from the vote. Captain Woodring noted that he recused himself and does not have any further comment that would indicate that he believes there is an issue with the vote.

Commissioner Branch moved to approve the PBIRC's proposed findings and recommendations, seconded by Commissioner Fitzgerald. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F5 PASSED.

(PB-2017-0926-07) RPBA F6 was presented.

Chairman Longoria called for consideration and possible action regarding the proposed findings and recommendations of the PBIRC regarding the M/T STOLT INVENTION allision with VOPAK Dock #4 on February 15, 2017, in the Houston Ship Channel.

Captain Woodring reported that Captain Richard Teeter was piloting the M/T STOLT INVENTION inbound coming past the VOPAK dock on the ship channel, and was intending to make a turn to come back in more. Captain Woodring stated that as the ship was going by the VOPAK dock, tug HUNTER M came up on its port quarter to “make fast” and put its line onboard the ship and have it secured to help it maneuver.

Captain Woodring stated that this attempt was unsuccessful, and the tug ended up pushing the ship towards the port. He noted there was not any notification that the tug was unable to “make fast” and this unexpectedly caused a difficult situation for Captain Teeter, as he was now” cock-eyed” in the channel, his stern had been pushed to starboard, and the tug was not tied to the ship.

Captain Woodring commended Captain Teeter for a great job in his actions to swing the ship back into the middle of the channel, but as a result the stern allided with VOPAK Dock #4.

Captain Woodring reported that following its deliberations, by a vote of 8 to 0, the PBIRC proposed that this incident was due to lack of notification that tug HUNTER M was unable to “make fast” on the port quarter in a timely manner.

Chairman Longoria noted that the Port Commission wanted to make sure that oversight is appropriately rendered, and stated she had full confidence in the judgment of Captain Woodring and the PBIRC.

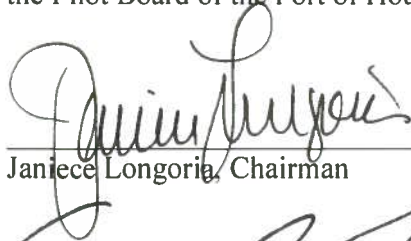
Commissioner Fitzgerald moved to approve the PBIRC’s proposed findings and recommendations, seconded by Commissioner Branch. Chairman Longoria, and Commissioners Branch, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. RPBA F6 PASSED.

Commissioner Fitzgerald asked what could be done about the communication issue between the stern lookouts and pilots. Captain Woodring stated that this issue was due to a language barrier, as many crewmembers speak minimal English. He noted there is a bridge resource management class that demonstrates effective ways of interaction, but unfortunately in this case there was poor communication from the stern lookouts to the pilots.

Commissioner Fitzgerald thanked Captain Robert Shearon and the Houston Pilots for their service and immediate response during Hurricane Harvey.

At 10:36 a.m., Chairman Longoria adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the September 26, 2017 meeting of the Pilot Board of the Port of Houston Authority.



Janiece Longoria, Chairman



Erik A. Eriksson, Assistant Secretary

F. PILOT MATTERS

Subject	1. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Michael A. Curtiss.
Meeting	Sep 26, 2017 - 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 26, 2017 meeting, recommend to the governor the commission renewal of Captain Michael A. Curtiss as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective November 23, 2017, 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 Michael A. Curtiss 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 Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Incident Management for Pilots, Emergency Shiphandling for Pilots, Collision Regulations-Pilots (Col-Regs-Pilots), Restricted Visibility Navigation for Pilots, Bridge Resource Management for Pilots (BRM-P), Fatigue, Sleep, and Medication Course (FMS), Manned Model Shiphandling, Legal Aspects of Piloting, Bayport Flare Turn using Manned Model, Radar Observer (recertification), Raven Electronic Navigation Systems Training, Electronic Chart Display Information System (ECDIS), 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 Michael A. Curtiss 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 Michael A. Curtiss 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 Daniel J. Doty.
Meeting	Sep 26, 2017 - 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 26, 2017 meeting, recommend to the governor the commission renewal of Captain Daniel J. Doty as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective November 16, 2017, 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 Daniel J. Doty 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 Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Incident Management for Pilots, Automatic Radar Plotting Aids (ARPA), Emergency Shiphandling for Pilots, Bridge Resource Management for Pilots (BRM-P), Bayport Flare Turn using Manned Model, Legal Aspects of Piloting, Error Detection & Use of Advance Radar Techniques in Restricted Waters, Restricted Visibility Navigation for Pilots, Electronic Chart Display Information System (ECDIS), Radar Observer (recertification), Ship Simulator Course, Manned Model Shiphandling, Raven Electronic Navigation Systems Training, 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 Daniel J. Doty 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 Daniel J. Doty 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 renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Randall E. Medard.
Meeting	Sep 26, 2017 - 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 26, 2017 meeting, recommend to the governor the commission renewal of Captain Randall E. Medard as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective November 23, 2017, 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 Randall E. Medard 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 Automatic Identification Systems (AIS), Radar Observer (recertification), Raven Electronic Navigation Systems Training, 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 Randall E. Medard 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 Randall E. Medard 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	4. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Robert L. Thompson.
Meeting	Sep 26, 2017 - 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 26, 2017 meeting, recommend to the governor the commission renewal of Captain Robert L. Thompson as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective November 16, 2017, 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 L. Thompson 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 Radar Observer (recertification), Automatic Identification Systems (AIS), Incident Management for Pilots, Collision Regulations for Pilots (COLREG), Fatigue, Sleep, and Medication Course (FMS), Bayport Flare Turn using Manned Model, Legal Aspects of Piloting, Restricted Visibility Navigation for Pilots, Restricted Visibility Navigation for Pilots, Manned Model Shiphandling, Bridge Resource Management for Pilots (BRM-P), 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 L. Thompson 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 L. Thompson 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 **5. Consideration and possible action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V GLOBAL LEADER allision with City Dock #27 fendering system on December 23, 2016, in the Houston Ship Channel.**

Meeting Sep 26, 2017 - 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 26, 2017 meeting, consider and possibly take action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V GLOBAL LEADER allision with City Dock #27 fendering system on December 23, 2016, in the Houston Ship Channel, 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 Secretary of the Pilot Board may refer reports of marine casualties and complaints alleging violations of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar to the Pilot Board Investigation and Recommendation Committee (PBIRC) for investigation, hearing, and recommendation to the Pilot Board.

Staff Evaluation/Justification:

The PBIRC convened on May 31, 2017, and held a formal hearing to receive testimony and consider the facts in the matter of the M/V GLOBAL LEADER allision with City Dock # 27 fender on December 23, 2016, in the Houston Ship Channel, and propose findings and recommendations regarding the matter.

The following PBIRC members were in attendance:

Captain Marcus Woodring (PBIRC Chairman)
 Captain Robert Shearon (Presiding Officer Houston Pilots Association)
 Captain Michael Curtiss (Houston Pilots Association)
 Captain Richard Ford (U.S. Coast Guard retired)
 Captain Richard Russell (Port of Houston Maritime Industry)
 Captain David Foret (Port of Houston Maritime Industry)
 Paul Caruselle (Port of Houston Maritime Industry)
 Tom Marian (Port of Houston Maritime Industry)
 Mark Bottiglieri (U.S. Coast Guard nonvoting member)

Captain Tyler Gavis, as Compliance Coordinator for the PBIRC, presented incident materials he collected regarding the allision, and Captain Jonathan Samuel gave testimony regarding the circumstances.

Erik Eriksson attended the hearing as counsel representing the Pilot Board, and Jim Brown attended as counsel representing Captain Samuel.

Proposed Findings re Captain Samuel Following its deliberations, by a vote of 6 to 1 (with Chairman Woodring recusing), the PBIRC proposes the following findings:

Captain Samuel did not maintain adequate situational awareness, resulting in an allision with City Dock # 27, with the following contributing factors noted:

- 1) Poor communications between the bridge and stern lookouts onboard the M/V GLOBAL LEADER.
- 2) Delays in engine response time.

Proposed Recommendations re Captain Samuel Following its deliberations, by a vote of 6 to 1 (with Chairman Woodring recusing), the PBIRC proposes the following recommendations to the Pilot Board:

- a. Take no action (except as provided below) and close matter to file.
- b. Captain Samuel is directed to share his lessons learned, and corrective actions, with the other Pilots of the Houston Pilots Association.

F. PILOT MATTERS

Subject	6. Consideration and possible action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/T STOLT INVENTION allision with VOPAK Dock #4 on February 15, 2017, in the Houston Ship Channel.
Meeting	Sep 26, 2017 - 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 26, 2017 meeting, consider and possibly take action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/T STOLT INVENTION allision with VOPAK Dock #4 on February 15, 2017, in the Houston Ship Channel, 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 Secretary of the Pilot Board may refer reports of marine casualties and complaints alleging violations of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar to the Pilot Board Investigation and Recommendation Committee (PBIRC) for investigation, hearing, and recommendation to the Pilot Board.

Staff Evaluation/Justification:

The PBIRC convened on May 31, 2017, and held a formal hearing to receive testimony and consider the facts in the matter of the M/T STOLT INVENTION allision with VOPAK Dock #4 on February 15, 2017, in the Houston Ship Channel, and propose findings and recommendations regarding the matter.

The following PBIRC members were in attendance:

Captain Marcus Woodring (PBIRC Chairman)
 Captain Robert Shearon (Presiding Officer Houston Pilots Association)
 Captain Michael Curtiss (Houston Pilots Association)
 Captain Richard Ford (U.S. Coast Guard retired)
 Captain Richard Russell (Port of Houston Maritime Industry)
 Captain David Foret (Port of Houston Maritime Industry)
 Paul Caruselle (Port of Houston Maritime Industry)
 Tom Marian (Port of Houston Maritime Industry)
 Mark Bottiglieri (U.S. Coast Guard nonvoting member)

Captain Tyler Gavis, as Compliance Coordinator for the PBIRC, presented incident materials he collected regarding the allision. Captain Richard Teeter gave testimony regarding the circumstances.

Erik Eriksson attended the hearing as counsel representing the Pilot Board, and Jim Brown attended as counsel representing Captain Teeter.

Proposed Findings re Captain Teeter Following its deliberations, by a vote of 8 to 0, the PBIRC proposes the following findings:

Due to the lack of notification that the tug HUNTER M was unable to "make fast" on the port quarter in a timely manner, Captain Teeter allided with VOPAK Dock #4.

Proposed Recommendations re Captain Teeter Following its deliberations, by a vote of 8 to 0, the PBIRC proposes the following recommendations to the Pilot Board:

- a. Take no action (except as provided below) and close matter to file.
- b. Captain Teeter is directed to work with the Lone Star Harbor Safety Committee to develop a training module for the Blue Water/Brown Water Symposium focusing on assist tug and Pilot expectations, communications, and interactions.